

Wings!

SEPTEMBER 1981

**SHOCK BRITISH
WITHDRAWAL
AS EUROPEAN
COMP HOSTS**

Story page 3

Magazine of the British Hang Gliding Association



**The first blind
man to fly a
hang
glider**

STORY ON PAGE 9

*16th Oct at
Tons Teanias
8-00*



Hang gliding without hills!

Mastering towing techniques — page 26

LATEST Accidents

DALES club member RALPH JONES, 38, from Wakefield, "very poorly", unconscious in hospital in Huddersfield, after apparently stalling shortly after take-off.

Flying his very extensively modified Skyhook Sunspot in slightly crossed 14mph wind in thermic conditions at Nont Sarah's, Pennines.

A flier of several years' experience and a full investigation pending. The glider — on which the modifications were not manufacturer-approved — said to be not badly damaged. Pilot suffered serious head and shoulder injuries.

PAUL CRANSHAW — who crashed while flying alone in Cumbria — said by hospital staff at Lancaster to be "a little better". Doctors pleased with his progress.

Pennine pilot DOUG SIMMS, of Liversedge, West Yorkshire, in hospital in the South of France after hitting a tree on what was to be his final flight of holiday at Lachens. Suffered broken leg, arm and knee and hip injuries.

KEITH PENN, 27, from Bournemouth has regained consciousness in hospital after crashing his Gryphon late June, Westbury Hill, Avon.

Mere results

Northumbria retained team trophy at year's Clubman's Mere, with Southern Club again second.

Southern's Johnny Carr made 56 miles to Cheltenham, while Michel Carnet won the knock-out distance, with Jenny Ganderton creditable second.

Full reports, pictures next month.

US Nationals

US Nationals at Slide Mountain, Nevada, won by Rich Pfeiffer, of California.

Big shake-up for League?

WITH the British Hang Gliding League poised for a major reduction in members next year, an even more radical proposal has come from League flier John Fack.

In a letter to the Competitions Committee, he proposes splitting the League into separate Northern and Southern sections, with the top 15 from each section after four Leagues going into the final two national rounds.

Committee chairman Derek Evans is against the idea which he feels would throw away the advantaged which the League has brought Britain in selecting the national team.

Nonetheless there is said to be a body of support for John's view which stems from the feeling that League pilots have "progressively alienated ourselves" from the country's best flying areas "because of our arrogance".

Meanwhile the bottom 12 in this year's League will be replaced by the top ten in the XC League, with immediate re-entry impossible and no replacements for other resignees from the League.

THE MARAUDER —

A well kept secret



A BRAND new hang glider with 98 per cent double surface and 128 degree nose angle has been produced by an unknown company.

Rick Ware tells the story.

Yorkshire is a big county, with big hills, big flyers, big XCs and big ideas — so why don't we have a Yorkshire hang glider manufacturer? It's like finding out they don't make surf-boards in California.

Research

You may be forgiven for thinking this is the case because for the past three years Gold Marque Sports of Pockington, near York, has been one of hang gliding's best-kept secrets.

For all this time the mind of a native of the Yorkshire Dales, John Bolton, has been applied to pure research and development into building a better hang glider.

No adverts, little publicity and no selling-drives have meant that those people who read the results of this year's Scottish Open must have wondered what on earth a "Gyr" was and what it was doing in twelfth place among the "Clonets".

The Gyr, (pronounced 'Jire' — it's the name of a hawk)

Marauder in flight at the Hole of Horcum — pilot Nick Goodyear.

is John's first design, a low-cost Pilot-One-upwards machine but with a high performance.

Now the first production model "Marauder" is being built.

Cupped

It is a CFX design with an aspect ratio of 7.45. The tips float up under load, making for lovely landings and by a bit of natty sail-making are "cupped" to exhaust the high-pressure air behind and downwards at the tip to delay the tip vortices which normally occur inboard of the tips, so cutting down the effective span.

It has no vertical keel pocket, but rather a horizontal one which allows the keel sideways movement at the rear.

Vertical surface behind the centre of pressure is provided by a fin which is attached between the kingpost and the back-stay wire. This moves with the sail in a twisting motion and does the work of a rudder to some extent.

The projected area of the first model is 175 square feet and looks like being just the wing for trikers.

Born in Bedale, Jim was

first articulated to a solicitor but walked out of that cloistered environment into the army where he saw action on the Italian-Yugoslavian border with a peace-keeping force until 1948.

A stint in the hotel trade, as a TV and radio salesman, as a publican and then building up an electronics business kept him pretty busy — but then in 1975 he saw his first hang glider.

I supplied him with a McBroom Cobra and taught him to fly.

By the winter of 1979/80 — despite being a middle-aged family man and a partner in a thriving business — John was ready to throw in his lot with hang gliding and casually made the announcement to his wife Rhona over the breakfast toast.

Much of the work of translating John's ideas into dacron and aluminium is done by Nick Goodyear, an engineer by calling and latterly an instructor with the Northern Hang Gliding Centre.

Being a very fine and critical pilot, most of the test flying is done by Nick with me being roped-in to provide a "second opinion", or as the others put it, "to make sure it really is foolproof!"

CAA to rethink

THE Civil Aviation Authority has pledged to reconsider its stance towards microlights after a meeting with British Minimum Aircraft Association representatives.

BMAA chairman Steve Hunt, who met CAA officials with President Ann Welch, described the meeting as "fruitful" and said: "We were definitely treated as equals and taken seriously."

At issue are questions including standing charges and registration and CAA standpoints which, claims the BMAA, could hinder the growth of an effective industry in this country.

"There has been no change in the CAA's position at present but they have promised to go away and reconsider some of the things they have said," said Steve.

The first Wings! Crossword entry brought an encouraging entry, given the short time available.

Winner of £10 credit from Mainair was John Bevan, of Tibberton, Worcs.

Thanks to Phil Blakeney for pointing out the correct spelling of "flare" — the error noticed when it was too late.

Records

Mike Brewer has set a new world height gain record — 13,200' — in Owens Valley. He reached 19,200' on his Aeolus 170. This is the first official world record broken since 1979. Previous holder was George Worthington.

A new European distance record is being claimed by Helmut Denz, of Germany. The flight was apparently in May, yes MAY, and took him 120 miles from Mayrhofen, Austria to Schladming. He was flying a Comet 165 and was carrying a barograph.



MEET THE TEAM

THE British team for the World Hang Gliding Championships at Beppu, Japan, next month was chosen midway through the fifth, Pennine, League.

The Competitions Committee's choice for the eight-strong squad was quickly vindicated when the team ended up filling the first eight spots overall in the League contest so far this year.

Also flying with the team and manager Derek Evans on September 21 will be Dales Club Chairman Noel Whittall, selected to travel as steward, courtesy of the Japanese government.

• Pictured, rear, from left are Ronnie Freeman, Johnny Carr, Graham Slater, Bob Calvert, Tony Hughes, Rob Bailey (captain). Front, Graham Hobson (left) and Andrew Wilson.

Avon calling

AVON club informs EVERYONE it has no alternative but to close Ubley to non members at weekends. Anyone wishing to fly midweek is welcome, PROVIDED they phone any committee member.

Pilots are reminded of the sensitive nature of Frocester and of the absolute necessity for non club members to abide by local rules and contact a committee member before flying.

Pete Waterworth — Almondsbury 612870, Pete Sutton — Bristol 47790, Phil Gibson — Bristol 422100, Howard Rockliffe — Portishead 843793.

Charity event

The Southern Hang Gliding Club is staging a charity fly-in on October 3-4 based at Devil's Dyke. Proceeds to Jimmy Savile's Stoke Manderville Appeal.

Embarrassing retreat from championship

The BHGA has formally withdrawn its offer to stage the 1982 European Championships.

The surprise move follows a majority vote by Competitions Committee, worried at lack of funds and at failure to gain consent to stage the event in the Yorkshire Dales.

Budget for the event was nearly £20,000, with Sports Council backing limited to a maximum of 40 per cent of that.

A letter was sent to

BHGA Chairman Roy Hill stating the committee's view.

Roy Hill wrote to the Fédération Aéronautique Internationale with "considerable embarrassment", stating the BHGA's reasons for its change of heart:

- Not having the venue which was our first choice

- Being unable to obtain permission to use the sites at our alternative venue. (The Lake District)

- The present world recession, hitting the UK particularly hard.

- The Competitions Committee, which would be very much involved in the organisation of the Championships, has itself been involved in a major re-organisation and will need to re-assess its objectives and priorities before being committed to a European Championship.

Ironically, the North Yorkshire Sailing Club committee had agreed in principle to host one of two elimination rounds for the championships in May/June, subject to approval by next year's committee.

Most likely venue is now Austria.

ALLAN JAMES

SADLY we have to inform the flying fraternity that Alan James took his own life on August 1.

He was a highly-respected pilot whose standard was something all others tried to attain.

He and his brother Fred started flying at the age of 20 from Hay Bluff some six years ago and two years later suffered a towing accident.

He was back, flying within weeks showing the determination for which he was known.

Allan's hang-gliding ability showed in his cross-country record with an accumulated 117 miles in 1979 and 180 miles in 1980. His best distance was 26 miles, better than anyone else in the club until this year.

Anyone flying during the week could almost put their watch right by the sight of his car rushing up the hill after work.

He was a quiet person who lived for everything connected with hang gliding and everyone from the South East Wales Hang Gliding Club will miss him a great deal.

Our sincere sympathy goes to his parents, brother and those close to him.

Martin Hann,
(Chairman.)

South East Wales Hang Gliding Club.

Allan's brother, Fred, thanks BHGA members for their "sympathy and kindness" to the James family.

Wings!

Edited and designed by Stan Abbott

Published in the second week of each month by the British Hang Gliding Association. See page 31.

Cover picture by Richard Kenward shows Andrew Hill on tow launch with Richard Gibbs in background. Full story on page 26.

The inset picture shows Noel Whittall, right, giving blind lawyer Wan Yeo his first hang glider flight at Great Whernside, Yorkshire Dales. Picture by Tim Taft. Full story page 9.



Towing or no towing, lose our sites and we're in one big mess. Flying rights and traditions at many sites are in the melting pot. Good news and bad on pages 10-11.



Graham Hobson won his own Pennine League, with a flock of Comet pilots behind. Story pages 15-17.



Robert Bailey has climbed to the top of the XC League with two 50-milers — XC news on pages 20-21 and 31.



Wings! cartoonist Bill Lehan proves he has a flair for written wit too as he recalls his own flying experiences on page 29.



A bumper postbag — letters on pages 6-7 and 22-3.



Power opinion — Triker and pioneer hang glider pilot Noel Whittall presents a reasoned view of where things are going on page 5.

TRI-FLYER

MAGIC PERFORMANCE!

The Tri-Flyer turns your glider into a high-performance ultralight. Conceived to bring the best from the current range of super ships, the Tri-Flyer can also be fitted to many other models — its powerful thrust, ultralight weight and excellent design, giving you undreamed of performance.

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Although designed as a kit, the Tri-Flyer can be built from plans which are available for £27.50 per set, fully refundable against future kit purchase.

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The kit comes in a packing case, approx. 7'0" x 2'6" x 1'6"

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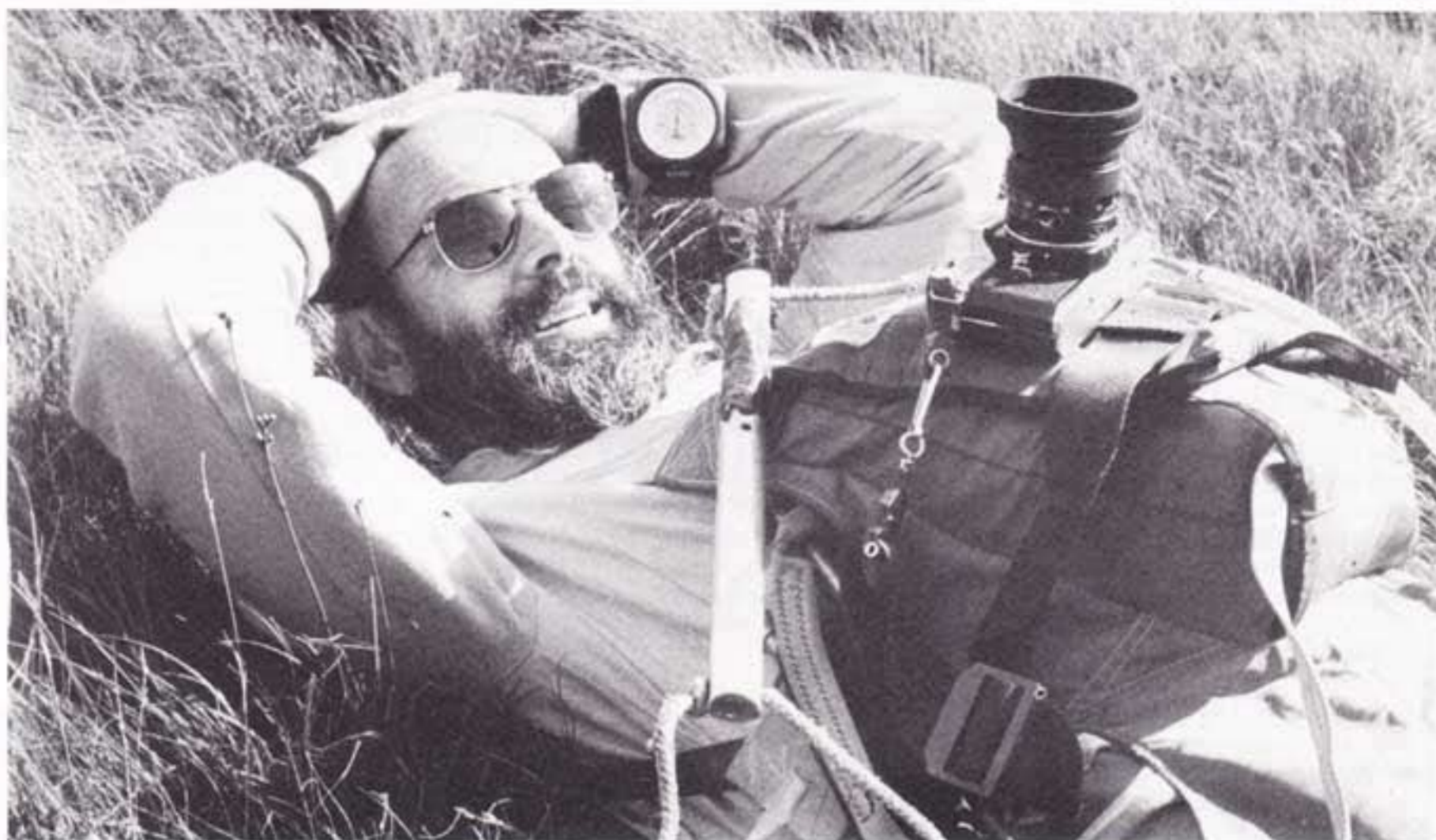
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DEALERS INVITED

A man amid a Golden Age:

LONG MAY IT LAST

CONFLICTS of interest between hang gliders and the power people seem to feature ever more often in the pages of Wings! In Britain and abroad a wedge is being driven between the two interests. Here, long-standing hang glider pilot, triker, Dales club chairman and diplomat extraordinaire NOEL WHITTALL argues for a sane approach before it's too late.



Noel savours the Golden Age — Tim Taft

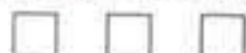
IT is rare indeed that one can be part of a Golden Age while being aware of it at the time. Yet here I find myself slap bang in the middle of the Golden Age of Microlight flying — triking in particular.

Now there seem to be two basic requirements for an era to qualify as genuinely 24-carat:

- **FIRSTLY**, and obviously, the activity involved should be intrinsically pleasurable.
- **SECONDLY**, but more subtly, it should have developed only to the state where it is still a little short of perfect.

Think of railways. Few will argue that the golden age died with the passing of steam, quite forgetting that a ride behind one of Gresley's masterpieces could reduce a white shirt to dappled grey between London and Birmingham.

Or consider jazz. New Orleans 1909-1929 — a band in every bar pumping out fresh classics each week, but what a shame about the dirt and the poverty and those awful acoustic recordings.



So with triking. Free-and-easy, simple motorcycles of the air. Almost unregulated. Nip in and out of any friendly farmer's field at will. People are actually still keen that you should fly nearby.

No doubting the pleasurable side of the game. Also the less than perfect aspect is not hard to appreciate — the average trike is about the crudest, most underdeveloped piece of equipment ever to venture into

Power

the air commercially.

But they do work, and rather well at that. So enjoy them for what they are now. Be prepared to replace drive belts at **ridiculously frequent** intervals. Don't moan about the way the spark plug is always gooped-up when the engine has not been run for a few hours.

Don't **crave** weather protection or streamlining or electric starting or variable pitch propellers — they'll all be along soon enough, as, no doubt, will licences, permits, inspections, restrictions, landing fees and all the other stigmata of progress which when they arrive will make you realise that the Golden Age finished yesterday.

Don't think for a moment I am advocating the arrest of progress: not at all. Now that we have discovered that a couple of hundred CCs are enough to fly on, there can only be progress along the classic lines, of faster, further, higher — and inevitably — more expensive!

The gulf between the Super Scorpion chugging along courtesy of a hard-pressed Valmet 160, and the sleek efficiency of something like the ultra-streamlined Vari-eze will gradually close.

I just feel that we need to be alive to the pressures which will be imposed upon us, and by the way we conduct our flying during this Golden Age we should be able to postpone the disadvantages while retaining the freedoms for as long as possible.



The requirements are ridiculously simple really: fly your trike in such a way that it doesn't upset other people. Know and respect your air law. Avoid the herd instinct. Four or five trikes using a field may well be entertaining for the locals — 14 or 15 will probably be irritating. Similarly, a site used once a week may be quite OK, while every evening is too much.

Please keep clear of hang gliding soaring sites. I know all your mates will be up there, and yes, of course they'll be pleased to see you and "oh and aaah" at your consummate skill in getting there, and the occasional visit probably won't lose them the site.

BUT, it removes the biggest argument that the soaring hang glider pilot can put forward when negotiating with landowners and gamekeepers. No longer can we claim to be silent and non-polluting if powered machines visit our sites, even if only occasionally.

As far as the hang gliding clubs go, here's a suggestion you may not have considered: start an informal trike section and actively encourage the development of sites. Use your club newsletter to circulate power information, rather than

letting a "Them-and-Us" situation develop at this early stage.



Above all, fly defensively. By this I mean always have in mind what you would do if the power was to fail **NOW!** Nobody flying a trike driven by a two-stroke motor with single ignition is entitled to assume that the motor will run indefinitely.

My experience is such that I can assert that it almost certainly will not. Plugs do fail: gaskets do blow: carb. needles do drop: plug leads do come loose: throttle cables break.

Sooner or later, one of these inconveniences will afflict one of us just as we're concluding a beat-up of our mate's house, and a mildly illegal bit of fun will suddenly become a full-blown set-piece CAA-involved disaster. The Golden Age will very soon be back to base metal again.



Bonny Scotland

Dear Sir -

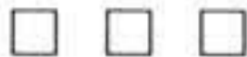
I thought some of you would like to know what goes on in Scottish hang gliding. Well, there are very few regular fliers in Scotland, perhaps 50-70.



When it comes to hills we have more than we will ever fly. It really makes us wonder how lucky we all are up year when we read the tales about Dunstable and the like.

The only time we come into contact with sailplanes is when flying at Bishop. Contrary to what you hear from one or two fliers up here, flying at Bishop is very relaxed. We only have one main rule and that is; no real novices. And any near-novice is always flying with an experienced pilot.

Generally, if it's a day where there is only ridge lift, you don't hog the lift band. So giving the sailplanes a chance to get at it. We still make one or two of them nervous. Our tight 360s scare them.



I feel sorry for all you southerners who have to travel many miles to fly. I stay in Glenrothes in Fife and ten minutes drive will take me to everything except our easterly site. When it is easterly or thereabouts, Glenshee is 1½ hours' drive away, and takes everything except west. Glenshee also has a chairlift up 2000 ft.

Well, I hope to see some of you Sassenachs up here soon.

Pete Finlay
Lomond HGC

Sorry, but not so sorry

Dear Sir -

While I do not wish to engage in "petty" argument, I feel a response is needed in reply to the letter in July Wings! from John Wood of the Pennine Hang Gliding Club.

Three points need to be made.

FIRSTLY regarding notification to the PHGC of the impending 1981 universities competition. If the host club had not been informed then may I offer sincere apologies. There can be no excuse for the organisers not doing so, though all participants assumed that this had been taken care of.

SECONDLY however, there WERE several "local fliers" on the hill that day, presumably members of the PHGC. Indeed they were friendly towards us, engaging in the usual northern "wind-up" as we stood on the hill trying to hook the few weak thermals that drifted up to us early in the day.

We would have welcomed any advice

from them regarding landing sites and other areas "out of bounds". Unfortunately none was forthcoming.

FINALLY, as the pilot referred to, with the bent upright on my Hilander. The approach I received from the local pilot was "you're not going to fly with that are you?" Hardly particularly helpful from a pilot of many years' experience. Had he engaged in further conversation he would have found that I too have several years' experience. The bend was not serious (ask any League pilot of he's never flown without a

slight bend SOMEWHERE!???) and the upright was in fact sleeved and of considerable structural integrity.

Many universities now operate very successful hang gliding clubs and offer a subsidised route into what is often an expensive sport.

We aim to be as responsible as possible and promote the sport in the best possible manner. Unfortunately the tone of Mr. Woods's letter would tend to suggest otherwise.

C.J. STANFIELD,
Secretary,
Aberystwyth
University HGC.



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The march of the 'mods'

Dear Stan —

Recently I found a way of improving the performance and handling on my small Emu, for just £7.00, simply by the use of preformed battens. It all started when I borrowed a set from John Evans that he uses on his own design "Soft Machine".

The lengths were wrong of course and therefore I could not secure them with the elastics on the trailing edge. Consequently it flapped a bit, but despite this, the increase in performance was immediately noticeable. It was a good 15 per cent better in every respect.

I decided that I had to modify my Emu, as I had no intention of flying it with flexible battens ever again. So off I went to Hiway to get the bits and pieces, consisting of 9 metres half inch aluminium, 6 metres of three-eighths inch aluminium and 12 end caps. I was given off cuts, hence £7.00. Normally the tubing is 60p a metre.

It only took a few hours to take shape using the following method (see diagram). I cut 12x20" lengths of the 1/2" tubing and 12x12" lengths of the three-eighths inch tubing. The three-eighths" is used for inserting into the half inch, and the flexible batten, the latter being pushed home to mate with the half inch.

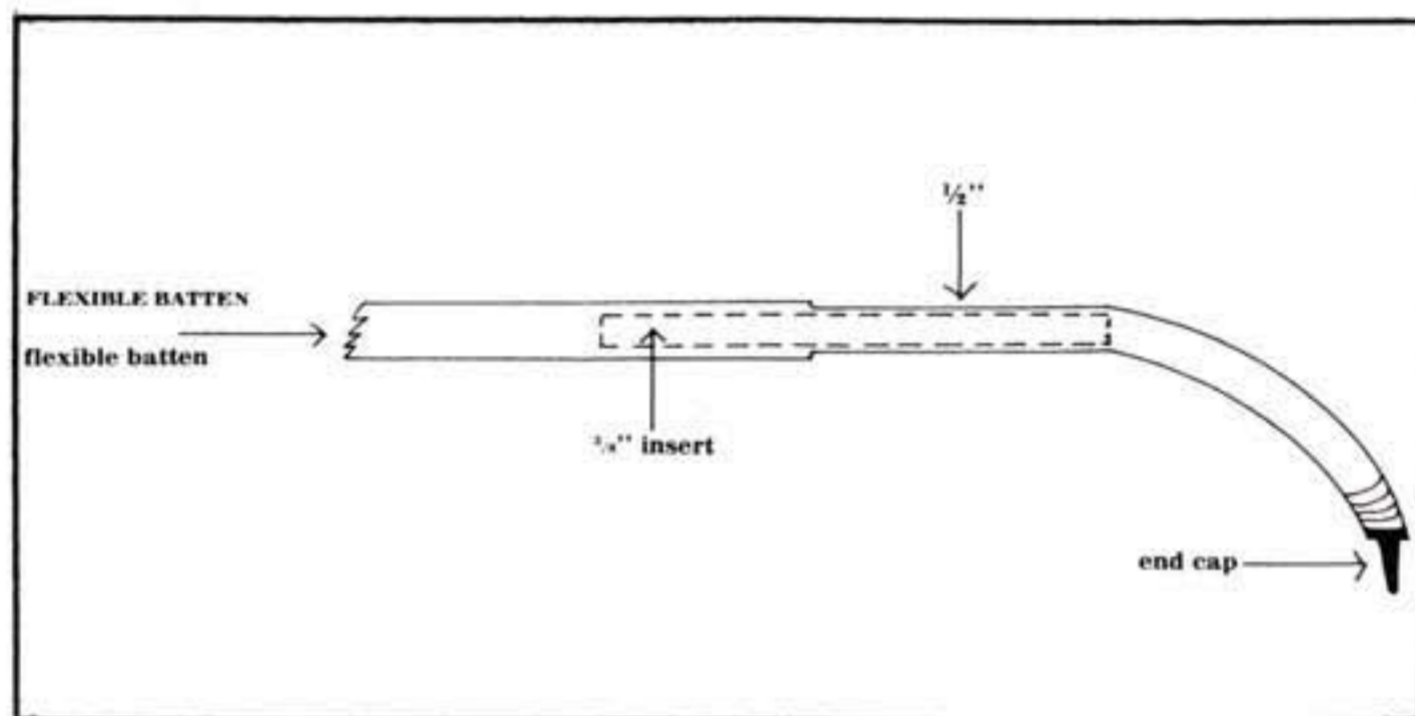
To camber the half inch, I filled each length with sand and bent them carefully over a 15" diameter pipe.

One or two were snapped in the process but I eventually got it to a fine art. I worked on them in pairs to ensure even camber on each wing. I had no template but worked by trial and error and rule of thumb, making the camber gradually less towards the tips, where the end batten remained flexible as before. It looked OK, so off to Rhosili to try it out. Perfect first time, no turns, no nasties, no trimming required. The hang point was as before, right back. I found I actually had a max glide now, unknown before. The handling was also better and pitch more positive. The roll was a fraction heavier, but then it was too light to start with really. The main improvement is having glide at speed, which

• **COMMENTS** please on the subject of modifications generally, their desirability and necessary precautions to be taken.

— Ed.

How to make a D'emu'n



enables me to get nearer the super ships. The very centre battens which remain permanently in place were already preformed on the same lines I mentioned, so I cambered them even more.

So, if like me, you've

stuck with your Emu, for whatever reason, then uprate it and get that extra performance.

All the original battens will have to be shortened to the length of half inch used, i.e. 20"

I like to throw my Emu around a bit and have had no problems in

this respect. In fact it's better. It converts on the push so wingovers need more speed, otherwise it free falls. So for £7.00 and a few hours work you too can have a Super Emu or D'emu'n.

NEIL EDWARDS,
Secretary,
South West Wales HGC

Answer to sail stretch

Dear Stan —

Best wishes in the job of making Wings! I am writing to you on a subject close to my heart.

The Super Scorpion over the years has been a good war horse for many punters including myself. Now I see that many SSS are appearing in the "for sale" columns of magazines and newsletters.

I wonder if it might be worth passing on to the next lot of owners things that regular users have learnt about them?

My own tip relates to the sail of my glider which is now nearly two years old. The wings are of white material on the inner panels and coloured on the outer ones where the wash-out is formed.

Since coloured fabrics stretch more than white it is probably that the area where the wash-out is has stretched and the consequent increased wash-out has reduced lift.

After thinking about the matter for a year (best to be cautious), I recently slipped on a pair of so-called "speed rings" kindly given to me by one Mr John Turner and at the same time made a new A-frame bottom bar (longer to match the lengthened cross boom), so preventing any change in dihedral. Then I went flying again and so far have noticed that I now land well beyond the point that I would previously expect to have reached. The glider still turns sweetly, has been accidentally landed downwind without ill effects, and flew "no hands" while I took photos and wound on the camera etc.

The Spitfire went to about 16 modifications — any advance on MKII for the Super Scorpion?

GEOF LM JONES
Leeds

GOT SOME NEWS, GOSSIP, OR JUST SOMETHING TO GET OFF YOUR CHEST?
RING STAN ABBOTT
LEEDS 448303



Hang 'em high!

John Long, from Nottingham, caught this unusual shot on the hill one day.

"I was at Chelmsorton in the Peak District taking photos of the Peak Hang Gliding School giving tethered instruction, when these legs drifted into the viewfinder! I thought we had a lynching on our hands!"

Temporary extension?

The new BHGA temporary membership scheme — aimed at hang gliding school students — has been taken up by 20 people, of whom nine have completed Pilot One, council heard.

Members agreed to discuss a proposal to extend the scheme to clubs at their next meeting.

Diane's job

Accident investigator Diane Hanlon is to take on responsibility for investigating all incidents, bar fatal crashes, BHGA council agreed. She is instructed to commission former chief accident investigation officer John Hunter to look into fatal accidents.

Draw prizes

The full list of winners in the tenth anniversary draw is as follows:

1st., £750, R.J. Wells, Rugby.
2nd., £100, C. Coates, RAF Abingdon.
3rd., £75, James McMenemy, Berkshire.
4th., £50, D. Hatton, Wolverhampton.
5th., £25, David Jordan, Guildford.
Sellers' prizes: 1st. prize for selling the most tickets, £100, (books sold, value £65.00), John Greening, Merstham, Surrey.
2nd., £50, (books sold value £58.25) John H. Ritchie, Stirling.
3rd., £20, (books sold value £45.00), Beau Bear, Tenby, Pembrokeshire.

You know it makes sense

THE SCHEME

9"x12" flag
RED/WHITE
Pre-P1 (under training)

1" x 18" ribbon
ORANGE
P1 (or just converted to prone)

1" x 18" ribbon
WHITE
3 flights during which ridge soaring (beating) lasted for at least 10 minutes each time (seated or since prone conversion)

Use coloured electrical insulating tape or similar
GREEN
P2 on Pilot "Wings" (or 5 hours soaring after prone conversion)

For these last two grades tape with the Kingpost only is an alternative option
BLUE
TOP VIEW

Recap on the ribbon pilot experience markings as featured in June Wings!

THE backing of every pilot in the country is needed to help what is being increasingly seen as a major step towards increased safety, writes Training Officer **BOB HARRISON**

April and May have come in with a bang as they do every year and every year we all tut and wonder what can be done about it.

For one reason and another these months still announce the beginning of the "Silly Season" (CAA words not mine) and with it the sounds of crunching aluminium and worse, the bones of our friends.

So are we going to do something positive about it or like previous years, are we going to talk about it, shake our heads over it and, in the end, do nothing?

Looking down this year's list of accidents it is quickly noted that this year is no different to any other — the intermediate



pilot and the stall — singly or the combination of the two — feature most often.

Why?

Why the intermediate pilots? inexperience? over-confidence? u n d e r - c o n f i d e n c e? inconsistent flying time (fairweather flying)? erratic and irresponsible flying, etc could all be factors but not receiving help and information certainly IS.

Why the stall? converting to prone? scraping in light winds? mixing up airspeed and groundspeed? just not flying well? could all contribute but not receiving help and information certainly DOES.

Touch wood, and although accidents are bound to happen, the new novice straight out of a school should now be finding far less of a vacuum when he joins his first club. His/her flying has been made safer.

The Observer, coaching and Instructor systems together with Adopt-a-pilot schemes all contribute to this. Unfortunately, they don't seem to be very effective for the most experienced intermediate pilot, and his own problem.

Imagine you are on a hillside talking to a small group of friends. There is a large turnout of fliers, some you've seen before, others not so. The conditions aren't brilliant but some people are managing to fly.

Somebody you don't know, has caught the groups attention and you watch him approach take off with, say, his girlfriend on the nose.

You haven't seen him talk to any other flier, though you haven't been taking much notice.

But who is he? What experience does he have? Can he handle these conditions? Oh well, you'll see in a minute.

Off he goes, not an elegant take-off — nose a bit too high, not a very smooth flight — a bit jerky. Turns not very well co-ordinated — and he's flying much too slow, maybe because

INSURANCE

The following Personal Accident Insurances are placed at Lloyd's and are applicable to United Kingdom based BHGA Members. They are effective throughout Europe. Extensions beyond that can however be arranged.

Claims experience has forced underwriters to increase premium on all new Personal Accident Insurances — but a lower renewal premium applies to those previously insured without claim.

PERSONAL ACCIDENT BENEFITS IN THE EVENT OF A HANG GLIDING ACCIDENT

CAPITAL SUM
IN THE EVENT OF DEATH, LOSS OF EYE/LIMB (OR USE THEREOF) OR PERMANENT TOTAL DISABILITY

Code	Capital Sum Benefit	New Premium	Renewal Minimum
A5	£ 5,000	£ 25.00	£20.00
A6	£ 6,000	£ 30.00	£24.00
A10	£10,000	£ 50.00	£40.00
A15	£15,000	£ 75.00	£60.00
A20	£20,000	£100.00	£80.00

WEEKLY BENEFIT
PAID UP TO 104 WEEKS (EXCLUDING FIRST 14 DAYS) FOR SO LONG AS DOCTOR CERTIFIES YOU TOTALLY UNABLE TO FOLLOW NORMAL OCCUPATION

Code	Weekly Benefit	New Premium	Renewal Premium
D20	£20 per week	£15.00	£12.00
D30	£30 per week	£22.50	£18.00
D40	£40 per week	£30.00	£24.00
D50	£50 per week	£37.50	£30.00
D60	£60 per week	£45.00	£36.00

NOTE: Benefits are normally paid at end of Disablement period — but in cases of hardship we can normally arrange a cheque each four weeks after benefit starts.

FOR COMPETITION PILOTS i.e. THOSE TAKING PART IN NATIONAL OR INTERNATIONAL COMPETITIONS OR THE LEAGUE — OR COMPETITIONS ABOVE CLUB LEVEL, UNDERWRITERS HAVE INSISTED ON THE ABOVE RATES PLUS 25%

FOR MANUFACTURERS, THEIR EMPLOYEES AND INSTRUCTORS PLEASE ADD 50% TO THE ABOVE PREMIUMS

No Proposal Form required, provided you are between 16 and 65, can warrant you are fit and declare any serious accidents or illnesses during past five years, we can normally give cover immediately we receive your NAME, ADDRESS, AGE, OCCUPATION, GLIDER DETAILS, BHGA OR CLUB MEMBERSHIP NUMBER AND CHEQUE.

PLEASE GIVE YOUR WIFE'S FULL NAME IF YOU WISH HER NAMED AS BENEFICIARY IN THE EVENT OF YOUR DEATH.

GLIDER ALL RISKS (GROUND) COVER U.K. ONLY

Policy excludes Flight Accidents but covers every accidental ground risk that we have yet thought of, e.g. Theft, Damage resulting from Car Accident, etc. (Excluding first £5.00 each claim. But £10 when rigged for flight). Includes 30 days in Europe each year.

GLIDER VALUE £300	PREMIUM £8.00	GLIDER VALUE £400	PREMIUM £10.00
GLIDER VALUE £350	PREMIUM £9.00	GLIDER VALUE £450	PREMIUM £11.00

EACH ADDITIONAL £50 VALUE — ADD £1.00 PREMIUM. RATES FOR SYNDICATES CLUBS ETC., ON APPLICATION

LIFE, ENDOWMENT, HOUSE PURCHASE AND PERMANENT HEALTH INSURANCE

We can still offer normal terms for most Life, Endowment, House Purchase and Permanent Health Insurance. Do come to us first if you contemplate any form of Life, Endowment, Unit Linked House Purchase or other insurance.

THERE NEED BE NO PREMIUM LOADING TO COVER THE HANG GLIDING RISK.

We have arranged special terms for BHGA Members and we will gladly quote if you will write or telephone: **REGGIE SPOONER INSURANCE BROKER FOR THE BHGA, CLIFTON HOUSE, BATH ROAD, COWES, I.O.W. PO31 7RH. TELEPHONE: COWES (0983) 292305**

POWERED HANG GLIDING AND TOWING QUOTATIONS GLADLY GIVEN ON REQUEST.

HOLIDAY COVER — including the Hang Gliding risk — readily arranged. Details on application.

TOWING and/or POWERED Hang Gliding is NOT COVERED by any of the above, except by previous written authority. If in doubt, ring REGGIE SPOONER on 0983-292305.

NOTE: In contrast to Personal Accident rates, two or three major Life Companies, with good Profit Records, are now offering Life, Endowment and House Purchase Policies at normal rates. DO LET US QUOTE.



Bob Harrison

he's bottom of the stack.

"He shouldn't be flying in this" is the general remark and you go back to the earlier discussion.

Will you or any of your friends go and have a word with him when he returns? Will you ever shout and ask him to speed up or land or both. Should somebody not have had a chat before he took off? Maybe — (maybe YOU do) but do most fliers?

Difficult

It's very difficult for one flier to go up to another and have a chat along the "who are you" lines, or "you know what you did wrong".

The voluntary ribbon system, outlined in June Wings! is a way to visually indicate what level of experience the pilot has attained.

By wearing a ribbon or flaglet on the king post, the pilot could be saying several things, besides indicating his experience.

- I am willing to give advice.
- I am willing to be approached and listen to advice.
- I am flying in these conditions, but before I tempt you off the ground compare my colour to yours.
- Please give me a little room, as you can see I am not as experienced as you and don't want to be put into any uneasy situations.

Combine the ribbon system with a determined drive by everyone to approach and be approachable then we stand a chance of making hang gliding even safer, at very little expense.

For the scheme to work, it will need the co-operation of every school and every club and every pilot in this country — we all need to do it, not talk about it.

Best Angus

Angus Club records to date are: Distance, Ali Milne, Lightning 175, Cairnwell, 26/7/81, 22 miles... Duration, Dougal Scott, Lightning 195, King's Seat, 9/5/81, 4 hours... Altitude gain ATO, Dougal Scott, Cairnwell, 1/8/81, 3800'.

Blind Wan gets his wings!

WAN Yeo, 52 — the blind lawyer whose worrying plans for a solo hang glider flight were featured in August wings! — has flown tandem.

His charity flight with Dales Club Chairman Noel Whittall comes after his disappointment at the withdrawal of Robert Bailey from the venture.

Bailey feared the risks were too great to be taken with Press and TV present. Noel's flight was a hush-hush affair, as he tells here.



Wan goes "solo" — ground handling by, from left, Tim Taft, Harry Unsworth and Noel Whittall.



Take-off on Noel's Storm

WAN became the first blind man to experience the sensations of hang gliding when he co-piloted my craft from the summit of Great Whernside, Yorkshire (2,300ft ASL).

The soaring flight lasted almost a quarter of an hour during which time the glider maintained a clearance of about 1,000 feet above the valley, eventually landing at the foot of the hill.

Before launching, Wan — who works for Leeds Community Relations

Council — had undertaken a short programme of ground training which included being suspended from the balcony of the old chapel from which I run my motor spares business!

Sponsorship of Wan's courage will result in the Leeds Association of Friends of the Blind benefiting by about £600 towards their Tandems for the Blind appeal.

Wan, who has previously flown and landed a sailplane with only the verbal guidance of an instructor, stated during a Radio Leeds interview that the hang glider was altogether more sensitive and responsive, giving him a much greater sensation of the nature of the air.

Also present were Dennis Salkeld, General Secretary of the Association of Friends of the Blind, the inspiration behind Wan's flying exploits, and a tower of strength on the day; Phyl Croft, Wan Yeo's secretary, who took the photographs.

Dales Club members Tim Taft and Harry Unsworth gave up their entire day to assist with carrying-up.

Notes from Taunton

THE BHGA clubs contacts list published in June Wings! has been updated as follows:

North Wales Hang Gliding Club. Bill Hyton's phone number should read 051-526-1740.

Pennine Hang Gliding Club. John Wood has moved to 19 Daffodil Close. His telephone

number remains as before.

George Caley Sailwing Club. Dave Clappison has a new phone number — Hull 834579.

Janet Hayes has two weeks off during September and this will delay the processing of some membership applications, etc.

★★★★★ Out of site — ★★★★★★

Without hills to fly from where would we be?
are under threat. But not all battles are

Aviation

by David Bedding, BHGA sites officer

'Stupidity' costs Pandy

By MARTIN HANN, Chairman South East Wales HGC

PANDY, this fantastic site — the best easterly in the country — has been lost through the total stupidity of two people who made it impossible for others to park in the correct place.

To add insult to injury they left without paying their site fee which is for access, not flying, as described in Wings! May 1981.

Worse still, when tackled about this and as to why they hadn't read it they actually said that they didn't usually bother with Wings!, just thumbed through it.

Unfortunately I wasn't on site as I was working and their names and addresses were not taken. However, they owned an Avon Swift and a Hiway Cloudbase and drove a Minx Estate and a Mini Van.

We understand that they belong to the Avon Club but cannot confirm this.

The South East Wales Hang Gliding Club does not want these two on any of our sites and they will be asked to leave if they are found.

This sort of attitude is typical of a lot of hang glider pilots — they are just too idle or selfish to bother to find out the site rules that we go to great lengths to compile.

These rules are made for a purpose and when they are broken the loss of a site like Pandy is the result.

We have always welcomed responsible and sensible fliers who bother to get in touch with us, but those who don't will in future be made unwelcome.

We want to retain the remainder of our sites.

Little hope at Mill Hill

TIMOTHY Raison MP — Under Secretary of State in the Home Office — has rejected a meeting with the BHGA to discuss byelaws banning hang gliding at Mill Hill.

In a letter to Sites Officer David Bedding, he writes:

"I can not accept that the new byelaw is undemocratic or that there had been inadequate consultation. A public enquiry was held in 1976 which recommended (against your views as I recognise) that there should be a byelaw. The byelaw subsequently made was found by the High Court to be invalid, but not on grounds of principle but on grounds of uncertainty. The Court recommended two ways in which a byelaw could overcome this uncertainty.

"The first was was to set a minimum flying height. This was followed in a byelaw made by the Council, but you among others objected to it and the Home Secretary decided not to confirm it. We thought that pilots would be unable to judge accurately whether they were above the minimum height, which in any case we considered too high.

"The Council were told that the Home Secretary would be prepared to consider a byelaw following the second possibility identified by the court, prohibiting flying to the annoyance of people on the ground; and objectors were told that this was what the Home Secretary had decided.

Bradwell Edge — Sheffield Fears

LEN Hull has informed me that he recently had a phone call from Brian Fletcher (the farmer of the top-landing fields) at a quarter to one in the morning!

Needless to say he was not too pleased about this, especially when he found out why; it appears that various people, who can only be described as fools, morons and cretins, have been seen landing in the wrong fields, climbing over walls, camping on the track and worst of all, refusing to pay the fine when caught.

This means that Len and others are going to have to start all over again with the negotiations for continued use of this site. If you are one of the guilty, then go somewhere else to fly because the Sheffield Club does not want you.

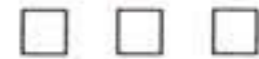
Sheffield HGC Newsletter

I'VE got it. I thought most of you had it, There's no cure. It can only be treated by regular exposure to the atmosphere. Thin air seems to be more effective than that found at ground level.

Our necessary medicine is threatened. The threats are greater than expected when I wrote to seek your help for the Fighting Fund in June Wings! I focused on Dunstable then. You will know from July Wings! that Mill Hill is at the forefront of our sites problems yet again.

Adur District Council appear to have won by introducing new bylaws when we were not looking. There are already signs of this approach spreading.

Eastbourne Borough Council considered taking similar action, (and sub-committee minutes establish the precedent clearly). Only reasonably effective representations persuaded the council to continue to allow us to treat our disease.



Our freedom to fly can only be protected by constant representations at all levels. If necessary we have to be prepared to seek the judgements of the Law Courts. That means having enough money in the Fighting Fund to pay legal costs. We look easy meat for legal suppression if we have no money to protect ourselves.

"These animals and birds look upon hang gliders as predatory birds." — Coun. Theresia Williamson, Liberal.



Eastbourne Gazette, August 5.

"Hang gliding presents a danger to spectators and the public." — **Legal bill** Fighting for Dunstable has cost the BHGA more than £500 in legal costs so far. Coun. Albert and the Gripton, Tory.

★★★★★★ out of mind! ★★★★★★

From Land's End to John O'Groats our sites lost, and there are lessons to be learned...

disease

I hope you will all use your persuasive talents to protect your sport. You may even need to write the odd letter! Our major difficulty is that few people know much about us except that we used to be a very dangerous sport. They think we still are.

They also think we are dangerous to them and their property, which we have never been to more than a trivial extent. (You try getting full third party insurance cover claims up to £500,000 for your car for only £1.60).



Marshall your persuasive talents. Use them at every opportunity. Be likeable so that people are pleased to see you arrive — it makes a significant difference to people's views of hang gliding as it's people problems that we occasionally have, rather than hang gliding problems.

Don't focus on your rights. You certainly have them but they can provoke hostility. We only want harmony. With harmony, rights become unimportant.

Most of you are pretty good at all the above, but you're not so good at investing in the Fighting Fund. It's an investment in your future treatment that is unfortunately necessary.

I don't want only to be allowed to fly in France — the last bastion of individual liberties.

Beachy Head a year's grace

HANG gliding at Beachy Head coastal site on the South Downs has won a 12-month reprieve from Eastbourne Council, writes David Bedding.

Soon after the introduction of new byelaws at Mill Hill, the Southern Club detected similar proposals to ban hang gliding at Beachy Head.

There was a clear connection. Ralph Winsor headed an action group to tackle the issue. The vigilance and effort put into representations was very worthwhile.

● Eleven Club members collected evidence of general support for hang gliding, in the form of a petition,

which was presented by a councillor during the vital debate.

● The Club wrote to the Council and to all individual councillors to persuade them that our case was a good one. I wrote to the Council on behalf of BHGA on broader issues to support representations.

● Anthony Maclaren, BHGA Solicitor, discussed the implications of any byelaw with Eastbourne Council Legal Department.

● Ian Gow, MP for Eastbourne, was approached and paved the way for direct discussion between Ralph Winsor and the Leader of the Council.

● The Eastbourne Policy and Resources Committee responded and recommended that the Council should not seek a prohibitive byelaw at present.

● Twenty members of the Southern Club were in the Public Gallery when an Eastbourne Councillor insisted on a prohibitive byelaw.

● Ken Gilpin of the London and South East Sports Council and Annette Cairncross of the Central Council for Physical Recreation provided valuable advice, and it was clear that considerable support was available.

Now a Code of Practice will be agreed so that we harmonise with others interested in Beachy Head. The rules published here will minimise the chance of a further move to ban us.

The Amenity Society was the main pressure

group seeking a ban. Conservation is important. We must be more effective in persuading conservationists that we are no threat to their interests.

We don't want our bird's eye view of all that is beautiful spoilt in any way, but we are not prepared to allow conservation to be introduced for only a selected few to enjoy it.

Co-ordinated effort pays. It's not perfect yet, but our arguments and tactics were reasonably in agreement and didn't cancel each other out too much.

Absence

A few Southern Club members worked very hard to protect our right to fly. Ralph Winsor kept at it despite injuries to himself and his wife in a car accident.

Many Southern Club members were conspicuous by their absence. Don't they like flying at Beachy Head? Are they constructing another hill somewhere?

Remember, our actions and OUR WORDS influence the future of hang gliding.

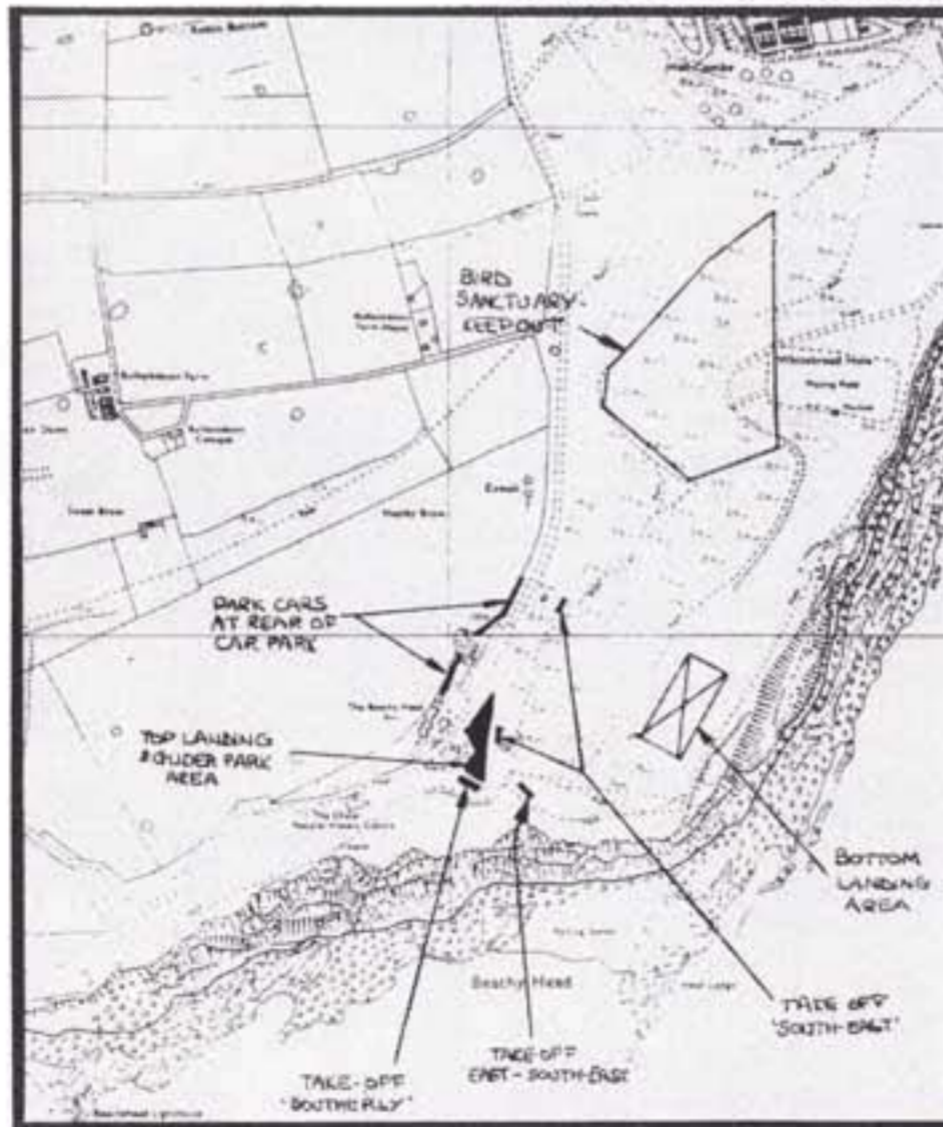
Money can not be excluded. The Fighting Fund needs to be sufficient to protect our interests. Ironically, if we look as if we can afford a major legal tussle we are less likely to be confronted with one!

I don't seem to be very good at persuading you to put your hand in your pocket, and Chris Corston has an embarrassingly short list of donations to gratefully acknowledge, but Sixth Generation machines won't be much use without take off points.

New rules for Beachy

The future of hang gliding at Beachy Head will be jeopardised by failure to observe these rules. The SHGC committee reserve the right to dismiss and/or report to the BHGA any pilots found to have broken the rules.

1. Vehicles with hang gliders must park at rear of car park within area as marked on site map.
2. Pilots must be full or temporary members of the SHGC
3. A club marshal system will operate.
4. Pilots must be of Pilot 2 or Pilot Wings standard for cliff flying and any top landings.
5. All pilots must ensure polite spectator awareness. Serious spectator crowd problems can exist and some may unknowingly obstruct the take off and landing area.
6. The number of gliders allowed in the air at any one time is at the discretion of the club marshal.
7. Lift conditions can be deceptive on the cliffs and bowl. Always check carefully before take off.



8. Top landing must be within area marked on site map and APPROACHES FOR TOP LANDING MUST NOT INCLUDE FLYING BEHIND OR OVER THE ROAD. Top landing area may be closer defined by marshal or marker flags, and if so, then only this area may be used. One of the main objections by the Council to flying at Beachy Head is the risk of hang gliders landing in or behind the road. If any doubt exists on ability to land within what can become a very restricted

- area, then do not attempt it. Bottom land within area marked on site map. If any spectator is hit, there will be very little chance of continued free flying at Beachy Head.
9. Rig and park gliders away from take off and landing areas. Do not obstruct footpaths.
10. Take off only at areas marked on site map.
11. No flying within bird sanctuary area marked on site map.
12. Flying of bottom cliffs only as far as Holywell Cafe at end of promenade.

FLIGHT BRIEFS

Breen sets up

Gerry Breen has opened Britain's first registered microlight airfield at Enstone in Oxfordshire.

Breen's company have their headquarters at the airfield in a purpose-built complex of offices, lecture rooms, workshops and store on the perimeter of the concrete and tarmac-surfaced airfield, and plans are being prepared for a clubhouse, restaurant and children's play area.

Pilot

Flat out!

A trendy bar called Boodles in Aberdeen is offering a £1.50 cocktail called Hang Glider. The blurb warns clientele to "Beware of low flying objects!"

The Hang Glider's mix of grenadine, tequila, vodka and orange, poured over ice with a "dash of Galliano" might very well send you flying... or lay you out flat!

Trike show

New two-seater trikes from Chargus and Skyhook were among microlights on display at the Popham Air Centre Bank Holiday spectacular in Hampshire. Good flying was enjoyed at the weekend which brings together microlight and light aviation at the Recreational Flying Centre once a year.

New chute

Pete Best and Len Hull - Sheffield Club - are developing a new keel-mounted parachute system for those who have doubts about the efficiency of their hand-deployed chutes, and also for trike flyers.

Development is well-advanced and production ones will be available soon.

Sheffield Newsletter



Alpine anguish

FLURRIES of ill-feeling are still being felt after April's attempt by four British hang glider pilots to fly from Mont Blanc.

BHGA Secretary Chris Corston has written to smooth relations with the Delta Club of Chamonix after complaints by the French.

The French club complained the team broke local rules by taking off and landing on ski slopes and flying in marginal meteorological conditions.

Nor had the club been contacted before the charity attempt.

As readers will know, the venture almost ended in tragedy when the weather closed in and left the team stranded 22 hours at 14,000ft. in temperatures below -20°C.

Chris Corston wrote:

"It has always been our policy to do our utmost to see that flyers visiting other areas, in the U.K. or in other countries, make contact with the local club.

"Two of the pilots involved are members of the BHGA but the party was not organised or backed by us. Our Association had no knowledge of the preparations that had been made.

"The affair has received a great deal of bad publicity on television and in the press and the sport has not gained from it. I imagine that those involved feel chastened by their experiences."

● Picture shows from left: John Moody and Rory McCarthy, from London; Nick Gifford, Abergavenny; and Howard Edwards, Dunstable.

Instructor Handbook

ANN Welch, our President and Training Officer Bob Harrison have written this very comprehensive addition to the series of BHGA handbooks.

If you are involved with instruction already or thinking about becoming an instructor this book is a MUST for you. Its 70 pages are packed with information on what and how pupils should be taught.

It contains vitally important tips on how to understand your pupil and how to communicate with them in the most effective way.

The Instructor Handbook is available from the Taunton office at a price of £2.50 which includes postage (Surface Mail to overseas addresses).



One of the many Bill Lehan illustrations from the Handbook.

Orders from outside UK should be accompanied by a cheque drawn on a UK bank or a Sterling International Money Order.

Chris Corston

Airspace charts

SEVERAL people have phoned or written to Taunton Office asking where UK Airspace Charts can be obtained.

Four 1/2 mil. and 18 1/4 mil. charts cover the UK. Clubs will have them covering their own areas, but now with XCs on the increase many fliers want their own.

The two major stockists are: Stanfords Aeronautical Dept. (DOS), 12-14 Long Acre, London WC2, Tel: 01-836-1321 Ext. 22.

And International Air Radio, Merchandising Section, 601 Central Way, North Feltham Trading Estate, Feltham, Middx, Tel: 01-890-1455.

What's the Connection?

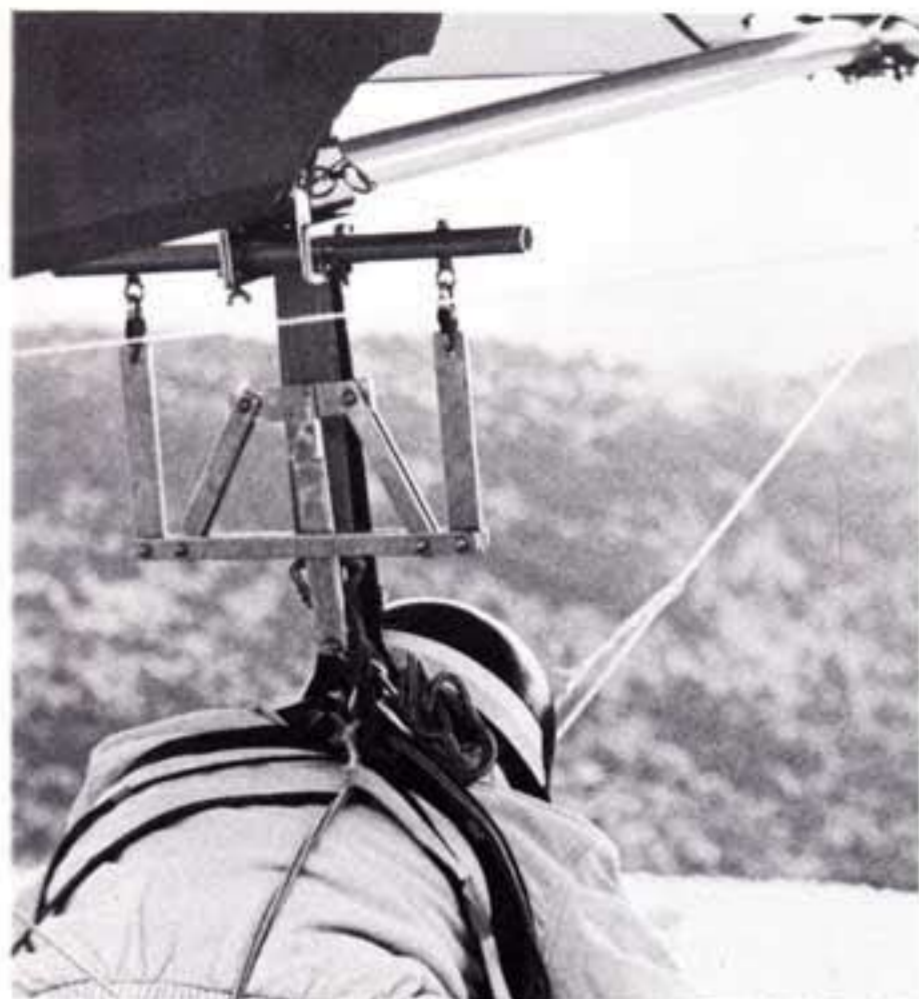
by Noel Whittall

FOLLOWING speculation in August Wings! about the application of the French articulated hang-point to lighten roll effect, here is a picture of just such a set-up.

The glider is a Gryphon, and its German pilot is preparing to launch from Mont Lachens. The system appeared to work very well, presenting no problems either at take-off or in flight.

Note the retention of the original hang-strap with a safety loop extension. The need for a back-up loop is obvious when the number of wearing points in the French Connection are taken into account.

MICHEL CARNET adds that the "Connection" is the brainchild of French Bleriot Cup team member Jean Louis Darlet. Note too that the unright sections of the device are at 90° to the horizontal members and not as indicated last month.



Lottery winners

Winners of the August 500 Club lottery are as follows, with prize money totalling £139.50 and a like amount for BHGA funds:

B.D. Hood, £55.80; I. Hoad, £27.90; B.S. Smith, £13.95; R.B. Russell, £8.37; J.I. John, £6.97; D.C. Wilkins, £6.97; C.G. Wrzesien, £5.58; A.M. Taylor, £5.58; D.M. Bryant, £4.19; C.J. Smith £4.19.

Jessop's return?

Word has it that Edgar Jessop — the fabled old time motorcyclist — has his eye on the trike market.

The War of the Thistles

by Ian Trotter

SCOTLAND is developing its own version of the Roses match, and the two clubs are remarkably well matched.

Lanarkshire won this second encounter by 137 Km to 134 over the two-day comp., with effectively four pilots per club, and an average distance of 17K.

Stopped

The Scottish record seems to last a fortnight these days, so I can't say whether Donald Mackenzie's 43K from Tinto to Dalkeith, carefully avoiding Edinburgh SRZ, takes it or not.

Certainly a Tinto record though, bringing Donnie the achievement his drive has long merited, but which eluded him till now.

Bill Walker was close behind with 38K, comparable to his recent 42K from the Cairnwell to Brechin.

Ali Milne continued his habit of at least 30K per weekend (he'd 50K from Mount Blair to Dundee recently, stopped by the sea). Richard Armstrong, normally expected in the rankings, was too late in taking off, scraping for an hour at 50ft. and never top-landing in case this was the blob that would take him away. Your reporter was too lazy to climb the hill on the Sunday.

Motocross

Andy Fawcett looped the hill-climbing buggy on the Saturday after it jumped out of gear on the steepest bit and

the brakes failed, largely due to bodged-up engineering. Andy got away with minor lacerations and a bruised bum.

Just as well it happened to him, for anyone lacking his motocross reactions would have been in real trouble.

Thermal

The met. was interesting too. Saturday was ridge-soarable in WNW with reasonable thermals which switched off precisely over Tinto cairn at 3000' (800' AGL), which wasn't a lot of use.

Ali Milne made the most of it with 10K.

Sunday dawned with very light SW and the start of a warm front showing, probably over Ireland. This retreated but returned about 4.00 ruining Richard's chances.

In the meantime the wind remained barely soarable, but the thermal frequency was amazing. I wonder whether the lid at 4000' or 5000' by preventing deep convection, caused the blobs to be small but numerous.

Your thoughts Ivor John? Certainly this was the best thermal day I can recall, finding the second one seemed less of a problem than usual, and Donnie, Bill, Simon, Ali, Dougal and many more made full use of it. Me, I'll have to take up jogging or leave the beer alone!

● More on the exploits of Ali Milne and Dougal Scott on page 20.



Ian Trotter and unidentified friend who is NOT leaving the beer alone! "Après-glide", doubtless.

— picture Laurence Waterson

Results

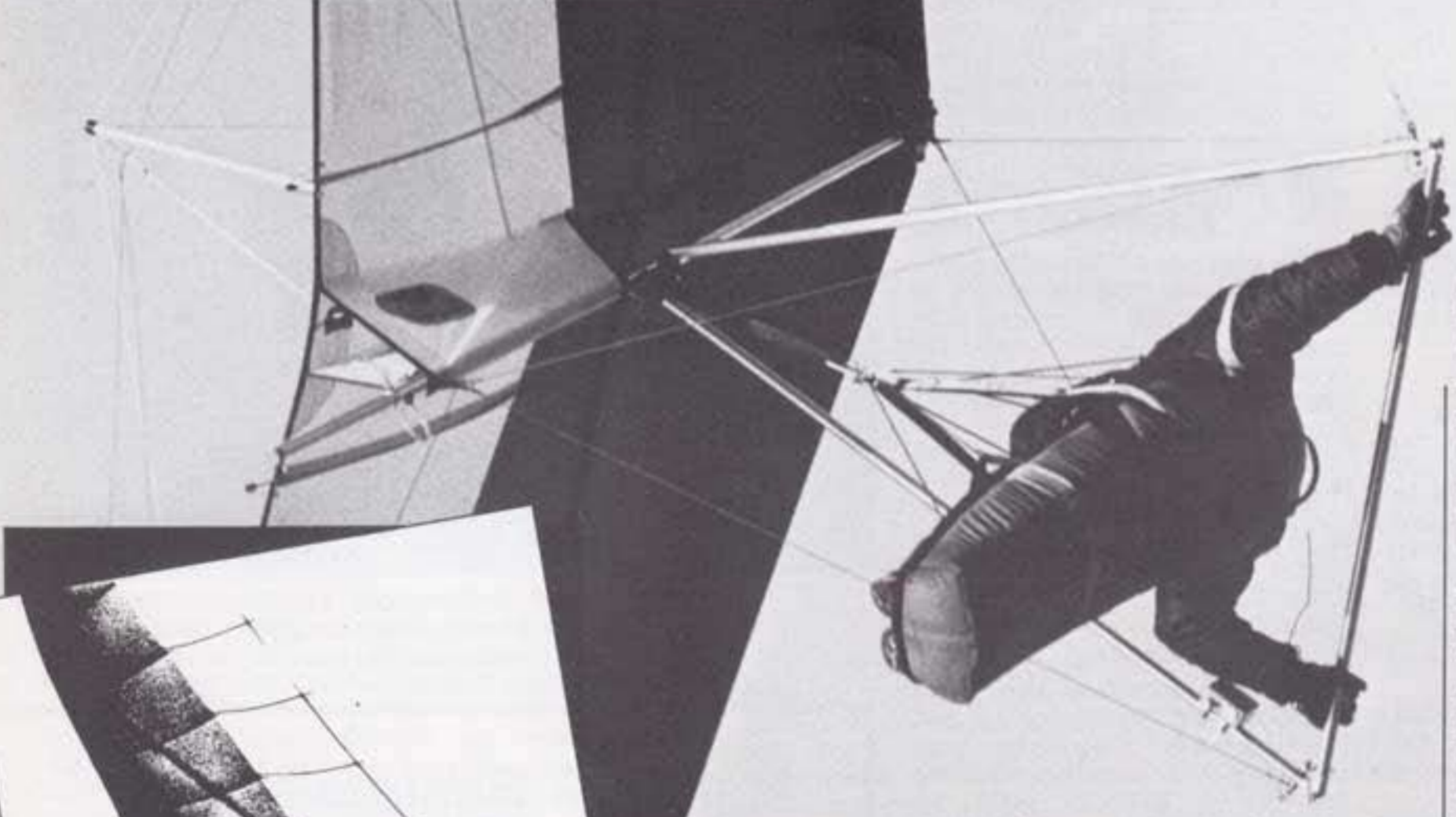
A denotes Angus
L denotes Lanarkshire

	Saturday		Sunday		Total	
	A	L	A	L	A	L
Donald Mackenzie Typhoon		6		43		49
Simon Ogston Lightning	9		36		45	
Bill Walker Demon				38		38
Dougal Scott Lightning	9		27		36	
Ali Milne Lightning	10		20		30	
Bill Anderson Sabre				26		26
John Thomson Typhoon		4		21		25
Joe Cullen Typhoon		7		15		22
Ian Trotter Demon		5*				5*
	28	17	109	117	137	134

(*Lothian HGC)



Demon



stration

Demon gives a whole new meaning to the word demonstration. Just one demo flight will persuade you that now is the right time to move up to the top performing Demon.

Incidentally this glider has just been awarded its' C of A by The United States Hang Gliding Association. This is probably the most rigorous certification programme currently in operation.

Demon is an absolute match winner as shown by our current run of competition successes. Grab a flight from your local dealer and you'll be converted instantly.

If you're into power, Demon is the natural partner of Skytrike. No mods, no fuss, just more air time.

Hiway Hang Gliders Ltd
Sirhowy Hill, Tredgar
Gwent NP2 4XP
Tredgar (049 525) 4521



Hobson wins his own League

FIFTH 1981



Watching the wind dummies on Pendle Hill

THE Pennine League organiser, Graham Hobson, won his own league, with Peter Hargreaves taking a very creditable second, while Steve Goad captured third place, having fought in the League since its conception in 1976.

My tired Cortina struggled up the M1 with four gliders on the roof, and squeezed inside were Johnny Carr and son, Steve Goad, Su. and I, with all the gear necessary to make a successful League pilot — at least two harnesses each, varios, French Connections etc.

Clagging

We eventually arrived in Clitheroe at 3am and the landlord of the Victoria Hotel was patiently waiting for us! Briefing was at 8am in the car park behind the White Lion pub and of course the rain was falling, as is usual at the start of a League.

Graham Hobson decided at the briefing that Pendle Hill was to be the site for the day, as the wind was westerly and light. The tops were soaked in and the rain was still pouring.

The forecast was for the front to push through during the morning and the

by Graham Slater

cloudbase to lift and clear. We all had to make our way to the top of the model ridge ready for a briefing. The wind was increasing as we all rigged on top and cloudbase was occasionally clagging in the top of Pendle Hill itself, which was some 300 feet higher than the ridge we were on.

By 11.30am the wind had increased to 12-15 m.p.h. and Graham decided that we would have to cross the gap to Pendle Hill — the task would start from there.

A speed range test was set as the first task; timed from take-off to a gate approximately ¼ mile from take-off diagonally up wind. The gate for the duration of the task was set on a dry stone wall. Once across this wall you had to stay within the confines of the field, surrounded by the wall. To complete the task, was a spot landing on top of Pendle Hill.

With this in mind one had to calculate the height needed to get back through the gate and on to the hill, to scratch back to the top. This proved to be an excellent task and, with the conditions improving the

occasional light blob was coming through.

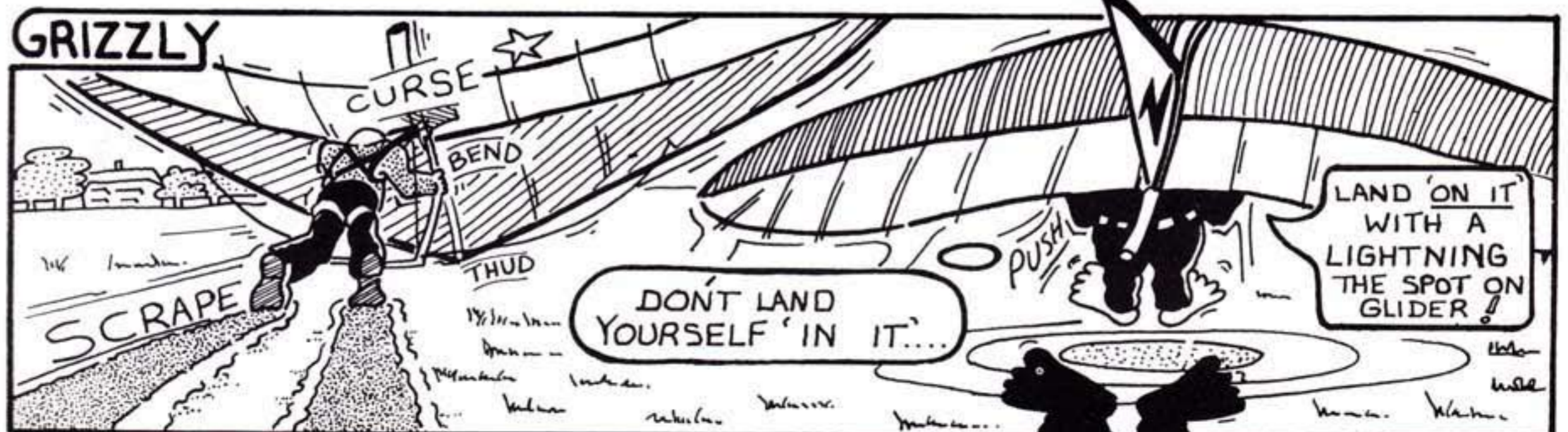
I was, unfortunately, in the first heat and had drawn the dreaded Hobbo on his large Demon with the sink rate of a hot air balloon fed on baked beans and, one of the new up and coming names in the league, Dave Ellison who, on his medium Comet is a very tough customer on a sink rate task.

Hobbo won the heat! Tony Hughes won his heat on his new large Comet and John Hudson was flying well. The top heat was won by Andrew Wilson with Bob Bailey second and Bob Calvert — who could not find any buoyant air to work — coming last. With just about every pilot landing back on top, the second task was set.

Dropping

With the wind lighter, Graham decided on a distance marker about one mile to the south along the model ridge which became shallower and almost non-existent apart from a 20ft lip and a dry stone wall. It took the marshal at least 30 minutes to walk across the moorland to set up the

Please turn page



FOR FULL INFO. 'PHONE SOUTHDOWN SAILWINGS ON BRIGHTON 732007

turn point and all the time the wind was dropping.

The first two heats to launch flew into a wind that was only just soarable on the main ridge and the turn point was only just possible. They all landed at the bottom of the ridge, although both Steve Goad and Trevor Birkbeck made a brave attempt to get back, with everybody cheering them on. A duration and spot landing task was set with the target at the base of the hill. Once airborne, no deviation from a straight line until beyond the now famous dry stone wall at the base of the hill was permissible.

This good old-fashioned task proved difficult, especially the spot landing which was in nil wind and a few heavy landings and bent uprights proved that few pilots had even landed their new double surface gliders in non-soarable conditions, apart from Bob Calvert, Peter Hargreaves and "Super Ron" Freeman, the flying Geordie, who told me he had laid himself up the previous week by running up hills practising nil wind landings. It appeared to pay off.

At the end of the first day Graham Hobson was leading with John Hudson second and Peter Hargreaves third.



SATURDAY saw a light westerly with total cloud cover and cloud base not much higher than the tops.

We all rigged on the model ridge and the two heats from the previous day which had to be re-run, completed their duration and spot task, Steve Goad and Dave Ellison both winning. It was still not soarable, so the rest of the pilots sat and watched the two heats completed and then waited while they slogged back up the hill.

Vortices

In the meantime, a task was being set up by the organiser and marshalls. The task was a speed range test, fastest time from take-off to a gate and then duration to a spot landing. The clock stopped on landing.

This again proved difficult due to the conditions which varied from soarable to nil wind. Most pilots opted for a maximum glide speed run, and then hung into the heather on the side of Pendle's west face.

Graham Hobson, Bob Harrison and Mark Silvester, all scored maximum points on this task, Bob making up for his previous mistake.

Graham Hobson was still leading, with

a complete outsider flying well on his new large Comet Steve Goad had pulled through the pack, flying consistently. Peter Hargreaves on his Comet was lying a close third.

SUNDAY proved to be the day we had all been waiting for, cloudbase 2,500 feet above take-off, lapse rate good and wind NNW, strong backing West and dropping to force 4.

Graham declared the goal XC to Winter Hill, some 18 miles across wind South West from Pendle. The window was opened at noon and all pilots had to phone in before 5.00pm. In the free flying before the window opened, several pilots were whisked to cloudbase in 6 to 8 up thermals and conditions looked excellent.

Cloudbase

Winter Hill could be easily identified, due to the 900ft. television aerial on the top, but it looked a long way off and a long way cross wind. Several pilots launched at noon, clocking out their times with the launch marshalls. Tony Hughes and Bob Calvert were playing cat and mouse. Tony had sworn that he would stick to Bob wherever he went, and of course Bob was having none of it.

The first pilots to go for it included Bob Harrison and Sandy Fairgreaves, who both made cloudbase behind Pendle and then bored through the sink crosswind to the next promising looking cumulus.

The looked to be well on their way. Robert Bailey followed shortly after and I, like a fool watched him leave the thermal we were both in at 3,700ft. ASL and fly across wind, through a blue hole aiming at the next cumulus. Bob Calvert was soon in hot pursuit of Robert, but never seemed to quite catch him.

Jim Brown and Dick Brown — the famous Brown "Brothers" watched Bob and Robert fly over, now quite low and scratching around looking for a lift. Bob Calvert disappeared into a quarry and, to quote Jim "came out, climbing vertically as though somebody had put a bunsen burner up his backside". Robert joined him and they both climbed to cloudbase which had risen to 4,300 ASL.

Johnny Carr, Peter Hargreaves and John North took the long route, going down wind but struggling from cloud to cloud and nearly making the goal.

In the women's comp., Judy Leden just pipped Natalie Wilson and Jenny Ganderton on the XC, but once again Jenny won overall.



Pete Hargreaves — a new and bigger Comet brought him a dramatic change in fortunes. Second at the Pennines and up from 42nd to 21st overall.



Mike MacMillan — placed a healthy fifth



Organiser Graham Hobson, right, receives his winner's trophy and congratulations from Competitions Chairman Derek Evans

Results

Name	Total Pos.	Total Pos.	Name	Total Pos.	Total Pos.	
Calvert	263 =23	1,015	6	Leason	269 22 830 =22	
Bailey	404 4	1,048	4	Johnson	241 25 768 28	
Carr	332 =13	1,085	2	Snap	366 47	
Hobson	470 1	1,115	1	Lark	295 17 804 26	
Slater	373 10	984	7	Freeman	285 19 1,023 5	
England		579	40	Edmeads		2 48
Ball	149 38	665	34	Carnet	263 =23	912 12
Silvester	390 8	900	14	Pollard	74 39	547 42
Harvey		586	39	Duncker		399 46
Cruse	311 15	940	11	Wilson	332 =13	1,049 3
Reynolds	276 21	877	17	Carson	238 26	656 36
Hughes	381 9	968	8	Goad	422 3	898 15
Birkbeck	209 32	838	20	Hargreaves	453 2	832 21
Brown D.	296 16	912	12	Iddon	283 20	750 30
Baird	164 37	605	38	Stirk	289 18	792 27
Fairgrieve	194 34	808	25	Cockroft		400 45
Harrison	401 6	947	9	MacMillan	403 5	875 18
Fennell		564	41	Ellison	369 11	945 10
Hudson	399 7	824	24	Hull	186 35	697 32
Beresford	69 40	691	33	Milton	217 =29	659 35
Richards	216 31	652	37	Brown J.	208 33	848 19
Fack		41	44			
North	351 12	889	16	Nat Wilson	300 3	808 2
Southall	179 36	719	31	Ann Maclean		310 4
Hill	234 27	427	43	Judi Weden	358 2	798 3
Maher	217 =29	830	=22	Sue Seymour		132 5
Atkinson	218 28	762	29	Jenny Ganderton	481 1	1104 1



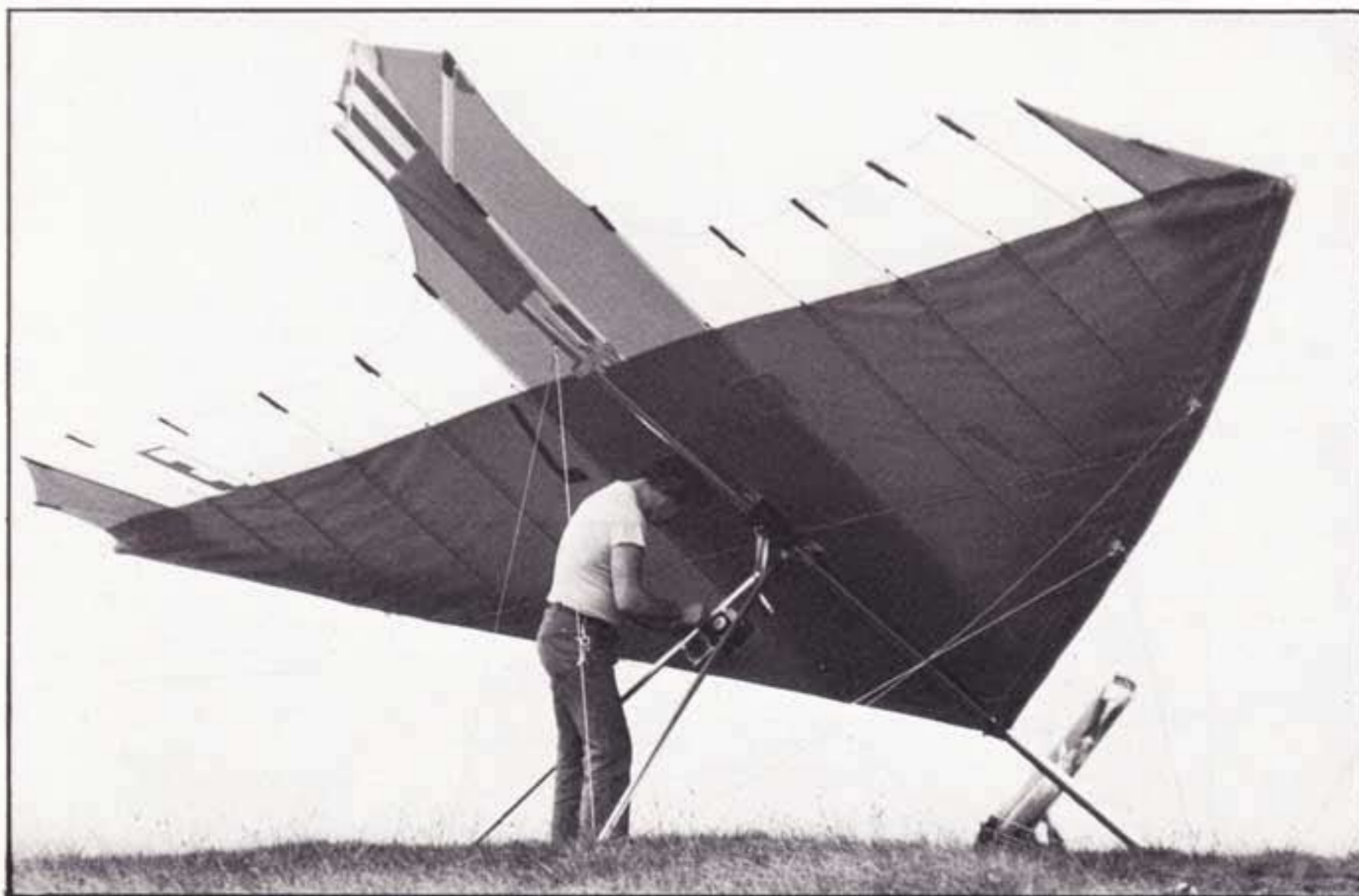
Mick Maher on Lightning



Graham Leason – improving on his disastrous last place at the Dales League to make 22nd spot – takes off at Pendle.



Dick Brown on target



Geoff Ball and new Sea-Lander prototype with 90 per cent double surface

**Pictures by
Alan Metcalfe
and Mark Junak**



Mark Silvester, NOT playing football, but wearing cocoon harness as he makes his spot attempt

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All small ads should be sent to Sylvia Howard, Commercial Editor Wings!, 4 Somerwood, Rodington, near Shrewsbury, Salop.

Ads sent to any other address will be redirected and therefore delayed.

For your own safety, if you are purchasing a secondhand glider, see it test flown, test fly it, and inspect it thoroughly for damage or wear to critical parts. If in doubt, seek advice from the Club Safety Officer.

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11 metre SIGMA. Excellent condition. Am loath to sell, but need finance for French trip, hence only £350. Also **MIDAS E.** Still holds local height record, almost complete new airframe (not pranged), ideal for P1, at only £200. Phone Southampton 694839 or Weasenham St. Peter (Norfolk) 281, ext. 418, weekdays only.

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McBROOM ARGUS 17ft sail, orange and black, very good condition; suit 8-11 stone person; suitable for power unit; flown in Alps, excellent soarer. Tel: Hindhead 4268.

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SUNSPOT (large). Good intermediate glider. Red, white and blue sail. Gift at £150. Ring Neil Clark, Sheffield 367959.

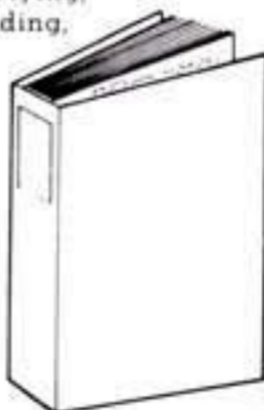
VORTEX 120. Beautiful condition, multicoloured sail, large C frame. Great performance, easy handling, but forgiving, with easily obtainable spares. £280. (Perfect P1 machine). Phone Nick, Slough 34626, ext. 212 (work).

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SUPER SCORPION C for sale. Excellent condition. Ideal for P1's — £350. Ring Peter Brenchley, Crowborough Sussex. Tel. (08926) 61011.

EL CHEAPO. Sweet handling **SIGMA 12M**, only £340. Also **WINGS WING XC 185** for £145. Any offers considered. Tel: Pete on 01 946 0370 (evenings) or Martin on Reigate 42424, ext. 55 (work).

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Superb SUPER SCORPION C, Mk II, in excellent condition. £500. Also **SUPER SCORPION MkI**. £350. Tel: Battersea, Littlebourne 614.

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SPIRIT (large). Good condition, incl. seated harness. White, blue and black sail. Ideal for 11st+ P1 pilot, £225. Phone Nottingham 620771 after work.

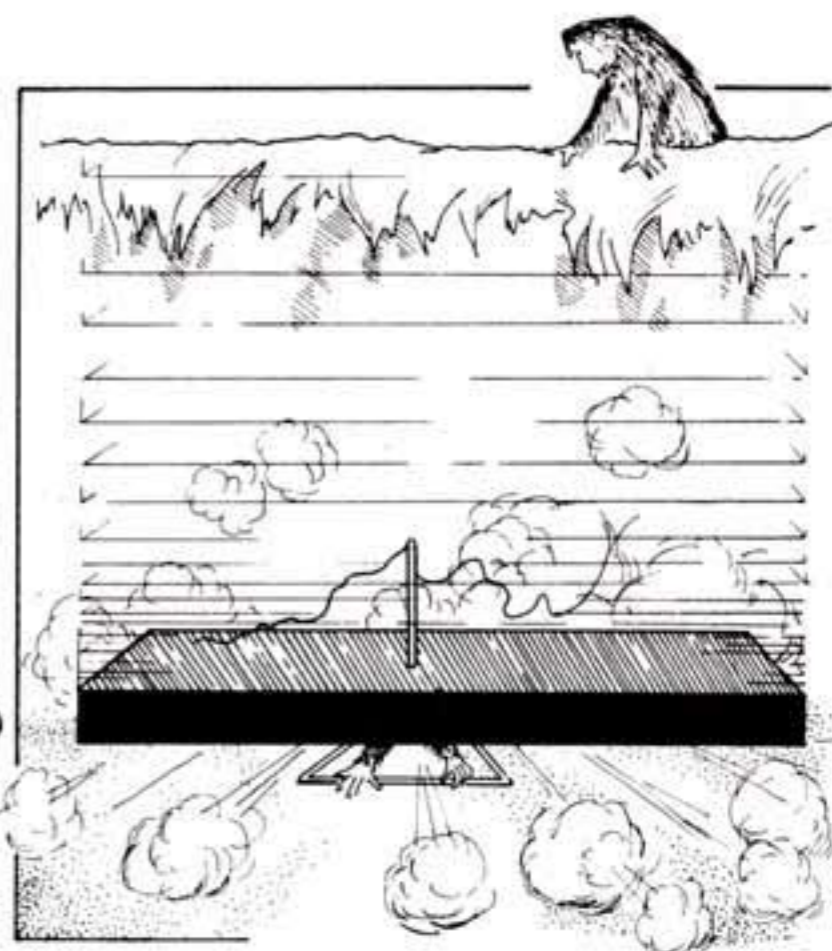
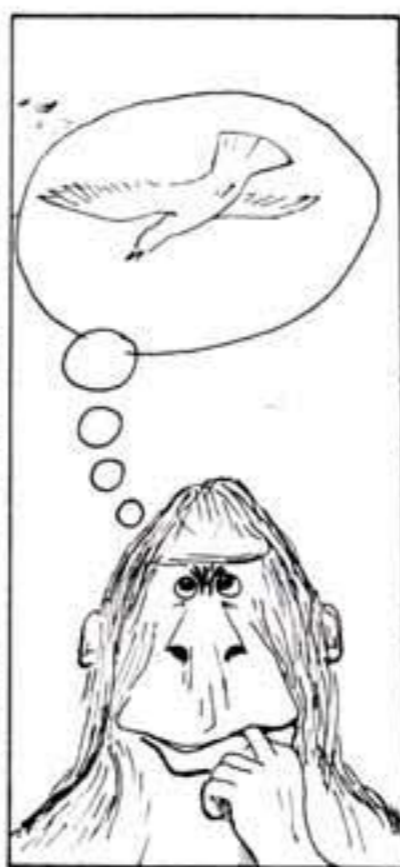
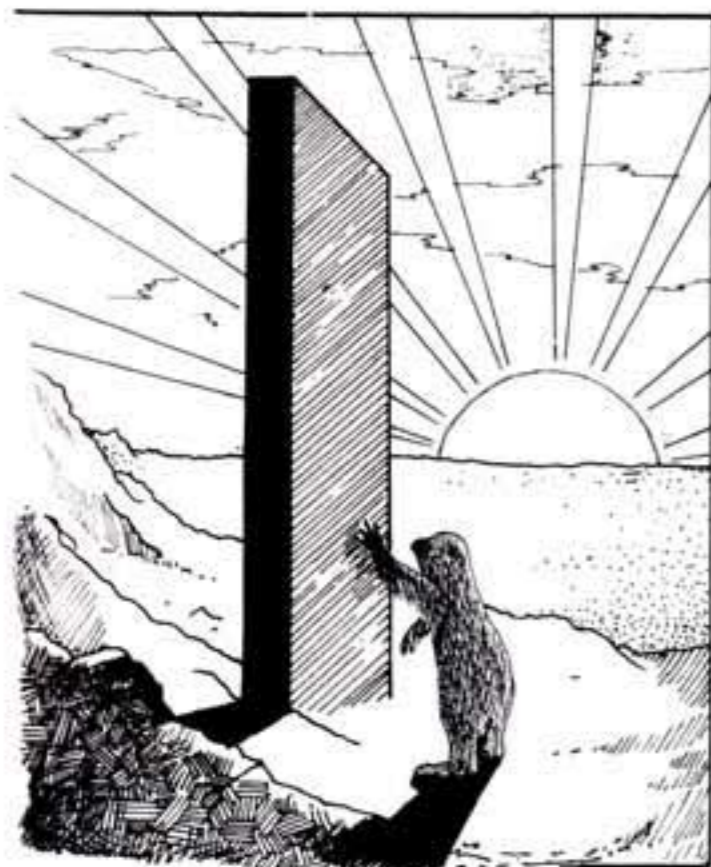
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2001 REVISITED

THE DAWN OF MAN

... gifted by this monolith were the seeds of intelligence & the dream of flight ...



ICI gets into the thermal market!

MY second 50-mile flight in three weeks was out of Stags Fell at the back of Hawes, Yorkshire Dales. Here with Jim Brown and Nick Stansfield, the sky looks absolutely fantastic.

Flat cumulus, looks about 5000' base — proves to be wrong, later works out about 4000' but that's not bad.

Get the first thermal away off the lower slopes and Jim and I take it back across the moors.

Across Swaledale able to stay high — stay in these wispy clouds of 4000' for the first ten miles. Jim's making really heavy weather of it, and every time he flies out of lift he's dropping like a brick.

I am flying to the right clouds and every time I get there it's working. I get a "cracker" to Fremington Edge — takes me out over south of Barnard Castle, into the Vale of York.



Sky looks very good ahead, but clear blue where I am. Pick my way across it, there is some really gusty small stuff.

I leave a good cloud at 4200' over the A1 north of Scotch Corner, Aycliffe actually... I wonder if Pete Hargreaves is down there working, wonder if they want to sponsor me!!

Get a good one now and make a straight glide to Darlington about 1000' above the town. Whole of Darlington is just one enormous thermal going up very slowly, but steady. Climb out fantastically, really enjoying the view, get to cloud base.

They may have bridged the Humber but it's still the biggest single barrier on one of the longest potential XC routes in the country. Next month Robert Bailey and Peter Hargreaves tell of two XCs "beaten by the Humber".

XC League table — page 31

by Robert Bailey

We play around for ½ hour, now 4 o'clock. Decide to glide towards Stockton and see ICI billowing up. Good cumulus. Yellow pall of smoke being drawn into this. Heard about these chemicals, and how they can rot lungs. As as I fly into it and hit the thermal there, it is marked out by the smoke stacks.

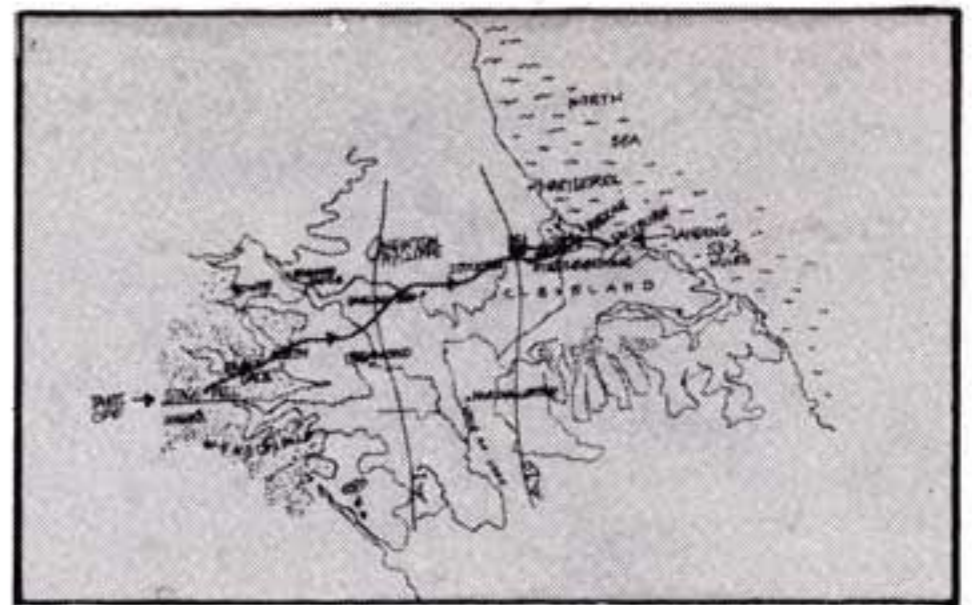
The cooling towers all forming one large column. I take a deep breath before I enter, but I can't hold my breath for 15 minutes — time needed to get to

cloud base. So I resort to coughing and choking and looking round at the Comet wondering if it will disintegrate!

Pleased to leave that one, and base is up to 4600'. Middlesborough in front, Hartlepool to the north.

Wind appears to have gone from WSW to WNW which leaves me in a real dilemma. Further up the coast, Hartlepool Bay is straight in front. I decide that with the slight north component it would probably be best to cut back on myself and head off down the coast.

Catch a really good thermal about a mile out of Middlesborough in the bay and head off down the coast. Sinking out fast in cross wind stuff, hard work for not many miles. Still, must be a



good one already, it's only 4.30. Wind freshening up now and when I'm low down to beach level it's blowing a weak sea-breeze, laid in under the wind of the day.

Pushed in to about ½ mile from the beach. As soon as I get height, I go straight back out to sea in the WNW wind that is blowing.

Quite interesting really, I'm working small thermals that are carrying me out — and then going low on the beach, inland till I hit the main wind, then out to sea. All good fun!

I do this in several weak thermals off the beach from Marske down to Saltburn, reaching the point at Saltburn. There don't seem to be many beaches round the corner so I come in facing the cliff in a light tail wind. Five o'clock — a three-hour flight. Looking at the sky, it's still working and the cloud off Middlesborough is drifting out to sea.

Down to the south there are one or two good clouds, but generally the day is starting to disintegrate.

200 miles in 30 days

WITH our rather poor results in the Open behind us, Ali Milne and myself were determined to get some XCs flown in August.

July came to an end with Ali doing a 22-mile flight from Cairnwell on the 26th, the same day I could only manage 9 miles over the flatlands near Elgin. Another eight mile sprint down the valley on the 31st., with two RAF jets screaming up the Glenshee, so small below me that they looked like cars on the road, I felt safe at cloudbase, but Gustav must have had a few moments as he scraped along the valley looking for thermals.



August 1 saw us on the Cairnwell again, thermals starting to pick up in mid-afternoon, but the flight to come was to be a glorious end to my holidays. T/O and leave Cairnwell only to be dumped down the lee side of Carn Aosda, where at 500' below take off I pick up a life saving thermal, which, after an inversion layer and half hour of hard work and sweat, get's me to cloudbase at 6800', height gain 4300', no barograph.

Flying now into the mountains towards Locknagar and over the Royal fishing retreat of Lock Muick, I approach sea breeze clouds which are about 1000' below me. Thermal drift is now taking me backwards so at zero sink I fly along and towards Ballater, the colours of the mountains and heathers, the greens and blues of the hill lochs are truly beautiful.

Over Ballater another thermal on landing approach takes me on a little further towards Cambus O May, landing 21 miles from take off.



Unknown to me Ali was about half an hour behind me, but taking a different flight path he reached 6600' ASL, where he looked back from Braemar and could see the West coast of Scotland about 90 miles away. At this height the freezing cold was starting to get to him, but a few 360s took him down to warmer air. Like myself, he was to meet an oncoming breeze near Balmoral.

by Dougal Scott

Ali flew on and landed near Ballater 18 miles from take off.

August 9th, at Cairnwell, we take off just in time as the weather begins to change, and as we chat away on the old cbs, I realise I'm going to go down with Ali on his way to a 16-mile flight to the Knock of Formal.



August 14th, and I'm on Cairnwell on my own, but for about two dozen tourists with cameras clicking, so keen that they helped me on with my harness and helmet. This attention nearly took my concentration away but I got a thermal to 2000' ATO and headed towards Braemar. On the way I met the weirdest thermal or something I've ever experienced. It was like hitting a brick wall, nose up and feet touching the keel, I was tossed out. I had another few attempts at this thing from different directions but could do nothing with it. Scraped on towards Balmoral Castle, to be told later that on my final landing approach over the estate land I was shadowed on the ground by a black Range Rover that watched me land, and then discreetly faded into the forest. My landing witness was the owner of the Inver Hotel who treated me to beer and a large slice of chocolate cake. 12 miles of scraping and hard work.



August 16th, Ali and I are at Mt. Blair and so are the strong NW winds, although the forecast is for them to decrease. My first flight and I go down, the thermals are there but not forming so great. Ali and the others are doing a bit of soaring while I climb the 800' again. Take off at 2pm and as I start my work at 5pm that night in Dundee nearly 25miles away, downwind, there was only one possible flight path I could take. Sure enough the big one came through and

Bizarre coincidence as Bailey leads

WITH most of the summer over, we now look forward to the Autumn.

According to some eminent glider pilots, this is the next best XC time after the spring.

During the spring we saw drastic changes to the XC table positions, coupled with a dramatic increase in the British distance record.

So come on you, "go-for-it" guys, let's see a real challenge for the big 100-mile goal!

Surprise

Rob Bailey has really been going for it, with two 50-mile flights. This has pushed him into first place, but he is in a very vulnerable position. Jim Brown is now only 5½ miles behind, so Jim need only fly another 30-mile XC to gain back the lead.

Whereas Robert has to fly 39 miles before he can even begin to increase his lead.

One of Rob's 50-mile flights ended with quite a surprise. He flew from Carlton

by Dave Harrison

Bank to Beverley where Karen, my girlfriend, was witness for him landing — rather a coincidence considering he could have landed anywhere after such a long flight!

It looks like the Scots are getting it together at last. Ali Milne and Dougal Scott, both of the Angus club, seem to have really "skied out" lately. Ali has come straight into the table at 12th place and Dougal at 21st. Pretty good considering all their flights have been during the past couple of months.

Pity

It's a great pity that Mark Southall didn't enter his flight earlier. He would have been in 13th position, but submitting details four months late isn't fair on other competitors.

As the league has no venue, people must have up-to-date information of their opponents' progress.

Sorry Mark, a month should be quite long enough to let me know.

It's good to see the George Caley Club getting away from the "boring soaring" of costal flying to the thrills and excitement of XC.

This seems to be a general trend throughout the country.

I had nearly as many entries this month as I had for the whole of last year and that adds up to a lot of miles.

Details

I have finally stopped moving and have just bought my first house, so from now on entries should be sent to my new address: 96 Shelfield Lane, Norden, Rochdale, Lancs, Tel 0706-53755.

When sending me details please tabulate them neatly and include the following information:— Name (inc. first name) and address, your club, date of flight, 6 fig. OS Map refs of T/O and landing (including prefix letters), name, address and phone number of T/O and Landing witness, approximate distance, restricted airspace circumnavigated, if any.

All entries MUST be despatched within ONE MONTH of each flight.



I take it, only for it to fade on me at the back of the hill.

I see Ali and Bill Anderson thermalling towards me, so I wait for them and latch onto their thermal, which takes both of us to cloudbase at 5500' and on our way. After losing sight of Ali at cloudbase I scan the horizon after about 10 miles, only to see him ahead of me and 2000' below me.

He's working hard near the ground, but I'm in trouble myself, with the batteries gone in the vario. I decide on a min sink glide towards my goal, Dundee. This takes me another 9 miles without my vario, ending up dumped into a turnip field near Auchterhouse, 19 miles from T/O, and in time for my work.



Last I saw of Ali was him thermalling behind me, and true enough as I start to derig he appears to the east of me thermalling over the Sidlaw Hills and heading towards Monifieth and the North Sea.

Over the city he picked up the strongest thermal of the day, which took him to 4000' with the sea below him. Turning back into wind he headed for the beach, and 31 miles from take off, giving him an average ground speed of 20 mph. Who needs Owen's Valley?

August 23rd and we're at the Tinto hills for a club fly-in with the Lanark club. The day looked marginal with a light SW wind and thermals, again late in the day. Take off about 3pm and Ali and I fly towards Tinto hill itself, but I lose him as he speeds off in his L170 to the next cloud. My drift is slower and more varied as we fly towards the Mendick hills near Edinburgh. Ali does 12 miles and watches me fly over on my way to West Linton, floating my L195 along to landing 17 miles from take off.

You can see we've had some good flying and over the period mentioned, clocked up nearly 200 miles between us, this due to the new generation kite, that can fly nearly anytime. What will we do when performance improves and pilots gain yet unknown skills?

Good Flying.

Early XC days

by Natalie Wilson



AS I slowly rigged my Comet 135 I kept an eye on the well formed clouds above, and my ears open to gain some idea of what the experienced XC pilots in the Bleriot Cup thought of the conditions.

I kept hearing Jim Brown say as he carefully examined the sky: "There'll be some good distances flown today." Well, I thought to myself: "This is it girl!"

Jenny Ganderton and I had decided to spend a week flying in the Dales to gain some XC experience.

As I checked over the Comet, my mind wandered back to my first XC flight from Pandy at Easter. Memories flicked through my mind of the very tight landing I had in a valley between two very steep mountains.

Need I say more, except that I was extremely glad to complete the landing without damage to myself or my kite. Seemingly the last pilot who went down in there was forced to throw his parachute.

"Ah shudder shudder." Guess what I hope to get for my birthday!

These thoughts were thrust into the back of my mind as I took off feeling rather excited about the prospect of a new adventure.

It soon became apparent that the thermals were around and that they were working, although I did have to utilise several areas of lift to get up to 1,000' ATO (minimum necessary to clear the grouse moor immediately behind take off.) At this height I kept working any thermals I located,

drifted down wind with them and then came forward again as I had not managed to find any good cores.

We all drifted back in the same gaggle. Several of the pilots utilised the lift more effectively than I did and gradually worked their way up to cloud base as they moved reasonably quickly down wind. Two of the French team and myself searched the area for more lift (a mistake!) and gradually began to get lower and lower.

"Ah no, you've had it," I muttered to myself. "You should have tried to cover more terrain while you had the chance."

As I began to focus on the ground for a landing area the left wing suddenly lifted high and the vario registered five up. Much to my relief that particular core took me up to 3000 ASL, so I was still in there with a chance.

I crossed the next range of hills keeping my eye on the first group who were much further downwind and still significantly higher. From this point on I was unable to locate any more cores, but continued to get sink. After searching the area cross wind and circling in zero lift, while progressively descending, I selected a landing area. (Once again I had spent too long searching for lift in sinking air.)

Several minutes later one of the French team landed a km downwind from me, so I was content in knowing that although I hadn't exactly broken any records, I would at least get a ride back.

Instruments: Flask vario
Flight time: approx one hour
Height gain: 1,200'
Distance: 8.3 miles.

MERE CHEEK

Sir,
Regarding an item in August Wings! about Clubman's Mere, Barry Blore (is he a hang glider pilot?) comments that the Northumbrians are to be the only team competing seriously in what is a fun event. This view was also forwarded by a certain J. Carr, following last year's event. As we all know, this was sour grapes from the Southern Hang Gliding Club (second again).

However I thought that a member of the BHGA council would be impartial. Mere is as much a fun event in Northumbria as elsewhere.

MICHAEL MAVIN,
Thropton,
Northumberland.
Barry Blore is BHGA Principal Executive Officer and as such is a paid employee and not a member of Council — Ed.



The face that says it all
Brian Milton pictured by Mark Junak at the Pennine League.

Dear Sir,
The BHGA seems to have got itself into a right old mess with the Brian Milton affair and the ordinary flier reading the details in Wings! has difficulty in really understanding the rights and wrongs of it all.

Brian Milton, a BHGA Council member, tried to make £5000 out of a sponsorship deal which he was conducting on behalf of the BHGA. The BHGA Council sacked him and therefore what he did must have been very

Aycliffe:

'A grave injustice done in our name'

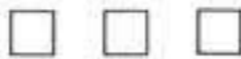
wrong, or so the reader is bound to think.

I believe that, on the contrary, he has been very badly treated and is now suffering under a grave injustice, done in our name and which should be righted immediately whilst there is time.



The beginnings of this, as I recollect, go back to the days when Brian wanted to go after sponsorship for hang gliding but the BHGA Council of the day didn't want to. They were, however, willing to let Brian go after it himself at his own expense and in his own time.

As Brian wasn't a paid official of the BHGA, a contract was drawn up between the BHGA and Flight Promotions, the company which Brian started up to handle sponsorship professionally. The contract provided that Flight Promotions would receive a percentage of any sponsorship money which it gained for BHGA. Whether this arrangement was wise or not is not the issue.



From the BHGA point of view it must have seemed like a good thing at the time. BHGA took no risk, incurred no expense, but stood to benefit. Flight Promotions stood to gain only if they succeeded. If they failed, they lost money. Heads BHGA wins, tails Flight Promotions loses.

Sponsors need something to sponsor and no doubt Brian's drive to promote the League and other events was a necessary part of gaining sponsorship.

We all know how successful Brian has been. BHGA funds are much better than they would have been, the League pressured hang glider design in this country and

manufacturers benefited when our gliders were seen to be better than the American gliders at the American Cup.

And what did Brian get out of it all? Less than absolutely nothing, because it cost more to run his company than it got out of its percentage. During my own association with Brian on our London to Paris attempt for Bluebird Confectionary, I came to realise what a tremendous amount of work was involved for him in satisfying a sponsor.

It is unrealistic and grossly unfair to ignore all this and think only of the amount which he might have earned on this occasion.

If Brian had been, instead, a paid official of the BHGA, he would have earned more in the same period and who would have said that he would have been getting paid for nothing?



What exactly is he charged with? Dishonesty has quite rightly been ruled out. Indiscretion has been mentioned but as far as I can see the only indiscretion was in telling Aycliffe Development Corporation of the way in which BHGA chose to pay him. It would have been better to have said nothing from the BHGA point of view. Perhaps future sponsors should be told how BHGA pays all its officials, not just one.

As far as "declaration

of interest" is concerned, it seems to me that the only party entitled to know was BHGA and they have always known and a contract exists to make it all legal and above board.

I believe that the events of the AGM weekend moved too quickly and that with the passage of time and consideration of the whole story, not just one aspect of it, the results of a vote taken now would be very different.

LEN GABRIELS
Skyhook Sailwings.

Fair play?

Dear Sir,
I have long admired the British sense of sportsmanship and fair play. The action of the BHGA concerning Brian Milton has surely shattered this image. Not only in Britain but in all countries hang gliding will suffer as a result. His help to us in producing the American Cup was invaluable and while the fortunes of the British team were his chief concern, this was always underlaid by his desire to improve the sport of hang gliding.

I simply cannot understand your depriving yourselves of the services and abilities and dedication of such a man — and doing it in such a disgraceful manner.

CHARLOTTE MURCHISON,
North Carolina.

The one with ZIP

Dear Stan,
You asked for comments on your first Wings! —so here are mine (Rob Bailey's mum) ...and not because of that marvellous article on Rob's early days!

MY OWN WORK

Dear Stan,
In August Wings! in the article about Bob Bailey, he says: "I think Len got his dimensions from Geoff McBroom of Bristol and Ken Messenger."

This is untrue. There was absolutely no resemblance between Geoff's "Arion", Ken's "Grasshopper" and my design.

Furthermore, my design was published before these gliders appeared on the scene.

LEN GABRIELS,
Skyhook Sailwings.

As soon as I opened the first page and saw the "snappy snippets" of news I thought "great". I then devoured all till I reached the usual small ads. The end... but no; off we go again, more articles and comments.

All in all the magazine seems to have a lot more ZIP! I'm going to have a go at the crossword now!

MARY BAILEY
Leeds.

What a nice lady! Thanks to all who took trouble to write with comments on my first issue. They are all noted — it's your magazine after all! SA.

Help wanted!

Dear Stan,
At the moment I am doing a thesis on hang gliding. Due to the fact that almost all books on the subject are on just the sporting aspects, I am finding it almost impossible.

The best I've got so far is a couple of photostats of three Rogallo patents, five paragraphs on flying by Otto Lillienthal and an article on the first hang glider meeting by Jack Lambie. I have written to NHSA, to American HGAs, to manufacturers and even the science museum. They all seem to ignore me.

J.T. BURTON,
doing a degree in Scientific Illustration at Middlesex Polytechnic.
89, Bute Road,
Wallington,
Surrey.

Steve is alive,

Dear Stan,
Having read your very interesting article about Robert Bailey's "Early Days", I feel sure that the many friends of Steve Marshall will be pleased to know that he is very well and living on the Isle of Wight at Sandown.

Having come south to learn to become a hovercraft pilot, he now spends his days "flying" passengers back and forth between Ryde and Portsmouth, or piloting a hovercraft across the

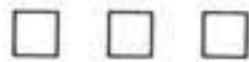


EXTRA



Lots of letters this month... and still more in the bag! Keep them coming to Stan Abbott, 8, Burchett Place, Leeds LS6 2LN.

All letters should be written CLEARLY on one side of the paper only.



Don't dismiss flying by feel

Dear Sir,

It would seem that Mike Collis (letters July) was unimpressed by my article on "feel" flying which comes as no surprise, as he obviously didn't understand a word of it. Nothing about the theory or method suggested, just a load of rather curious "facts" he claims to have read.

Maybe I should set the record straight about these "facts", so let's start with the one about WEAK LIFT between thermals.

Even after re-reading the article I still don't know where he got it from — unless he made assumptions from the graphics. These were purely relative, and had NO SCALES to show this.

Nor did I claim STRONG sink near every thermal. It is sometimes so weak that they are called chimney thermals, a term I took from a sailplane book.

The statement about anything other than vario flying being impossible above 2000ft is simply facetious.

"Feel" flying relates to the air, not to the view of the ground.

The claim about only strong thermals being flyable without a vario is also total nonsense, and only proves that the writer has never tried it.

I still think that it is possible to fly just as well by "feel" as by vario, and more importantly, that the two methods are entirely complimentary. If you can do well by either method, think how much better you will fly if you do BOTH TOGETHER.

However, you can only learn 'feel' flying by flying without a vario.

Most people use theirs on every flight and so fail to develop this aspect of pilot skill.

Maybe Mike Collis would like to read the article again, and then try it, before telling somebody who was at three grand and two miles out front on his last flying day that he is talking nonsense?

IAN WALKER,
Bristol.

AIRCRAFT'S STALL BEHAVIOUR, INTIMATELY. Feedback of bar pressure in pitch, together with increasing "sogginess" of roll control, is the best stall warning device available, costs nowt and soon becomes automatic.

Until a pilot has reached this stage he shouldn't be flying slowly close to the ground. ASIs are slow, inaccurate and distracting. I defy

I am the unknown airman!

Dear Stan,

I was pleased to see my photograph on the front cover of July Wings! Shame the credits went to Eddie Horsfield, as not only was it my camera, my Superscorpion and my finger on the button... I even developed and printed it! In fact, I don't think Eddie was even up the hill that day!

The same applies to the photograph on page seven of that issue. The other pilot in that picture was Roger Sylvester on his Cherokee.

KEN SINCLAIR
Brighton.

anyone to avoid a gust-stall, e.g. exiting a thermal, by referring to an ASI and ignoring bar feedback.

Probably the continuing high proportion of stall-related accidents reflects on poor ab initio teaching. Ann Welch has written, and it's now generally accepted, that inadequate initial instruction can take years to show its side effects.

One hopes that the efforts of Bob, Ann and others to tighten up instruction will diminish such accidents in the future. In the meantime all we can do is practice and encourage others to practise.

IAN TROTTER
Safety Officer,
Scottish Hang Gliding
Federation.

Dan-Air deserve more mention

Dear Sir,

I wish to make good omissions in the report of the Celtic Cup in July Wings! which was sponsored by Dan-Air Services Ltd.

Sponsorship for hang gliding is difficult to obtain, particularly from Airlines, and so every effort should be made to highlight sponsors.

The task organiser was Ian Kibblewhite, and the general organiser was Roy Hammond who organised car ferry travel at reduced rates and was instrumental in obtaining the Dan-Air deal.

FINBARR WARREN
Secretary,
Cork Hang Gliding Club.

well, and still 'flying'!

hot Iraqi desert. At the moment, Steve has just started a new tour of duty in Iraq and will be away for about three months.

Steve still flies as well as ever, in fact he was airborne just a couple of weeks ago at East Afton but he had a misty look in his eyes later that day as he and I went to watch Tony Prentice fly his Sigma Southdown Sky Trike combination at Sandown Airport.

Steve sends his best wishes to everyone from his desert outpost and hopes to see you all soon.

PETE SCOTT
IoW HGC.

It was in fact Steve who taught me to fly and by a happy coincidence I bumped into the bronzed man himself in the company of Steve Ward, also mentioned in the article, at Cayton Bay recently before he returned to the desert. — Ed.

OUR STOCK MAY SURPRISE YOU

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ROD
BAROGRAPH
BAGS
HELMETS
TANGS
BADGES
CLIPS
SPARES
ENGINES

Through

BRITISH team captain Robert Bailey talks to STAN ABBOTT and continues his version of hang gliding in Britain. This month the man who has reached the top in his sport — but has yet to claim the British League title — tells how he first caught the competition bug back in 1975.

BEFORE the arrival of organised meets, competitive hang gliding in Britain ran more along "I-can-do-better-than-you" lines.

You could go for local site soaring records, measured in minutes rather than hours... or you could glide from hitherto unflown peaks.

The latter habit was fostered and encouraged by the "and what's the highest hill you've jumped off?" hero-hungry approach of the media.

When Robert Bailey decided he preferred his hang glider to his surfboard, he began flying hills in the Yorkshire Dales

and the Lake District.

"I went and climbed Helvellyn one day (this Lakeland peak tops 3,000ft. and has the distinction of being the first English mountain on which an aeroplane landed safely) and leaped off," recalled Robert.

"People were getting publicity for the first flight off Snowdon etc. — all I got was told off for landing in the farmer's field at the bottom.

"It took me three hours to walk up Helvellyn and the flight lasted about five minutes — I just dropped out of the sky like a brick, but it was all worth it!"

Then there was soaring and Bailey proudly notched an hour at the Hole of Horcum, near Pickering — a local club

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one man's eyes



Portrait —
Bettina Gray

record.

But meanwhile a guy called Brian Woods had clocked up a cool eight hours at Rhosili... Bailey was not to be beaten.

"I went to Gristhorpe on the Yorkshire coast one Saturday before breakfast in 1975.

"I took off and flew for six hours and seven minutes on a factory-made Skyhook 3A which flew distinctly better than the one I made myself.

"Then the wind started easing off and wasn't very good and I had a headache so I landed very stiff for a new North of England record.

"I was a bit upset I couldn't quite make the eight hours."

Along came the 1976 British championships at the Hole of Horcum: "People who were anybody had a Super Swallowtail — I wasn't and didn't.

"After I got beat at Pickering, I decided I needed the equipment and my first comp. win on an SST was in 77 when I won the Scottish Open."

Among the competition were such other name fliers as Keith Reynolds, Bob Calvert and Lester Cruise.

"It was a great feeling to win a comp. and I suppose I got into cross-country flying then.

"I had my first ever XC off Nont Sarah's in the Pennines on my SST and landed four-and-a-half miles away.

That flight was under just one cloud and once the thermal was lost the realisation of 3,000 ft altitude proved mind-blowing.

"I just fell out of the sky... but I was thrilled to bits with that."



The British League began in 77 with Bailey still on his SST — "I realised you had to have the best equipment to do well and so I ordered a Wills Cross Country and got the first one into this country."

That October Bailey scooped the British XC record with 24 miles from Carlton Bank, North Yorkshire, beating Nigel Milne's 22 miles from the Malverns.

"This was the real birth of cross-country flying, because

up until that, people had been claiming records for flying along ridges."

Bailey's cross-country career was a partnership with the XC which proved "very quick and tricky to fly" — "I think the technology was a bit ahead of the pilots really."

He'd begun a spell which saw him British distance record-holder for three years on the trot.

His XC took him 30 miles in 1978 from Newtown in mid-Wales, while in 79 he flew 50 miles from the Dales on the same Cherokee that flew 69 miles for Peter Hargreave's record last year (*guess who has the magic Cherokee now! will it do the same for me? — Ed.*)

For this year, Bailey predicted "five or six" 100-milers in Britain, with the record probably around the 125 mark. The ton is still its elusive self, however, as this early page goes to press.



Bailey's next prediction — this interview was recorded in June — had already begun to come true by the time this year's Owens Valley Classic was fought, with the Owens Valley Racer special Comets very much to the fore.

"People want to keep the sport light and simple and I

**For more on towing,
please turn page.**

can see it in three years' time — people clipping in and being in a pod.

"And people will fly particular gliders for a record and another for having fun. There will be a breed of guys who just chase records and have equipment for the job.

"That may possibly include me — until we have flown out of England north and south, it's still to be done. A 200-mile, six-hour flight is very much on.

"We are amazingly lucky with airspace here compared with Europe — you can do anything here unless they say you can't. Over there you



"On Cloud 9" flying Cayton Bay, Yorkshire, 1976

can't do it unless they say you can."

So outside Britain, where do the East-of-the-Atlantic big XC possibilities lie?

"The possibilities for massive flights are in Spain the California of Europe."

And the future: "It think in a few years people will go away from the roads and the valleys. This is the finish as I see it of Owens Valley.



"It will be back to the flatlands and the best place to do distances in England will be Birmingham with a tow launch to 1,000ft.

"If anyone had 1,000ft. over Birmingham and landed at Newcastle I wouldn't say they were less a pilot than if they had run off Nonts — things have changed so dramatically. People will run out of land north and south."

Then there's the possibility of XC by stages, taking, say three days and nights to cross Scotland — the sky's the limit!

"Cross-country would take on a different meaning all together it would be literally flying across the country backpacking."

Turning again to the Bailey career, it was in 1979 that he turned "pro". The Bradford printers where he worked sponsored him to the tune of eight weeks off for competitions in 1978 but when he asked for 15 the following year, the answer was a polite but firm no.

"So I decided to leave and set my own school up."

The pro Bailey has gained

a reputation in many ways a safety-first flier — he won't fly Owens Valley "because I can't trust the equipment enough, and if I can't trust the equipment I can't fly my best."

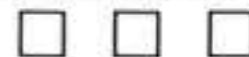
At the Dales League he sat it out while a 35mph hooley eased and others were trying to get away XC.

"I would rather sit it out on a ridge and wait for a good day than scare myself and not want to fly — there's no way that just losing 100 points is going to force me off. If you scare yourself very badly, you flying suffers.

"I can take people asking me why I'm not flying, if my sixth sense tells me it's not safe.

"Hang gliding has got its limits and I have learned to stay within them — I've got nothing to prove."

Now he expects to get scared only about once a year, compared with three or four times annually before.



"I get scared top landing in high winds... I have been rotored in at Sutton Bank and it sticks in your mind that rotors shift about — they have been in one place all day and then suddenly move."

He's already had this year's scare... a downwind take-off at Wether Fell in the Dales in an unsuccessful attempt to reach a sea-breeze front out in the valley.

He crashed ignominiously off the edge and might easily have put himself out of the air with a broken arm.

"I was trying to run at 30mph and you just can't."

It's the



French national team flier Klaus Kohmstedt takes his son for a first dual flight at Lachens — picture Dave Bedding.

Fun in France

LACHENS is more than just a fun place to fly, writes PETE ANSTEY.

While some members returned to South Wales for the fair breezes of Rhosili, eight adventurers plus families from the Dales Club spent two weeks, on holiday, based at Lachens

In the usual tradition, the weather did not oblige absolutely EVERY day, but other than for two or three days, we were able to enjoy our sport in these admirably agreeable surroundings, and by the time we had to return home we had "got it sorted".

We all took the opportunity of sampling the fantastic countryside, for quite frankly, there is so much to see and do in the area that all our energies were not devoted purely to flying. Much time was spent swimming in fresh and salt water, and marvelling at the fantastic Gorges du Verdon.

Others there, included Keith Cockroft, Tony Fuell, John Duncker, and Pat King. Tony Fuell had the best XC among the British, though "Cockers" and "Bunker" came 2nd and 8th respectively in a competition held further north. Keith won £200.

TOWING is alive, well, and kicking in Buckinghamshire. As we all know the words "hang gliding" to the layman are synonymous with "bloody fools" and this is especially so in off-beat forms of the pastime such as towing.

And so it was with more than a modicum of apprehension that the owner of a wartime airfield was approached for permission to use the runways.

We already had the use of large fields around Oxford, but this was restricted due to crop growth and mud. The airfield would naturally be the answer to our problems, a place where we could master towing without the need to travel miles to a site.

Local intelligence indicated that the farmer was already fed-up with wanton vandalism on his land together with an assortment of teenage "Easy-Riders" ripping along the

runways oblivious to "Keep Out" signs. What change then for an unknown bunch of potential suicide merchants with a cannibalised Maxi, a new fangled winch, and to cap it all dubious characters like Andrew Hill and Dick Piggott hoping to zoom above the cow sheds?

Fearing the worst, we approached the farmer and were immensely relieved to be given the use of the airfield providing that people flew by invitation only.

I imagine that few people living near major sites like the South Wales complex have ever given a thought to towing, but flat land fliers face a lengthy journey to often poor and over-crowded sites, and so tow launching is an attractive answer unless you opt for power. It has an added bonus of allowing extended flights on nil-wind thermic days when hill soaring is non-existent.

When Andrew Brough embarked on the building of his winch, towing — which has never caught on here and has been practised seriously by only a small handful of people — was virtually dead.

Try a tow launch... go parascending

Parascending offers the enthusiastic hang glider pilot a completely new flying experience. Apart from flying beneath a sophisticated parachute canopy you can also experience at first hand the techniques of tow launching.

The British Association of Parascending Clubs is the governing body of the sport which developed this type of launch to its present day efficient and safe standard.

Get up there the other way with the BAPC.

For further information, list of 90 clubs and a copy of our magazine send £1 to:



British Association of Parascending Clubs
Room 6, Exchange Buildings,
34-50 Rutland Street,
Leicester LE1 1RD.
Telephone (0533) 530318 — 24 hr answering.

big, big 'wind-up'

Andrew was meticulous in the construction of the winch which he continually strives to improve, even though all agreed that it was virtually perfect from the start. With Clive Smith on the brake, Andrew was the first pilot to fly the winch and his first launch took him well over a thousand feet. A great start. We're looking towards our 200th launch with no mishaps which goes a long way towards proving that tow launching is at least as safe as foot launching.

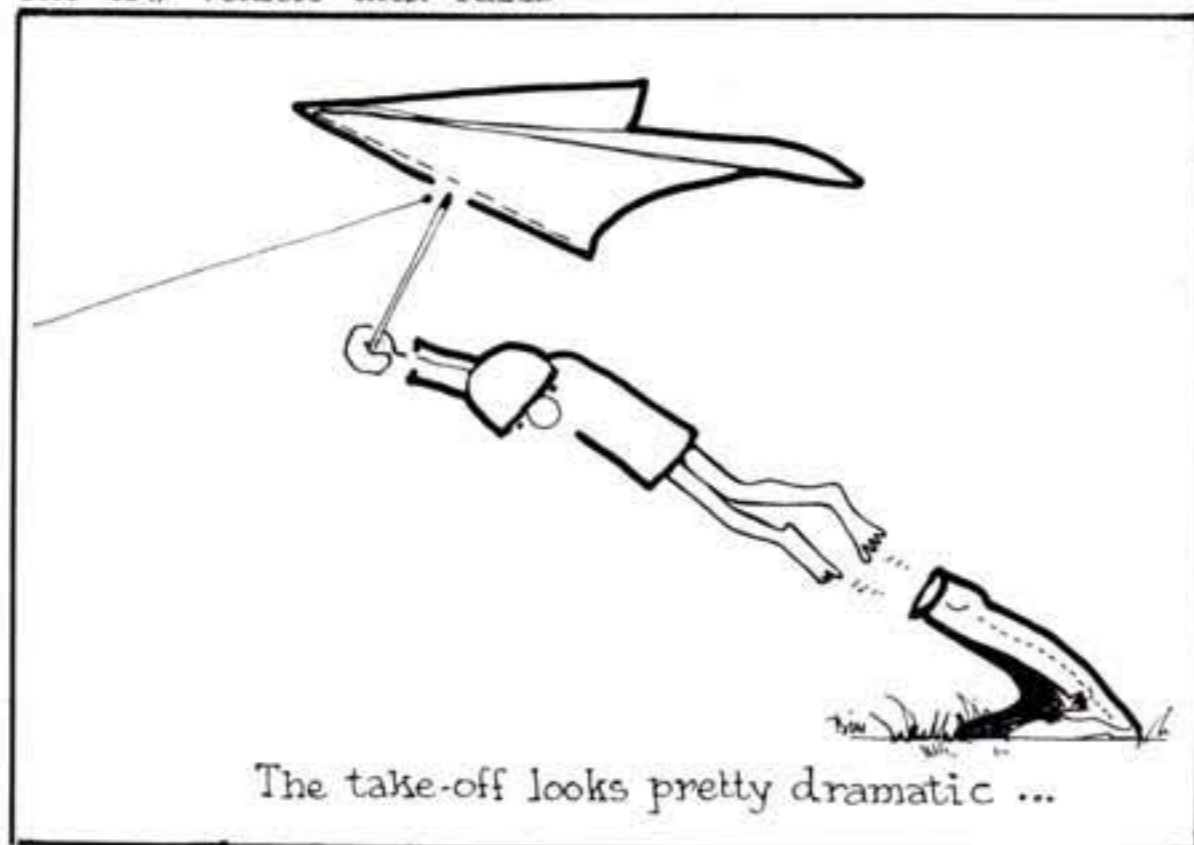


Andrew made two glider control frames with top and bottom releases for the two-bridle system we currently use. It's a pity that control frames can't be a standard size on all gliders because we are using fourth generation machines and would really like to tow a CXB model without the hassle of altering rigging or making a different frame. From all accounts the floating crossboom will aid control under tow, making it even easier than it already is.

The limited tension which we use is a free-wheeling drum to which tension is applied through a hydraulic hand-operated disc-brake. The polypropylene rope is paid out at such a tension as to allow the glider to strip line from the drum while at the same time gaining height. It all boils down to a balance between the speed of the tow vehicle, the wind speed, the applied tension the weight of the pilot, and the angle of the line from the winch.



The take-off looks pretty dramatic. The pilot stands with the glider hooked up to the tow line poised at the ready. The tow vehicle then races



Getting near 2,000' by tow launch

away paying out line to leave the first-time spectator imagining that the wing will surely be yanked in two with the pilot suffering neck whiplash. The fast-disappearing brake man then applies the brake and glider and pilot are fifty feet high and climbing fast before you fully realise what's happened.

After watching it myself I went away and mentally lived through the whole experience a hundred times.

My first real launch brought with it a vastly heightened pre-flight awareness, bladder contraction, and dry mouth. The actual launch was so much a duplication of my expectations that it proved easy and exhilarating.

Believe me, it's an incredible experience to watch the tow vehicle turn from life-size to a speck in three minutes and to have a kilometre of rope hanging from the glider.



The first few launches make your arms ache until you learn to relax and ride the bumps. Flying straight with arms at full stretch is a new experience and strangely relaxing. You watch the tow vehicle underneath the bottom bar

with occasional glances at the altimeter. Anything under 1,300 feet we've come to regard as a bit mediocre. To date we've reached 1,800 on 3,300 feet of line, and so now with an added length we'll soon be cracking 2,000 feet — and we all want to be first to do it.

It's sheer magic to drop the line at 1,800 feet and suddenly become seemingly weightless, motionless and quiet, with the car below reduced to miniature and the whole airfield spread out and looking small. Much of our towing has been in the evenings after work (and school — sorry Andrew) when the air is glassy smooth and you can fly with virtually no control input. With no other gliders to worry about and no worries about ridge lift, I've drifted high over familiar countryside visually exploring miles of lanes, tracks, woods and villages which would take a month to walk.



Picture — Mark Junak

Andrew Hill — "dubious character"?

Flying in such conditions is so effortless that normal flying improves easily as you can do whatever you wish exactly when you want to. You can fly pre-determined manoeuvres and 360s can be wound into the ground as you don't worry about drifting over the back. Your spot landings become pretty smart too. Then it's hitch up and away you go again.



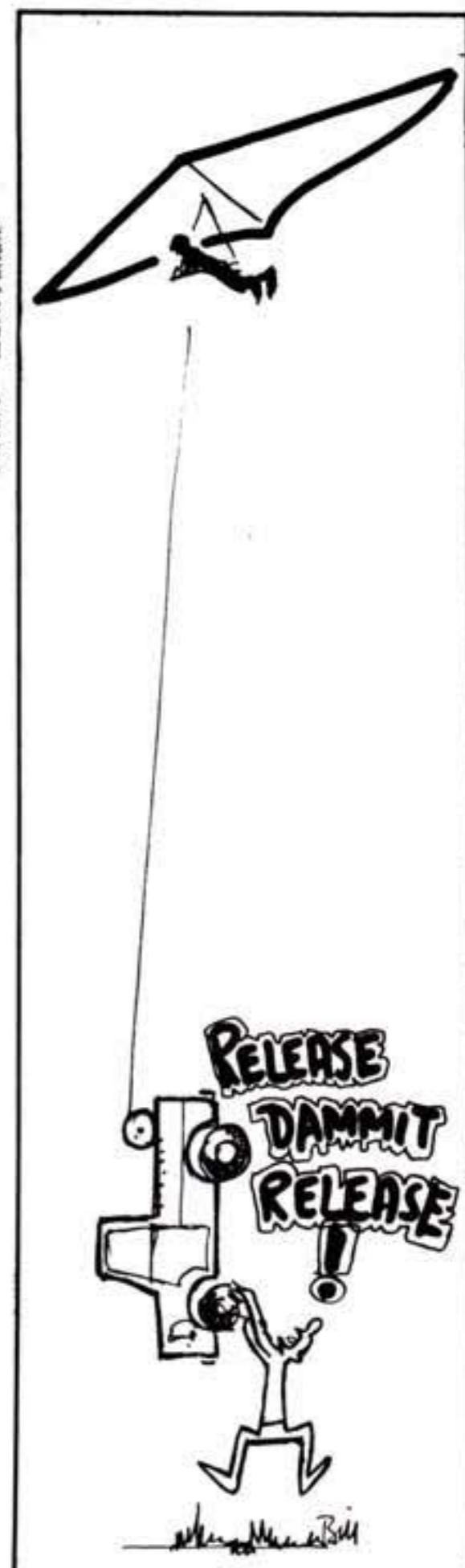
We've not yet caught a good thermal day but we've flown at times when light winds have kept hill fliers grounded.

The local population seems not to have noticed us and so there has been little problem with spectators. Tom Baxter the farmer's son, is the only regular non-flier to give us a hand, and we suspect it won't be too long before he takes himself off to a school for his P1 or ultralight certificate.

If you're a competent P2 and have the chance to tow launch

you'll not be disappointed. It can never be stressed too heavily though, that towing is a system which leaves little room for error. Thus the tow method and equipment MUST be approved and the operators MUST have received adequate tuition. If you try fixed-line towing or cut corners then you'll simply become a statistic. Andrew Brough is in the process of writing a towing manual which will incorporate advice from world-wide sources, coupled with the experience gained during development and proving of his winch and control frames.

And so finally and most importantly, if any of you should be remotely interested in tow launching yourselves seek the advice which is available and avoid making costly and possibly painful mistakes.



PRIZE CROSSStubeWORD

No. 2 By Satan Bottle.

THIS month's prizewinner will again receive £10 credit from Mainair sports, who will send catalogues and vouchers direct.

Solutions to Stan Abbott, 8 Burchett Place, Leeds LS6 2LN by Friday September 25.

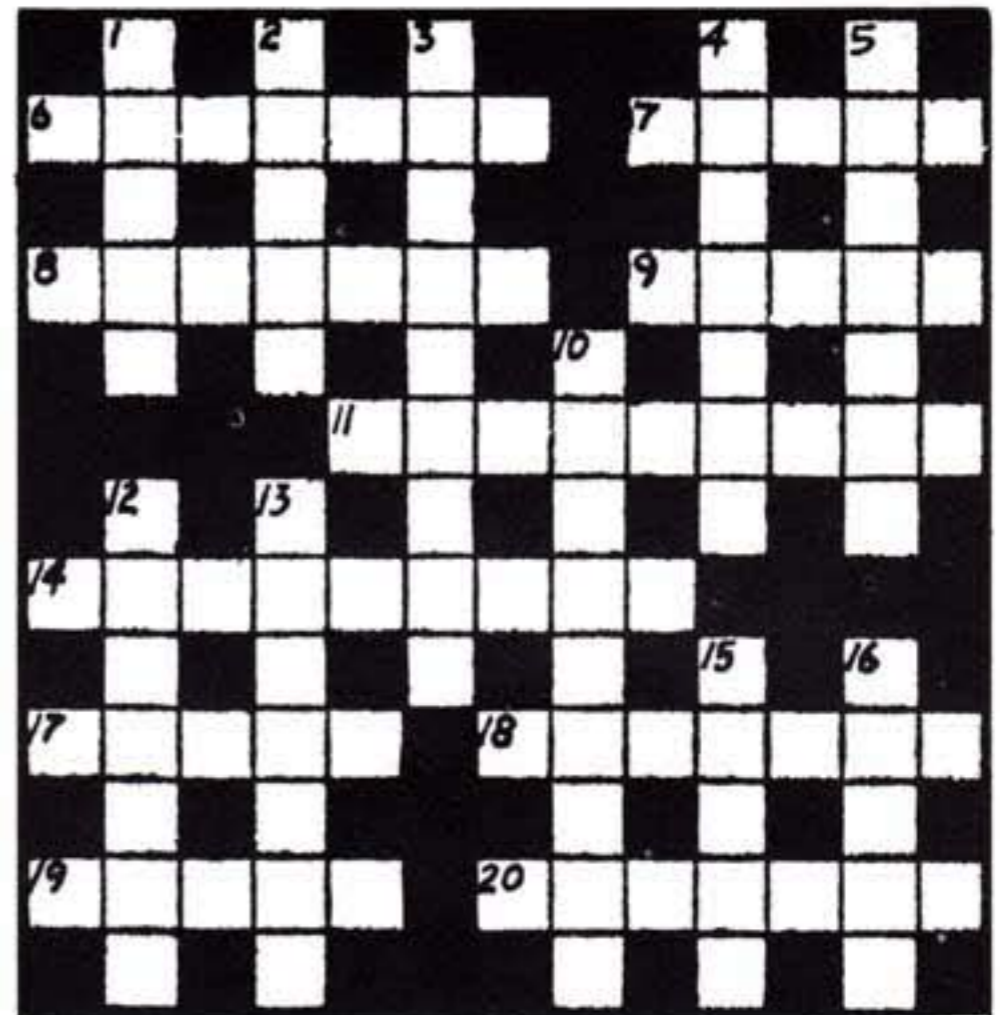
First correct entry OPENED wins. If you don't want to cut up your Wings!, you can trace the grid.

Other puzzle contributions eagerly awaited from creative readers with devilish minds!

Last month's winner - page 3.

M A O E D
 LEADING EDGES
 T O P I S
 LEARNER STRIP
 R N G A I G
 HANGPOINT
 R S S R N S
 BENTTUBES
 P A S E S V
 BALLS EMUPLAN
 I L E I R
 ARIES UNFLAIR
 S D T L O

Last month's solution



CLUES

Min sink.

- 6) Of backward student and depressions he goes after (7)
- 7) Quick-witted and not flat (5)
- 8) "Degree Five" - song from Germany (7)
- 9) Artist in made confusion is play acting (5)
- 11) Get through time of plenty - they all float these days (9)
- 14) Crosby holds the rear of the sail, we hear. It's turning white! (9)
- 17) Silly father and the Queen get together for a creature you might be wary of on a moorland outlanding (5)
- 18) Undoubtedly a rye call gone wild (7)
- 19) First free flight after sun spot gets up your nose (5)
- 20) Goes right off sad arrangement, but has the means (7)

Luffing

- 2) Wings - going cheap, we hear (5)
- 3) Sky has merit and is safe to fly (9)
- 4) Revolutionary massages small flying people (7)
- 5) The comp ran badly. For walking on ice (7)
- 10) Staying airborne and avoiding the stairs? (5,4)
- 12) Flying when you've lost the hang of it! (7)
- 13) Imitate and start flight (4,3)
- 15) Policeman's sail-stiffener? (5)
- 16) Dunderhead in howling gale finds a space in the trees (5)

NORTHERN GLIDER SALES

WANTED

Good part exchange offered on SKYLINERS, SUPER SCORPIONS, CHEROKEES, VORTEXES, SILHOUETTES against a new (stock) glider from HIGHWAY, SOLAR, FLEXIFORM, SOUTH DOWN, and SKYHOOK.

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061 973 4085 or 061 434 3364

8 BRENCON AVENUE, BROOKLANDS, MANCHESTER

The £150 Prize!

Bettina Gray - who has given so much time and effort to hang gliding - wants to remind readers of the Gray prize for journalism for which entries are still invited.

The prize of £150 is not aimed just at journalists, but anyone who has a piece published in a newspaper with at least 25,000 circulation.

The story must deal with one of the following:

- The Bleriot Cup
- any British League meet
- the Roses XC comp.
- the Scottish SA championships.

It must appear on the paper's sports pages and should reach Bettina by November 25.

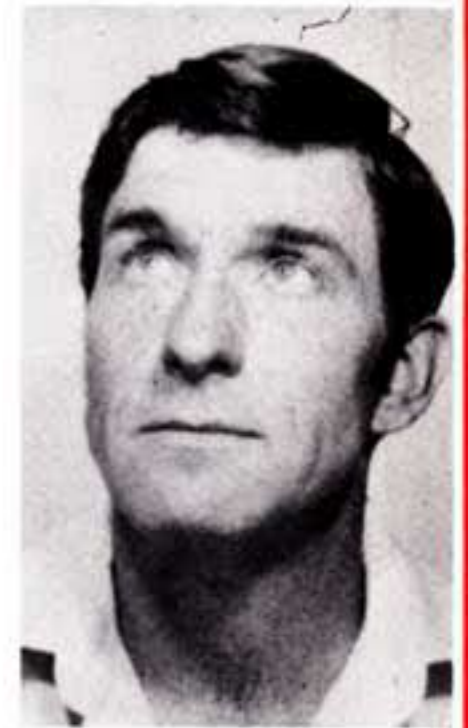
More information from Derek Evans, BHGA Competitions Chairman, 15 College Drive, Tunbridge Wells, TN2 3PN.

The Early Days, No. 2

Cartoonist extraordinaire Bill Lehan used to be a hang glider pilot himself back in the very early days — until he gave himself a very nasty fright and decided to stick to drawing gliders instead. "I had flown twice, so I was a good flier," recalls Bill of the day he arrived at Truleigh on the South Downs.

The wind was strong and of the two kites up, the pilot of one was standing on his front wires just to penetrate. "I turned round to see where I was going and I turned the whole kite downwind."

Bill ended up in the rotor and hit the ground with a thud that he remembers ripped both his plimsoles off. "The whole world stopped!" He miraculously got away with just a sprained ankle. "I was lucky in retrospect," said Bill, now 38. "It just doesn't bear thinking about."



The fearless Mr. Lehan gazes Starwards

EUPHORIA OF THE HIGH!

"LETS build a hang glider!"

"Yeah, yeah, Miles, let's build a hang glider ...Miles... what's a hang glider?"

"A big white thing held open by aluminium tubes, and you fly it"

So, all of a rush Reg Hale, Miles Handley (later to become the inventor of the Gryphon) and I (later to become the inventor of many Wings! cartoons) acquired a set of Skyhook drawings from Len Gabriels, ally tube, rip-stop nylon, Bowden cable, Bulldog clips, shackles, pop rivets, pop rivet gun and box after box of etceteras.

Ho, ho, ho!

At this time, about 80 years ago, hang gliding was only a patter of tiny feet. It just wasn't possible to go to your friendly local hang glider dealer and buy these things-of-the-shelf. There weren't any local hang glider dealers. The demand, and therefore the market, didn't exist.

Each inquiry started, "have you got a blah, blah, blah for a hang glider?"

"For a what!" Then an explanation — then the Ho! Ho! Ho's — for every single item!



... for every single item...

For all the bits and pieces we sought out ship's chandlers as an alcoholic will find a pub.

The glider was built. And then started a ritual which still survives... The Journey to the Hill.

We agreed that when we got to the Hill, if all the conditions were favourable, one of us would have the first flight, an other the second flight, and the other the third.

We waited about three years for the weather to be just right, and eventually it was, on top of the Long Man of Wilmington



...one of us would have the first flight...

in Sussex. I think it's in Sussex.

We rigged the glider and looked for the seat harness, then went back to Miles's car for it, then checked around the glider again, then went down to Reg's car for it, then checked around the glider again, then went back to my car for it. We had the glider, we had the hill, we had the weather, we had no harness!

We managed to borrow one from John James (who later invented disappearing without a trace. It was Miles's turn to be First Flier.

Suddenly I was aware that I was being propelled, gently and not unkindly towards the kite, and without any words being spoken I had a helmet strapped on, and was ushered into the harness and strapped in — just as you dress a kid in a coat, gloves, scarf and cap and send him off to school.

"Off you go, Bill," said a voice, gently, and with just a touch of iron under the surface.

"No, no, no, Miles, you're next." Gentle protestation.

"NO, NO, NO, BILL, YOU'RE NEXT! TAKE MY TURN." That, I thought, is a really gentlemanly gesture.

Letting me have the premier flight out of turn. Blind fool — I didn't see that I was to be the canary in the miner's cage.

In olden times like those, there was no such thing as a hang gliding school. Even the idea of a hang gliding school didn't exist. You bought, made or borrowed a kite, spoke to somebody who had "done it", went up a hill (any hill in those days) and jumped off. Looking back, it was criminal.

We had a brand new, untried kite. The Long Man of Wilmington is eight miles

high (at least when you're at the top, the cars at the bottom look smaller). And I jumped off it.

The kite trimmed well and flew well. Mr. Len Gabriels — I owed you my life! I knew how to turn — I'd talked to somebody! so I carefully instituted about 1½° of left turn, and about 3° of right turn — levelled up — forgot about flaring out — and climbed down!

I'd been up for about 8 seconds, but that was good because everybody was up for about eight seconds. The only way to stay up longer was to find a higher hill.

After the Flight came The Walk Back. Top Landing hadn't been invented either.

At the top, John James claimed his harness back and left us seatless again. What is it divers get? Euphoria of the Deep, or something. Well, I had it. I sort of drifted "I've flown" down to the car. "I've flown" picked up "I've flown, I've flown, I've flown" a tow rope "I have flown" took it back to the top "I HAVE flown" made an "I'M A FLIER!" double bowline and fashioned a harness.

Standing about a foot off the ground, I was now a flier, one of the Gods, I



... Euphoria of the Deep — or something ...

rigged myself into my rope harness, ran a few paces and took off again.

When I think of all the things that could have gone wrong, I realise how incredibly lucky I was.

Stupid — no! Because at that time that was the Flying that one did.

Nonkish — no! that word hadn't been invented, either.

Brave, talented, fearless, a trail-blazer, dashing, modest — yes, I think so.

TYPHOON MOST POPULAR
LEAGUE GLIDER



Airworthiness Certificate Of Type Compliance

Hang Glider Type: TYPHOON Size: MEDIUM
 Manufactured by: SOLAR WINGS LTD.
 Works Number: T691174 Recommended Pilot Rating: P2 (Min)
 Recommended Pilot Weight: Minimum: 130 lbs Maximum: 200 lbs
 Certification Category: Utility (Non-aerobatic)

I certify that the glider described above has been submitted for approval under the BHGA's 'Airworthiness Standards and Requirements for Hang-Gliders' dated March, 1979, and has satisfactorily complied with these requirements. I hereby authorise Solar Wings Ltd. to issue Airworthiness Registration Certificates for this type.

Signed *C.H. Smith* (C.H. Smith) Date 27-7-81
 Certificate Number: 817001

Conditions For The Continuing Validity Of BHGA Airworthiness Certificates Of Type Compliance

1. All production models must be representative of the type and conform to the BHGA Airworthiness Standards and Requirements for Hang Gliders specified above.
2. All modifications must be approved by the BHGA Airworthiness Technical Committee before implementation on production models.
3. The manufacturer must have the capability to carry out repairs and modifications on production models issued with a BHGA Airworthiness Registration Certificate and these to conform to original build standards or standard repair schemes.
4. Amendments to this document must be authorised by the BHGA.

Copies to: National and International Files



Business Certificate Compliance

Recommended Size: LARGE

TYPHOON SEPTEMBER 1981 NEWS

WORLD HEIGHT GAIN RECORD

MICK POLLARD 13,500 ft. GAIN
RECORD APPLIED FOR...

NEW SPANISH XC RECORD

80 KMS.

Cockroft
Halifax
up team,



KEITH COCKROFT

...ING A TYPHOON
WAS PLACED SECOND AT THE RECENT
FRENCH INTERNATIONAL
XC COMPETITION LACHENS

SANDY FAIRGRIEVE
FLYS 100 MILES
DURING XC CLASSIC



TYPHOON
AWARDED
FULL BRITISH C. of A.

MARLBOROUGH, WILTS.



TELEPHONE (0672) 54414

MY first issue of Wings! saw the inevitable teething troubles, although I'm both pleased and relieved it seems generally to have been well-received.

My own problems starting cold were compounded by those faced by our typesetters who were moving premises and buying new equipment at the same time.

Some of the equipment acquired a bent for devouring newly-set copy in great quantities, placing people under great stress...

Enough excuses — there was room for improvement, not least on the typography of Wings! — or Wongs! as Eric Gear of Surrey calls it — which I hope you will see this time.

More light-hearted readers suggested a competition to see who could find the funniest error. I think not!

Speaking of competitions... I am now ready to PAY anyone who can provide a good X-word or similar either monthly or one-off. Payment by arrangement.

Plans to set up a network of correspondents in every club are moving

Wings!

Editor's notes



Picture — Mary Matusz

Airspace Co-ordinator-cum-silversmith Ted Frater are teaming up to provide an annual prize for the best contribution to Wings!, to be judged by Ann Welch.

I'd like — sponsorship permitting — to run a parallel award for the most consistently reliable contributor.



Please note that deadlines are just that. The FINAL deadline for next issue will be September 30 but for most pages it will be considerably earlier. It may be possible to squeeze in late news after that date.

ADVERTISERS

Copy deadline — SEPTEMBER 30
Order deadline — SEPTEMBER 23

Sylvia Howard is approaching advertisers by phone earlier in each month — an indication on the phone will, as is normal newspaper industry practice, be considered as a contractual agreement unless cancelled within ONE WEEK MAXIMUM and in any case before the advertising deadline.

National XC League August placings

• denotes British League pilot

• 1	ROBERT BAILEY	DALES	53.2	38.6	50.8	47.5
• 2	JIM BROWN	DALES	78.1	37.3	21.7	45.7
• 3	PETER ROBINSON	WESSEX	29.4	50.4	43.0	40.9
• 4	MICHEL CARNET	SOUTHERN	48.4	31.9	28.6	36.3
• 5	BOB HARRISON	DALES	18.2	49.5	34.3	34.0
• 6	COLIN LARK	AVON	32.0	28.9	40.1	33.7
• 7	JOHNNY CARR	SOUTHERN	22.3	35.1	39.6	32.3
• 8	RICHARD BROWN	PENNINE	27.0	18.5	39.0	28.2
• 9	JOHN STIRK	DALES	82.6	-	-	27.5
• 10	SANDY FAIRGRIEVE	NORTHAMPTON	28.9	23.5	26.6	26.4
• 11	NEIL ATKINSON	W. COUNTIES	25.8	36.7	14.0	25.5
• 12	ALI MILNE	ANGUS	31.1	18.1	22.2	23.8
• 13	DONALD CARSON	OSPREY INVERNESS	21.4	26.7	21.3	23.1
• 14	JOHN FENNEL	DUNSTABLE	12.4	25.8	29.3	22.5
• 15	MARK SILVESTER	PENNINE	30.7	17.3	17.3	21.8
• 16	JOHN NORTH	PENNINE	17.4	15.8	28.1	20.4
• 17	CHRIS TAYLOR	CUMBRIA	22.8	18.3	17.4	19.5
• 18	PETE WATERWORTH	AVON	29.8	13.4	15.4	19.0
• 19	HOWARD ROCKLIFFE	AVON	22.9	17.8	12.7	17.8
• 20	GORDON HOLMES	GEORGE CAYLEY	19.8	123.01	10.3	17.7
• 21	DOUGAL SCOTT	ANGUS	11.9	19.4	20.2	17.2
• 22	TONY HUGHES		20.6	29.9	-	16.8

• 23	RICHARD IDDON	PENNINE	17.7	16.3	15.5	16.5
• 23	BRIAN GODDEN	N. YORKS	16.6	25.9	13.5	16.5
• 25	DAVE BLUETT	SOUTHERN	12.4	12.8	22.6	15.9
• 26	JOHN CLARKE	PEAK DISTRICT	20.1	15.6	9.9	15.2
• 27	MICK POLLARD		10.7	33.8	-	14.8
• 28	CARL TONKS	W. COUNTIES	24.0	11.2	7.1	14.1
• 29	NICK STANSFIELD	DALES	14.8	27.1	-	14.0
• 30	BILL WALKER	LANARKSHIRE	14.3	26.5	-	13.6
• 31	RICH. ARMSTRONG	LANARKSHIRE	13.3	20.2	6.3	13.3
• 32	GEOFF SNAPE	PENNINE	13.6	24.9	-	12.8
• 33	TOM HARDIE	RAF M. EAGLES	8.7	15.3	12.7	12.2
• 34	MIKE HIBBIT	THAMES VALLEY	23.8	12.4	-	12.1
• 35	ANGUS PINKERTON	LANARKSHIRE	11.9	22.9	-	11.6
• 36	GRAHAM BELL	PEAK	34.6	-	-	11.5
• 36	LEN HULL	SHEFFIELD	7.7	18.8	7.9	11.5
• 38	PHILIP HIGGINS	SHEFFIELD	12.9	9.4	10.7	11.0
• 39	ALLAN SMITH	WESSEX	26.4	-	-	8.8
• 40	P.J. MASON	W.COUNTIES	11.2	15.0	-	8.7
• 41	NATALIE WILSON	SKY SURFERS	8.3	6.6	9.3	8.1
• 42	DAVE CATANACH	GEORGE CAYLEY	12.3	10.2	-	7.5
• 43	ROBIN SMITH	ABERDEEN	8.8	7.3	6.1	7.4
• 44	JUDY LEDEN	SOUTHERN	8.3	13.2	-	7.2

• 45	JOHN WILKINS	DALES	8.6	12.5	-	7.0
• 46	MARC ASQUITH	MERCIAN	11.3	9.1	-	6.8
• 47	JENNY GANDERTON	DUNSTABLE	20.00	-	-	6.7
• 47	RICHARD FLAHERTY	GEORGE CAYLEY	20.00	-	-	6.7
• 49	JOSEPH CULLEN	LANARKSHIRE	11.2	7.4	-	6.2
• 50	CLIFFORD FOSTER	SHEFFIELD	17.8	-	-	5.9
• 51	BRUCE GOLDSMITH		17.0	-	-	5.6
• 52	PETE MACLENAN	DALES	16.0	-	-	5.3
• 53	NICK GOODYEAR	GEORGE CAYLEY	15.6	-	-	5.2
• 54	IAN RAWSON	PENNINE	15.1	-	-	5.0
• 54	JOHN HARTHAM	SHEFFIELD	7.1	7.8	-	5.0
• 54	JOHN HIGHAM	SHEFFIELD	14.9	-	-	5.0
• 57	MALCOLM CLEE	SKY SURFERS	14.4	-	-	4.8
• 58	IAN CURRER		13.9	-	-	4.6
• 59	DONALD MACKENZIE	LANARKSHIRE	12.6	-	4.2	-
• 60	GRAEME BAIRD	DUNSTABLE	12.4	-	-	4.1
• 61	PAUL WITTY	GEORGE CAYLEY	10.8	-	-	3.6
• 62	NEIL CLARK	LOUGHBOROUGH	8.6	-	-	2.9
• 63	ALAN DAVIES	LOUGHBOROUGH	8.	-	-	2.8
• 64	JOHN HEWITT	SOUTHERN	8.1	-	-	2.7
• 65	D.J. WOOD		6.4	-	-	2.1

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Commercial Editor: Sylvia Howard, 4 Somerwood, Rodington, Nr. Shrewbury, Shropshire (Upton Magna (074-377) 365)

BHGA Council: President: Ann Welch OBE; Chairman: Roy Hill (0865-735204); Treasurer: Percy Moss (0926-59924)

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