

Magazine of the British Hang Gliding Association

# Wings!

FEBRUARY 15, 1982

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**How  
we**

**fixed it for  
Jim!**

The Southern  
Hang Gliding Club  
tells the story on page 3



# 16,500' over Lancs!

**BOB Calvert is claiming a world microlight altitude record after climbing to 16,500 feet over Lancashire on Januray 27.**

The flight marked the successful culmination of weeks of planning by Bob and John Hudson, boss of Mainair Sports, Rochdale.

Bob was flying a Mainair trike unit on a Solar Wings Typhoon and was carrying a barograph. The previous record of 12,300 ft. was set in the USA on a Mitchel Wing.

Take-off was from 300 ft. ASL, just north of Blackburn and took an hour and a quarter and two gallons of petrol.



John Hudson, left, with Bob, the trike and the precious barograph trace.

## Standard

Much of the height gain was in wave lift which took the aircraft somewhat higher than the normal ceiling for most light aircraft.

The first 6,000 ft. were gained in an amazing eight minutes.

The unit was powered by 330cc Robin twin with adapted carburettor, but was otherwise standard.

"I could see both coasts, east and west - I could see from Scotland down to Snowdonia," said Bob after the flight. "It was just skied-out with wave."

"In the morning I went up to 1,400ft. and was still climbing fairly rapidly but I came down and messed about with the engine. I got up there again and realised it wasn't

going up as fast so I adjusted the engine in flight.

"Eventually I ran out of fuel and was still going up. I went through layers of wave."

Bob was not carrying oxygen but said: "I was in no danger - I have been trained in hypoxia."

His sights are now set on the big wave at 20-30,000ft.!

## Goodbye Chris

**BHGA Secretary Chris Corston has announced his impending resignation after many years service.**

Bob McKay adds:

"Yes... Chris Corston has resigned.

No... this is not a formal appreciation full of obligatory cliches. There will be a better time and a better way to express our feelings at the A.G.M.

Something like 25 per cent of our membership changes every year so there can't be all that many who can recall the pioneer days from '74 to '77 when Chris flew with us. My log book for Sun Oct 19th 1975 reads...

'Bryncaws, wind ESE 18 mph - Glider, Breen King Kite 1) 5 mins 2) 6 mins Breen Hi Fli 3) 4 mins.

Too many visitors and not much lift band so only short flights.

Chris Corston got up high and stayed up and managed to ground loop on landing... later visitors got further along and really got high. That's the way to fly this site and they showed us...

From which you will gather that Chris was a good deal better than I was even if he did ground loop on landing. It was a much more common event in those floppy sail days that now.

The B.H.G.A. was in its infancy, the work load for Chris was extremely heavy. He flew whenever and wherever he could until that fateful day which Reggie Spooner reported in March '77 Wings!...

Dear Sir,

On 9th February, 1977, Chris Corston wrote, in the middle of a very long letter dealing with School, Flying Sites, BHGA Insurance, Airworthiness and Registration, Civil Aviation Authority, Accidents and a host of other matters - "sorry for scribble, but it is 2.30 in the morning and am frantically trying to get everything done before leaving for Ireland at 12 noon today".

Chris was on duty for us at 2.30 in the morning, was going to Ireland, at the Irish Hang Gliding Association invitation, on an official visit on their and our behalf, to further the interests of our Sport.

Tragically, on Sunday 13th February, taking an hour or two off from his duties, at the sport he loved, he had an accident - and may never walk again.

But that wasn't the end of Chris nor was it the end of his personal tragedies... how he has kept going I'll never really understand and yet talking to him after last Sunday's Council meeting all I got was a quiet determined appreciation of his plans for the future... setting up his own business... selling his ideas and expertise in systems... concern for the B.H.G.A.... I journeyed home with a light heart... I mean... What the hell have I, or any of us, really got to worry about?

## INSURANCE

## INSURANCE

**DID YOU KNOW** that Insurance Underwriters have paid TWICE AS MUCH TO HANG GLIDER PILOTS as a result of HANG GLIDING DEATH OR INJURY than we have paid to them in premiums

In spite of those heavy losses EXISTING RATES FOR PERSONAL ACCIDENT COVER will be maintained throughout 1982

**DID YOU KNOW** that some major U.K. Insurance Companies NO LONGER REGARD HANG GLIDING AS A HIGH RISK SPORT

In fact through us they offer special schemes for MEMBERS OF THE B.H.G.A. for LIFE, ENDOWMENT, PROTECTION OR HOUSE PURCHASE

**THEREFORE** FOR LIFE, PERSONAL ACCIDENT AND GLIDER INSURANCE

**CONTACT:** REGGIE SPOONER - INSURANCE BROKER TO THE B.H.G.A. 119 High Street, Newport, I.O.W. or telephone him or Tim Saul on 0983 522676



## FLIGHT BRIEFS

### Roy's move

BHGA Chairman Roy Hill has moved to

"Rimes Yard," Kingston Bagpuize, near Abingdon, Oxon. He was still waiting to hear his new phone number when Wings! went to press.

### Rhigos out

An approach by the South East Wales Club to the Forestry

Commission to formalise flying arrangements at Rhigos, Mid-Glamorgan, has resulted in the suspension of flying there!

The site has been flown unofficially for about five years and the approach was made to facilitate negotiations with the commission over other sites, explained chairman Martin Hann.

Anyone flying the northerly site pending the outcome of negotiations risks prosecution.

### Lost & found corner

**STOLEN** - White Sigma glider with gold trailing edge and keel pocket. This glider

"disappeared" from the roof of the owner's car outside the Three Horseshoes pub, Headingley, Leeds, and was in a bright yellow Southdown bag.

Owner Phil Blakeney was returning to London from the Dales and asks all members to be on the look-out for the glider. Any information gladly received on 01-788-2146.

# 'owzaboutthatthen!

JIMMY Saville had the tables turned on him when he held his 'open day' at Stoke Mandeville Hospital to receive the donations for his Spinal Unit fund.

He was presented with a "We'll help Jim to Fit It" medallion by Peter Harris of Hastings, representing the Southern Hang Gliding Club, whose charity fly-in in October raised £1,020.00 for the appeal fund.

He was as delighted as he was surprised and wore it to receive Santa Claus (Tony Fuell), who travelled from Thame airfield, seven miles away, in a powered Lightning trike, piloted by Keith Reynolds.

We had earlier recruited the local ATC Squad to clear a runway free from snow.

### Flare

The problem was to get Jimmy away from the reception hall in the hospital to the landing field at the edge of the hospital grounds. He had, after all, some 300 other guests as well as the dozen hang glider pilots present. So, what did he do?

He brought them all out with him, where

### Aycliffe pay-off!

Peter Hargreaves, who lost sponsorship worth several thousand pounds in the Newton Aycliffe fiasco, has received the final insult...

Aycliffe and Peterlee Development Corporation was insensitive enough to send a Christmas card recording its best wishes!

by Peter Harris

suitably mounted in a large coloured Hang Gliding landscape folder.

This was greeted with a spontaneous round of applause and the whole amusing and spectacular sequence was filmed by the ITN News film crew who came along for this purpose. Unfortunately, this was not screened as the Spanish World Cup football draw fiasco overran its time and there was not time to show us.

So, what would have been good publicity for the Hang Gliding image and for Jimmy's Stoke Mandeville fund was missed by a potential 12 million viewers.

• Cover picture by Dennis Thorpe shows Santa's Puma about 400ft. over Stoke Mandeville.

they all watched the aircraft circle waiting for Jimmy to fire the flare for permission to land.

Jimmy had trouble triggering off the flare, so Peter went to assist him - both were unprepared for the loud bang which followed and the tracer shot up 1000 feet into the air before the flare parachuted gently to earth.

### Publicity

After touching down gently on the snow, the microlight taxied across to Jimmy and his large entourage, when Santa alighted to present him with the cheque.



Jimmy Saville with medallion tries the Puma for size - picture by John Hunter.

# It's quicker by trike!

**THE scene** - an ex-RAF wartime airfield somewhere in Bucks. A battered grey (once white) Triumph pulls up.

Inside five heavies (apologies to Keith Reynolds, Tony Fuell, Dave Bluett and Steve Goad) are still sifting through crumpled newspapers for the remains of their fish supper lunches.

The security guard lets us through with a grin - he has been told to expect a bunch of lunatics who are going to fly a microlight aircraft into Stoke Mandeville Hospital.

The weather is perfect - the sun is shining through a haze of mixed high altitude cloud. A light south-easterly is blowing - the ideal direction for landing approach. Dave has assured us that RAF Brize Norton says to expect turbulence higher up.

by Dennis Thorpe

Ren does a circuit and reports that it seems quite smooth. Tony bundles nervously into the back with a walkie/talkie and the gear he is presenting to J.S. He informs us that this is the first time he has been up in a two-man microlight.

Try and remember what it was like the first time you rode pillion on a motorbike - once it has started you can't get off!

We dash over to Ren's car, sling everything in the boot and hurtle off in pursuit.

Ren later reported that the hospital became visible as soon as they had gained any height, eliminating the earlier navigation worries. It was indeed very turbulent above 500ft.

The trike begins to descend as we get closer to the hospital, the plan being for them to make

a couple of low passes for the Press and TV cameras - the Southern club had informed everything from Nato downwards of our intentions.

We enter the hospital itself, which spreads over several acres in a maze of buildings. As we try to find our way to the sports field at the back, we realise the trike is making its final approach.

With faultless timing Dave pulls into a dead end, and cursing, we all leap out and speed through the hospital on foot.

Thanks to Stoke Mandeville, Southdown Sailwings and Ultrasports for their Puma, all of the Southern Club who turned up, and anyone else involved, including Debenham's for the Santa Claus outfit and Alan Hustwayte who designed the "We'll help Jim to fix it" medallion.

• See also story on p25.



# Shanklin bound!

## Towing drive begins

BHGA Council has thrown its weight behind a major initiative to promote towing in Britain.

The aim is the perfection of a safe towing system — probably based on the established systems used by Andy Brough (Wings! September 1980) and Howard Edwards — to win approval by the insurance companies.

Council sees towing as opening the door to increased hang gliding activity in Britain's flatlands and hence a more healthy membership.

BHGA Training Officer Bob Harrison has been briefed to make towing his major priority work area.

## Lachens trip

The Western Counties Club has arranged a trip to Lachens for the 23-27 May, hiring a mini bus and leaving from Southampton on a night crossing.

Due to several last minute let downs the club urgently requires fliers/non-fliers to fill the bus. Estimated cost £100 per person for ferry, petrol and hire of bus.

Will anyone interested please contact Colin Graham on Plymouth 333611.

## Important

As a result of recent fatalities it has come to the notice of the Training Committee that some training gliders have been modified from their original specification without the authority of the Manufacturer. This practice may impair the airworthiness of the glider and may invalidate insurance.

## Down under

Steve Moyes is reportedly working on Australia's answer to the 100 percent double surface Shark from New Zealand.

"WE shall return" said the hang gliding and microlight pilots after the 1981 Shanklin Festival — And they are — the phone lines to Shanklin have been buzzing with pilots wanting to return for the 1982 event.

For the uninitiated 1981 saw the first Shanklin Festival and National Hang Gliding and Microlight Rally. Jointly organised by the Isle of Wight Hang Gliding Club and Shanklin Hoteliers, the object was to provide a week of flying for the pilots plus lots of fun and games to entertain the rest of the family.

From all accounts, it was a success — despite unusually bad (for the Isle of Wight that is) weather, both hang gliders and microlights flew every day.

The Festival with the Red Arrows display team, R.A.F.

**BY Viv Rayner,**

*Shanklin Hotel and Guest House Association*

Static Display, the NDN Firecracker (a display not unlike a Pitts Special,) Peter Stuyvesant Water Sports — ski-ing, jet-skis, parascending and wind surfing, plus the usual bands, majorettes, stalls, side shows etc. kept everyone amused.

Every evening a different location provided free entertainment of various kinds — veterans will recall how morning briefing sessions revealed the toll taken by the night before!!

For 1982 even more fun and games are planned — additional events already include: crazy boatrace, organ competition, greasy pole, water tournaments, doughnut eating contests. Many others are still in negotiation but we understand that a certain

"down under" sport may well be included.

The Festival itself runs from Friday April 30 to Tuesday May 4. However, as flying officially starts on April 24, so does the entertainment.

Apart from the Festival, families will find lots to do on the Island. There are over 50 different places of interest to visit — from Osborne House — where even Queen Victoria was amused — to a Dolls Museum; from Osborne Smiths Waxworks — where they actually move! to Blackgang Chine with enormous dinosaurs; and from a life size Wild West Village to Robin Hill and its commando assault course.

During the 1981 event, veterans remarked on the warmth of their welcome — this is normal in Shanklin and on the Island and not just because the event was encouraged by the Council. Indeed afterwards, locals commented how empty the skies looked and how much they were looking forward to 1982 and the hang gliders' return. Even including one old dear who, on the earsplitting arrival of The Red Arrows, remarked that she liked hang gliders "but them red ones with engines didn't ought to be allowed."

**NOTE:** Accommodation details and reduced car ferry rates are available for both participants and non-participants. When booking your accommodation please state whether or not you will be bringing your "wings" with you. To receive those details write to S.H.G.H.A., 61a, Regent Street, Shanklin, I.O.W. PO37 7AE or phone (098 386) 3364.



*I said it didn't oughter be allowed*

*-them Hand Gliders with engines on!*

# Still some places

**PREPARATIONS for the first Foster's Draught — £1,000 first prize — British open are well-advanced, writes BARRY BLORE.**

Last month's article on the Shanklin Festival and Foster's Draught British Open may have left the membership ill-informed on some points as some information was unfortunately edited out.

The following should clarify the situation:

- THE COMPETITION is open to ALL pilots of P2 standard who are members of the BHGA and club members also.
- THE COMPETITION is international and therefore must be meaningful. If more applications are received than there are vacancies then obviously the better

qualified pilots will be selected. At the time of writing there were still some vacancies — see January Wings! for method of entry.

- APPLICANTS for the competition who have not received a refusal or competition rules by March 30 should contact Derek Evans on 0892-36026.

- WE MUST limit the number of competitors to 100. This is the maximum we can cope with

and still achieve the number of tasks required to justify a prize of £1,000.

- WE MUST also attempt to limit the number of fliers on the island throughout the competition period for the following reasons:

- some of the sites are delicate and overcrowding by pilots — some of whom will almost certainly break local agreements — could result in these sites being lost.

- sites used by the 100 competitors must be closed to all other fliers so as to achieve the requisite number of tasks and avoid confusion.

- it is hoped to make this an annual event. If we lose sites or interfere

with the running of the competition then this could be the first and last BIG competition organised by the BHGA. We need events like this to attract sponsorship.

- THE SHANKLIN Festival will be in full swing from April 30 to May 3 — see story on this page.

- THERE will be a minimum of ten prizes for the British Open, plus a club prize if sufficient clubs are represented.

HELP...HELP: I will require a few more marshals, four wind dummies and a couple of commentators — accommodation and some other costs paid.

Contact me on 0235-834033.

*Barry Blore*



# It's that man Bailey again!

National Cross Country League organiser DAVE HARRISON reviews the 1981 season and looks forward to the coming XC months



Pictures — Mark Janak



First — Robert Bailey (Dales)



Second — Jim Brown (Dales)



Third — Johnny Carr (Dales)

**LAST year, the League's second, was going to be make or break. Was there a place for a National Cross Country League?**

Did pilots of all abilities want it? Would the Competition Committee still support it?

Thankfully, I think the answer to these questions was "Yes".

The number of entries grew by an astonishing 350 per cent and closed at 75 — and that's an awful lot of work!!

But what really was interesting was the standard of the flights. The averages for first and second places were improved upon slightly.

In 1980 they lay in the low 40s and are now in the upper 40s.

But the main differences however have shown from third place downwards.

For example, Sandy Fairgrieve earned himself a third place in 1980 with an average of 23.6 miles. The same average this year would put a pilot into 14th place — that's 11 lower!!!

The first flight of 1981 was by Dick Brown in late February with an astonishing 12.2 miles. March brought better weather and entries poured in. Rob Bailey got straight to the top but found he could not dominate the table this year.

John Stirk did his big one with Jim Brown and later Jim clocked up more miles, only to find Pete Robinson up in front.

Michel Carnet and Johnny Carr pushed Robert right down the table, but with the crafty deployment of midweek thermals he doggedly fought his way up again, took the lead in August, and there he stayed.

Another thing I have personally watched with interest has been the development of the Scots. They have been creeping up all year, partly due to a good Scottish summer! (I don't want to experience a bad one), but mostly due to a fresh confidence that has overcome fears of 15-mile walkouts in case of a single mistake. That's commitment!!!

To the other extreme of the country — the South has come in strongly and taken four of the top ten places. Johnny Carr just pipped Pete Robinson to third place after Pete's

early lead.

In fact it is Pete who is the top non-League Pilot — congratulations.

Also featuring for the first time have been female entries, which is fantastic. It is something our sport lacks and therefore I find it a pleasure to welcome Judy Leden, Natalie Wilson and Jenny Ganderton to the table and here's wishing all female fliers every success for this coming year!

It is slightly embarrassing for me to reiterate last month's news that the Dales club have, for the second time, won the Club award (total 154), with Southern (104.6) and Pennines (84.0) runners up.

Can they manage the hatrick? I'm sure Johnny Carr has something to say about that.

So what of 1982? Well, there are going to be a few changes. Firstly, this lot is going to be computerised. I'm afraid this year has seen the end of my calculator and (nearly) my index finger.

Secondly, I'm going to drop the averaging of your flights. Instead, League positions will be quoted as TOTAL MILES of the best three submitted. Essentially it is the same thing, (just a bigger number) but it means a fairer result. i.e. the difference between pilots would not be reduced by a third. Also, it is less work.

Thirdly, and I am afraid this has to be, only the top 75 names of the Cross Country League will be published in Wings!. This does not mean that I shall only accept 75 entrants, on the contrary, I shall accept every single one and you will all be put on to my own copy of the table.

Well, that's just about it but, before I sign off and await the first XC results of 1982, I should like to stress that although the XC League is here to provide friendly competition between pilots and clubs, it is open not just to the top hods but to every BHGA member, including you.

It is also here to reflect the "state-of-the-art" of cross country skill in this country. It is a useful indication of how our exciting sport is developing and what, with a little practice, can be achieved by anyone once he has his or her bum off the deck.

Chow,  
Dave.

## National XC League

Final 1981 placings  
All distances in miles

• 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	Johnny Carr	Southern	50.0	35.1	39.6	41.6
• 4	Peter Robinson	Wessex	20.4	50.4	43.0	40.9
• 5	Michel Carnet	Southern	48.4	31.9	28.6	36.3
• 6	Bob Harrison	Dales	18.2	49.5	34.3	34.0
• 7	Colin Lark	Avon	32.0	28.9	40.1	33.7
• 8	Allan Smith	Wessex	26.4	48.9	15.1	30.1
• 9	Richard Brown	Pennine	27.0	18.5	39.0	28.2
• 10	John Stirk	Dales	82.6	—	—	27.5
• 11	Sandy Fairgrieve	Northampton	28.9	23.6	26.6	26.4
• 12	Neil Atkinson	W. Counties	25.8	36.7	14.0	25.5
• 13	Ali Milne	Angus	31.1	18.1	22.2	23.8
• 14	Donald Carson	Osprey Inverness	21.4	26.7	21.3	23.1
• 15	Marc Asquith	Mercian	11.3	16.0	41.8	23.0
• 16	John Fennell	Dunstable	12.4	25.8	29.3	22.5
• 17	Mark Silvester	Pennine	30.7	17.3	17.3	21.8
• 18	Bill Walker	Lanarkshire	14.3	26.5	23.2	21.3
• 19	John North	Pennine	17.4	15.8	28.1	20.4
• 19	Brian Godden	North Yorks	16.6	25.9	18.7	20.4
• 21	Chris Taylor	Cumbria	22.8	18.3	17.4	19.5
• 21	Peter Waterworth	Avon	29.8	13.4	15.4	19.5
• 23	Dougal Scott	Angus	16.6	19.4	20.2	18.7
• 24	Philip Higgins	Sheffield	12.9	30.9	10.7	18.2
• 25	Howard Rockliffe	Avon	22.9	17.8	12.7	17.8
• 26	Gordon Holmes	George Caley	19.8	23.0	10.3	17.7
• 27	Geoff Snape	Pennine	13.6	24.9	13.9	17.5
• 28	Graham Bell	Peak	34.6	17.5	—	17.4
• 29	Dave Bluett	Southern	16.6	12.8	22.6	17.3
• 30	P. Huddleston	Sheffield	17.1	16.1	18.4	17.2
• 31	Tony Hughes	—	20.6	29.9	—	16.8
• 32	Richard Iddon	Pennine	17.7	16.3	15.5	16.5
• 33	Donald MacKenzie	Lanarkshire	12.6	9.0	26.4	16.0
• 34	Tom Hardie	R.A.F. Moray Eagles	18.4	15.3	12.7	15.5
• 35	John Clarke	Peak District	20.1	15.6	9.9	15.2
• 35	Angus Pinkerton	Lanarkshire	11.9	22.9	10.9	15.2
• 37	Mick Pollard	—	10.7	33.8	—	14.8
• 38	Dave Bryant	Pennine	43.0	—	—	14.3
• 39	Ian Rawson	Pennine	15.1	9.2	18.4	14.2
• 40	Carl Tonks	Western Counties	24.0	11.2	7.1	14.1
• 41	Nick Stansfield	Dales	14.8	27.1	—	14.0
• 42	Richard Armstrong	Lanarkshire	13.3	20.2	6.3	13.3
• 43	Paul Witty	George Caley	10.8	13.4	12.5	12.3
• 44	Mike Hibbit	Thames Valley	23.8	12.4	—	12.1
• 45	Len Hull	Sheffield	7.7	18.8	7.9	11.5
• 46	Dave Wood	South West Wales	6.4	6.2	16.8	9.8
• 47	Dave Catanagh	George Caley	12.3	10.2	6.3	9.6
• 48	Ralph Bygott	Lincs	28.4	—	—	9.5
• 49	Judy Leden	Southern	8.3	13.2	6.6	9.4
• 49	Joseph Cullen	Lanarkshire	11.2	7.4	9.7	9.4
• 51	Richard Flaherty	George Caley	20.0	6.7	—	8.9
• 52	P.J. Mason	Western Counties	11.2	15.0	—	8.7
• 53	Brent Richardson	North Yorks	15.1	9.9	—	8.3
• 54	Natalie Wilson	Sky Surfers	8.3	6.6	9.3	8.1
• 55	Colin Graham	Western Counties	10.0	13.2	—	7.7
• 56	John Harthman	Sheffield	7.1	7.8	8.0	7.6
• 57	Robin Smith	Aberdeen	8.8	7.3	6.1	7.4
• 58	John Wilkins	Dales	8.6	12.5	—	7.0
• 59	Jenny Canderton	Dunstable	20.6	—	—	6.7
• 60	Ian Currer	—	13.9	6.0	—	6.6
• 61	Digby Rule	Dales	11.9	6.9	—	6.3
• 62	Angelo D. Theodorakis	Northumbria	18.7	—	—	6.2
• 63	Dave Cheeson	—	10.0	7.7	—	5.9
• 63	Clifford Foster	Sheffield	17.8	—	—	5.9
• 65	Bruce Goldsmith	—	17.0	—	—	5.6
• 66	Peter McLennan	Dales	16.0	—	—	5.3
• 67	Nick Goodyear	George Caley	15.6	—	—	5.2
• 68	John Higham	Sheffield	14.9	—	—	5.0
• 69	Malcolm Clee	Sky Surfers	14.4	—	—	4.8
• 70	Graeme Baird	Dunstable	12.4	—	—	4.1
• 71	Mark Dale	George Caley	11.9	—	—	4.0
• 72	Tony Spirling	Dales	9.6	—	—	3.2
• 73	Neil Clark	Loughborough	8.6	—	—	2.9
• 74	Alan Davies	Loughborough	8.4	—	—	2.8
• 75	John Hewitt	Southern	8.1	—	—	2.7



# FLIGHT BRIEFS

## Lottery winners

The winners of the January 500 Club lottery are as follows:

I.D. Entwistle £55.00; T.J. Board £27.50; M. Lumsden £13.75; R. Kinder £8.25; B.G. Page £6.87; P.R. Wilson £6.87; D.A. Archer £5.50; A. Geldart £5.50; D.G. Murray £4.13; I.A. MacGregor £4.13.

There was a total of £137-50 prize money and a like amount went to BHGA funds.

## Calling E.J. Weaver

Would E.J.WEAVER, — last known address H.M.S. Falmouth — please contact the BHGA Treasurer Percy Moss as the BHGA wishes to pay you £15-75.

# Southdown split —

**SOUTHDOWN Sailwings Ltd. and Ian Grayland — designer of the distinctive Lightning glider — have parted company.**

A statement from the directors of the limited company which superceded Southdown Sailwings cites a "financial conflict" between Mr. Grayland and the firm's major suppliers as reason for the break.

The statement from Keith Reynolds and Roy Venton-Walters reads:

"This reorganisation was necessitated by a financial conflict between Ian Grayland (trading as Southdown Sailwings) Bob Wisely, a director of RMW Services, Ltd., the primary supplier of Southdown Sailwings.

"We had hoped that by this time Ian and Bob would have got together to find a solution to their problems but to date this has proved not to be the case.

"It is therefore with regret that the new company, Southdown Sailwings LIMITED, must reluctantly but absolutely disassociate itself with Ian Grayland and his activities.

"It is hoped that the new

## TWO NEW GLIDERS FROM NEW COMPANY

company, once fully established, will offer a better and more reliable service than hitherto. In particular we shall be looking for a closer liaison with our agents and will be taking more note of the feed-back with respect to the marketability of our products."

These new products, writes Roy Venton-Walters, include the Lightning II.

"After several months of development work during which variations on the 'Lightning theme' were studied (including a 100 percent double surface version which we rejected,) we have brought out the new Lightning II.

This wing has vastly improved speed as a result of lower trim drag and washout. The sail has been re-cut to provide a degree of control and feel which our competitors will find hard to match.

"In fact, after a trial flight, on our prototype, Lester Cruise dubbed the machine the 'best-

handling glider' he had ever flown. Meticulous attention has been paid to detail finish of the airframe and the sail, so it not only is the part, it looks the part as well!"

Looking further ahead, he adds: "The hang gliding market has always been a 'winner-takes-all' game. It is now clear that the sixth generation of glider must overcome the performance controllability barrier. It must also be lighter and easier to rig than the current generation.

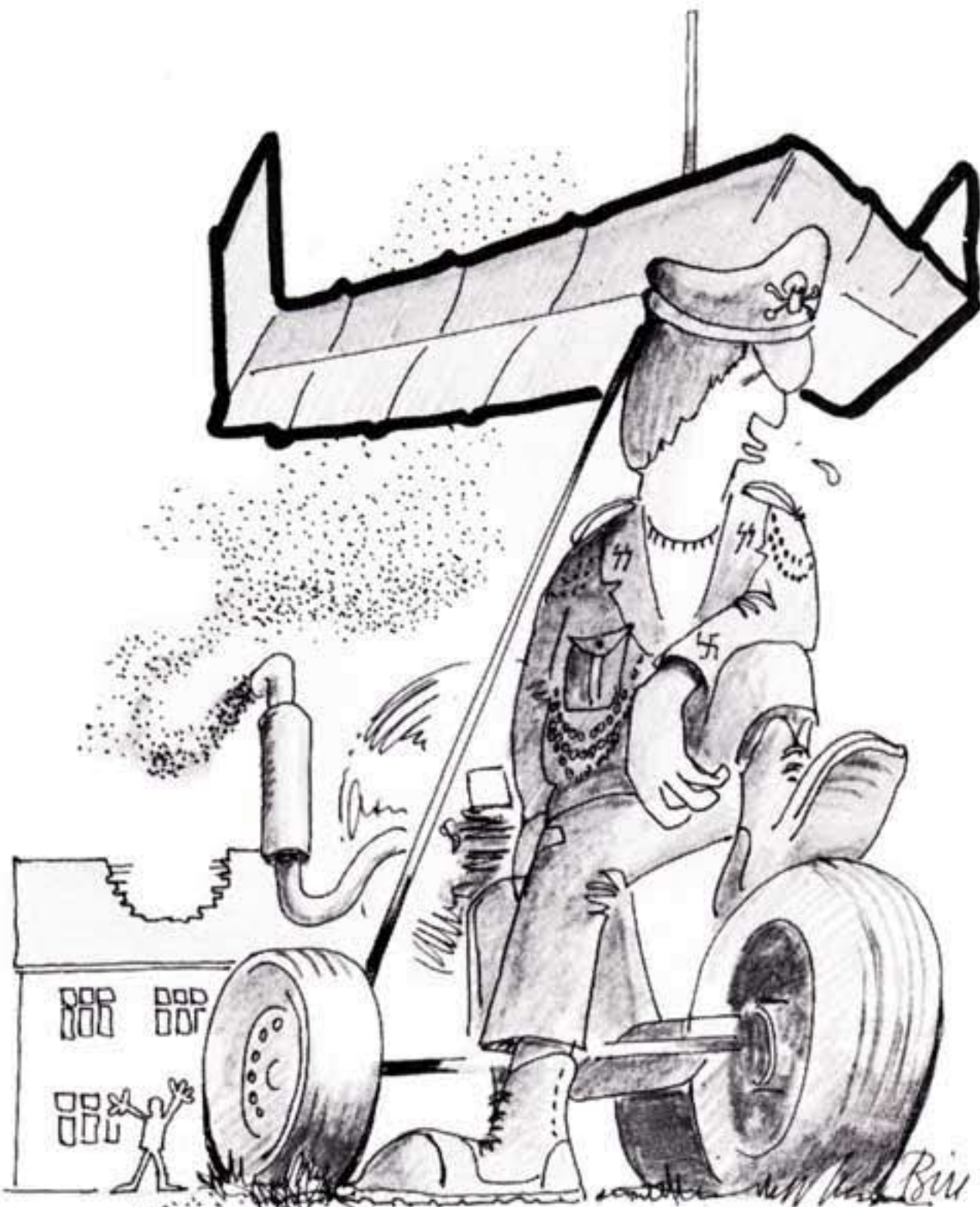
"A computer study of the aerodynamic parameters has clearly defined the necessary path to make a quantum jump in performance. The new design therefore, which is at its embryonic stage, is technically a high risk development, but this is a gamble we feel we must take, rather than whittling away at the last few percent in performance, probably to the detriment of handling.

"We are not prepared to say a lot about this new concept at the moment other than it will not look significantly different from the existing fifth generation and that it will not have a floating cross tube airframe or a high span. Its internal control system is hydraulic, and pilot control by normal weightshift. We will keep you informed on progress, but do not expect to launch the product, even if totally successful, before May.

## Great Bores Of The Hill

### No. 3 The barnstorming triker

"...well so far as I'm concerned the issue's entirely to do with the question of personal freedom I mean I ask you just what right do these pinstripe pinkos have to come along and tell US what we should and should not do I mean an Englishman's home is his castle and all that and there's few enough places left on this earth where a man can do as he pleases so I say fly on chaps I mean damn it all back in the old days they didn't go around inventing rules to stop chaps flying I think it's a load of ballyhoo this business about needing a private pilot's permit or whatever they call it to fly a microlight would Alcock and Brown have flown the Atlantic if they'd had to go and fill out a load of stuffy forms first damn sure they wouldn't and all this silly talk about airworthiness 'course the ships are airworthy wouldn't fly otherwise would they and this talk about dangerous for people on the ground poppycock I say and anyway no-one's stopping them having a go too and anyhow no-one's going to get hurt if they just get off our backs NYYYYYEEEEEEEEYYOWRRRRR RINGGGGG!!!!!!.....\*\$(CRUNCH, WHAM, BOOM!!!!..... I say wasn't there a house over there a minute ago..."





# COSMOPOLITAN



Michel Carnet — one of hang gliding's most flamboyant characters — begins his own monthly round-up of overseas news under his adopted name, MICHAEL CARNET

## FRANCE

### European Championship 1982

The 1982 European Hang Gliding Championship will be held in the south of France at Millau near the plateau of Larzac, the first week of

September. Sites are in average 1000 feet high and there is one for almost every wind direction. There are no big mountains around and the French call the flying they do there "English cross country" because during last year's French Nationals at Millau, some flew to the coast (Mediterranean sea 60 miles away) just circling in zeros pushed by the wind.

### Azur La Mouette

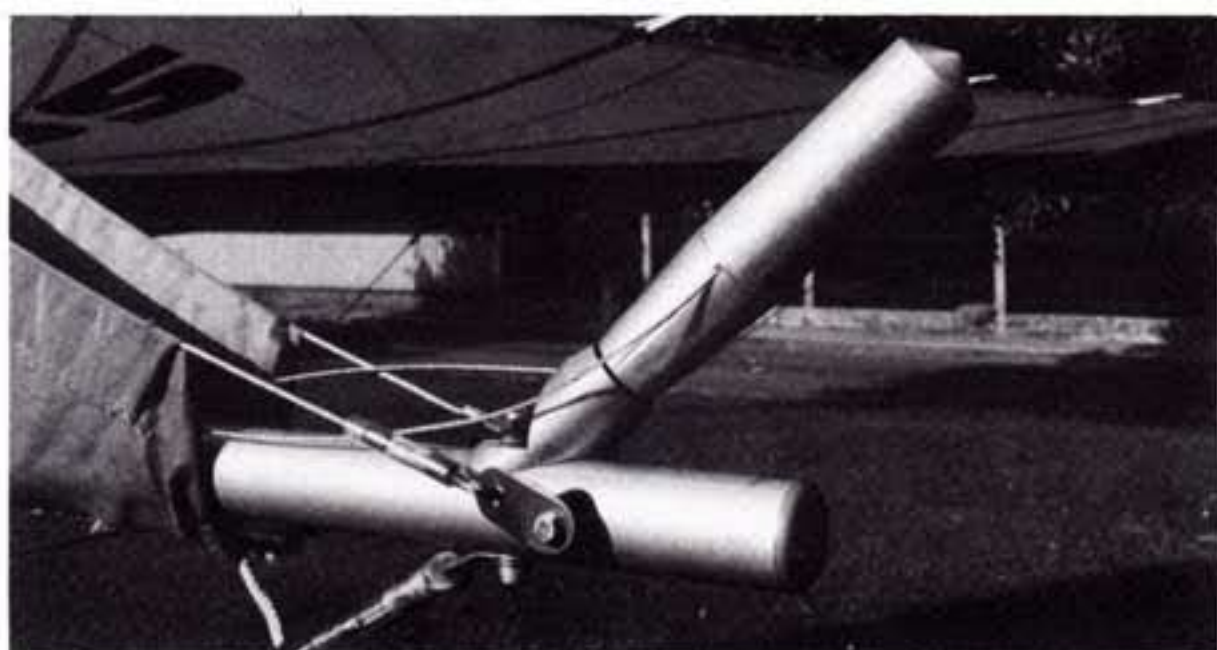
After having three Azurs in the top ten in Japan, La Mouette is very busy; apparently their order book is full until April. The Azur is also used with the Ultra Sports Tripacer power unit which La Mouette is importing to France.



Gerard Thevenot on his Azur in Japan



The Dietl parachute in its container in the keel pocket (see Germany)



The rocket on the keel

## GERMANY

### Rocket deployment parachute



Mathias Dietl

After four years of intense work, a German pilot has designed a very successful deployment system for a hang glider emergency parachute.

After trying a mechanical system with springs, (like the British Skymaster) then with compressed air, Mathias Dietl switched to the rocket. This fire work is very reliable — no flames, no smoke. The idea is to eject the canopy away from the rigging of the hang glider or the propeller of the micro-light.

The parachute is packed in a container which is placed in the keel pocket and the end of the

canopy is connected to the rocket by a cable. Contact is made with an electric switch on the chest of the pilot.

One second after pressing the switch the canopy is completely outside the container and far away from the glider. Two seconds, the parachute is inflated and the kite is hanging below it.

Mathias Dietl is working on a system to use normal harness-mounted parachutes with his rocket. The price should be around £250 plus parachute.

### World Championship 1983

The 1983 World Hang Gliding Championship will be held in West Germany in Tegelberg, 60 miles south of Munich in the Tyrol. The site is 2,200 feet high and the conditions for cross country can be excellent, especially in July. But in Germany cross country is forbidden (verboten), as is top landing. This sounds like another Mickey Mouse competition in which Josef Guggenmos excels: he actually lives in Tegelberg.

## USA

### Club of 100 miles

That's what George Worthington calls the group of pilots who have flown more than 100 miles: they are 34 and here is the list. The two British names are Joe Binns and Keith Cockroft.

1977	Jerry KATZ.....	103in:	USA
1980	Larry TUDOR.....	109	USA
	Tom KREYCHE.....	113	USA
	George WORTHINGTON.....	105 and 111	USA
	Eric RAYMOND.....	121	USA
	Joe BINNS.....	103	USA
	Keith COCKROFT.....	104	USA
	Steve MOYES.....	109	USA
1981	Jim LEE.....	168	USA World Record
	Joe GREBLO.....	103 and 132	USA
	Ron GRAY.....	101	Australia Oceanian Record
	Konrad DENZ.....	120	Germany and Austria, European Record
	Scott SMITH.....	104	USA
	Butch PEACHY.....	122	USA
	Steve MOYES.....	137	USA
	Rob de GROOT.....	113	USA
	George WORTHINGTON.....	115 and 105	USA
	Colin BARRY.....	111	USA
	Ian TEUMAN.....	123	USA
	Jeff SCOTT.....	125 and 110	USA
	Mike ROBE.....	115	USA
	Rich CULBERSTON.....	112	USA
	Tom VAYDA.....	?	USA
	Larry TUDOR.....	165 and 128	USA
	Dudley MEAD.....	?	USA
	Rich PFEIFFER.....	139	USA
	Miguel GUTIERREZ.....	138	USA
	Mike de GLANVILLE.....	132	USA
	Dave HARRIS.....	119	USA
	Tim JOSEPH.....	115	USA
	Jeff BURNETT.....	114 and 106	USA
	Jeff HUEY.....	109	USA
	Ted ZINKE.....	108	USA
	Alan REETER.....	105	USA
	Rich GRISBY.....	103	USA
	Dave GIBSON.....	102	USA
	Tom KREYCHE.....	123	USA
	CRAPANZO.....	102	USA

Picture Vol Libre

Picture Vol Libre

Picture Vol Libre

Picture Vol Libre



# Cautionary tale

Dear Stan —

I fly a Typhoon and would like to share an experience I had, while out flying.

After climbing our S.E. site (East Hill) I rigged my glider and thoroughly pre-flight checked it (so I thought).

The wind was only 10 m.p.h., so I slipped on my harness etc. and waited for the wind, which was slowly picking up. After about 20 minutes it was about 12ish, so I thought I would carry up to the top of the pimple, which gives you another 30 feet.

When I arrived I decided it was soarable so I clipped in and took off. The moment I took off I knew there was something badly wrong.

I flew over the edge of the hill and the handling was terrible. I tried to turn right along the ridge but it wouldn't budge, even with a substantial roll input. I flew directly away from the hill — as it happened, I didn't have much say in the matter. The kite was more or less going where it wanted to.

Fortunately East Hill has a large landing area — most of our sites are quite restricted at the bottom.

I dropped out of prone to look around and see what was causing this terrible behaviour, not that I could do much in the air.

It was hopeless, every time I hit a bump the kite was tossed from side to side. I couldn't even counteract the smallest bump.

By this time I was starting to run out of field and height — worst of all I was hurtling downwind. It was obvious I had to 360 back into wind to land. But I mean, what do you do when you can't turn? I pulled on speed, hung my body and legs at about 90° to the keel and slowly pitched out. After three attempts I completed the most square 360 of all time but I was back into wind and landed OK. Glad to be down, I unclipped to investigate. The problem was only too obvious and self inflicted.

There are two wires that come from the floating crosstube junction assembly. The right hand wire was pulled hard across the kingpost and hooked on to the plastic end cap of the nose-centre batten, where it protrudes out of the pocket.

The wires must have been lying in this position when I tensioned the sail. The final result was the floating crossway. So it's probably a good idea to tape the end cap up and champer the lip away so the wire won't snag.

I always check my glider before flying but this time I made a mistake (don't we all). I hope this is of some value to fellow flyers! Safe flying.

JOHN WALLIS  
Newcastle.



All letters should be sent to the Editor at 72 Hartley Avenue, Leeds LS6 2LP and should be signed and written CLEARLY on one side of the paper only.

## On Wings!...

Dear Stan —

I read, with considerable irritation, the overwhelming protest from two of our 4,000 members on the subject of bad language. Dammit all, Sir! The Mary Whitehouse syndrome has already ruined my television viewing. Must it, now, castrate Wings!?

I make no apologies, whatsoever for the mild epithets that I used in my article, as mild they are when compared with the words that at least 90 per cent of our members use on the hill. I speak here with considerable authority, as I calculate that I have an acquaintance with at least 50 per cent of them. (Members I mean, not the words).

May I remind the offending members that Wings! is a club magazine for circulation among club members. It is not a children's comic. May I, respectfully, suggest to those parents who are concerned about the corrupting influence of Wings! upon their uncontrollable offspring, that they hide their copy on the top of the wardrobe, together with their back numbers of Whitehouse, Penthouse and Playboy?

I also write to you in some embarrassment with regard to the duplication of my article in both Wings! and Flightline. In mitigation, I can only plead that, since this was the first article I have ever submitted for print I

was completely ignorant of the journalistic niceties. I didn't think anyone would print the bloody thing anyway!

I tender my most sincere apologies to both you and Nick Regan.

By the way, the latter article I submitted, complete with cuss words is exclusive to you, if you want it.

Keep up the good work. More power to your typing finger.

EWART B. JONES  
Crickhowell,  
Powys.

Sorry Ewart... I feel a real cad now! — Ed.



Dear Stan —

Thanks for yet another great issue of Wings! — first class stuff! Having said that, may I draw your attention to an error in your article, which I hope you might rectify.

Under the Review 3 April (Quote) "Keith Reynolds wins the Easter Webbington XC Trophy on a Lightning." In fact, and for the record, it was Colin Lark (hey that's me) who won the Webbington XC flying a Demon 175.

My total distance flown over four days was 103 miles, the longest being 41 miles.

You may also be interested to know that not only the Japanese get Johnny Carr's name wrong. I have a newspaper cutting of Johnny when he won the 1980 fifth League that I organised in this area, giving his name as Joan Carr.

Keep up the good work. Good flying.

COLIN LARK  
Dursley  
Gloucs.

## Not me!

Dear Stan —

Another correction for Wings! Although it is very flattering, I did not win the North Yorkshire League but was "pipped at the post" by Keith Reynolds.

GRAHAM HOBSON  
Manchester.

• It said in June 81 Wings! you did! — Ed.



## ...and again

Dear Stan —

I assign 50 lashes to the person who got my name wrong on page 7 of the September 81 issue of Wings! John Long indeed! My name is WOODHOUSE!!! and proud of it!

May I suggest that Wings! now publishes the following: Our apologies to John Woodhouse for incorrectly crediting his photo. Sorry John, won't happen again.

Good lifts,  
JOHN (Rentaghost)  
WOODHOUSE  
Nottingham

## Will the other S. Abbott own up!

Dear Sir, (May I call you Stan?) —

Three years ago I purchased a "beginner's hang glider", which later turned out to be a totally unairworthy Skyhook 3A.

The entrepreneur who sold me the thing got £70 for it — it never saw him again, and ever since it has been a comfortable perch for my bantams. The reason I write is that at several points on the glider (?) and the associated harness and equipment that were thrown in with it, appears the inscription "M.S. ABBOTT".

It occurred to me that you and "M.S. ABBOTT" may be one and the same. If indeed you are the same person, then I have pleasure in making you the offer of first refusal on this item, which I am assured will become a collectors' item in years to come.

I would suggest a figure of £500 (less keel and guano) would not be too much to ask for such an important piece of our history etc?

Awaiting your cheque,  
ANDY BERRY,  
Preston.

P.S. I now fly a Cherokee about one minute a month.

• Not Guilty! — Ed. ...P.S. I liked the picture of the zebra on your note paper!

Dear Sir, Madam or you to all who have fellow idiots — contributed in our sport

Just a quick line to flying or not. See you congratulate those all at the next Mere!

responsible for the new All the very best for the "form" of Wings! The coming year.

Christmas issue was the best yet — brilliant! BOB (the original supernonk)

And of course a thank- WOOTHERTON







# Flying scooter arrives

**THE FRENCH** Moto Delta "flying scooter" has arrived in England.

Moto Delta differs from other microlights by virtue of its monocoque rigid construction and preset, quick folding (or re-assembling) wing — there are no cables other than for the rudder, throttle and brake.

Delégation Generale for Scientific and Technical Research and the French Ministry for Industry.



Moto Delta is carried in two units: a) fuselage, complete with undercarriage, engine and rudder; b) the Dacron wing rolled around the stays and main spar, and folded in a protective bag.

The Peugeot Motor Company hired a Moto Delta to follow the stages of the Paris — Dakar epic rally.

The machine weighs in at 52kg, 140kg all-up weight, and cruises at 70 kmh for up to two hours.

British agents for the £3,000 machine are André Baldet, Moto Delta (Sales) Ltd., of Northampton.



In Moto Delta the pilot is seated in a comfortable cockpit. Moto Delta first flew in 1975 and benefits from six years of painstaking development with the help and backing of the Ecole Nationale d'Arts et Metiers, the



# Death of John Chotia

**AMERICAN** ultra light manufacturer John Chotia was tragically killed test flying a rocket-powered prototype of his well-established Weedhopper.

Early investigations have ruled out structural failure or control surface problems as causes of the accident, reports Glider Rider magazine.

The aircraft is reported to have nosedived from 75 feet after Chotia cut the power on finals in Southern California.

The Weedhopper was his 24th hang glider and ultralight design — he was 34 and left four children.

# Aycliffe show in doubt

The fate of County Durham's Aycliffe on Wheels trike fly-in, successfully launched last year, is in the balance.

Newton Aycliffe's Development Corporation is not backing the Aycliffe on Wheels promotion in 1982.

But Great Aycliffe Town Council — which owns the land used for the trike event — is reported to be keen to go it alone.

# Tower to tower

A new microlight centre has opened at Blackpool Airport — Flying Machines Ltd.

The company is offering flying tuition for £200 and full use of club machines and facilities for £250 a year.

Planned events include a microlight race from Blackpool Tower to the Eiffel Tower on June 6th.

# Hornet Microlights



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# Savage poised as Puma flies!

Things are happening powerwise at Southdown Sailwings...

Director Roy Venton-Walters writes...



The Southdown team and the stick control Savage prototype

SO much has been happening here both in new designs and the restructuring of the company, that it's hard to know where to begin.

We have, just, launched two new products — the new high-performance Lightning II (see page 6) and the two-seat Puma Microlight.

In addition, we will be introducing the stick-controlled Savage microlight around March, followed shortly afterwards by a radically new concept in hang glider wing aimed at the competition market.

## The Puma

In the development of the Puma, which we have achieved a level of performance responsive control and simplicity hitherto thought impossible for a two-man trike-style machine.

In fact its control and performance, two-up is notably better than the majority of fifth generation 250c.c. single-seat trikes, we claim. Unashamedly, the aerodynamics of this machine

are derived primarily from the proven concepts of the Lightning, whilst the airframe is quite different and was designed using computer modelling of spar flex-rates and strength combined with an extensive in-flight strain gauge programme.

So confidence-inspiring was the result that within the first 20 minutes of test flying the fully-loaded prototype we were deliberately stalling it out of tight banked turns at 3,000 feet, without any apprehension (or parachutes!).

Although this machine was designed as a trainer, the orders received to date indicate there is a large market for it as a general sports machine.

## The Savage

The microlight market is expanding rapidly and we have recently witnessed a veritable glut of small companies springing into existence in an attempt to meet the demand, many without any experience whatsoever, and most emulating or directly importing American machines of the rigid or semi-portable types.

However, it is our prognosis that, as with hang-gliding in its early years, the American experience will not necessarily agree with the British and European requirement, and we expect to see far greater emphasis placed on car-portability, simple rapid rigging and STOL performance than apparent from Stateside concepts (though not as an excuse for poor top-speed performance.)

At the same time it is equally as apparent that the hang gliding image with its obvious weight-shift control poses a distinct sales disadvantage to those outside the sport, especially conventional aircraft pilots.

The Savage aims to combine all the worthwhile features of simplicity, portability and easy rigging normally associated with hang gliders, with a pilot control interface of a conventional aircraft type.

The machine is far cleaner and very much more elegant than a conventional trike or stick-and-string taildragger. Single and two-seat versions will be produced.

exhaust system failures, belt slip, reduction drive bolts shearing, etc., etc.

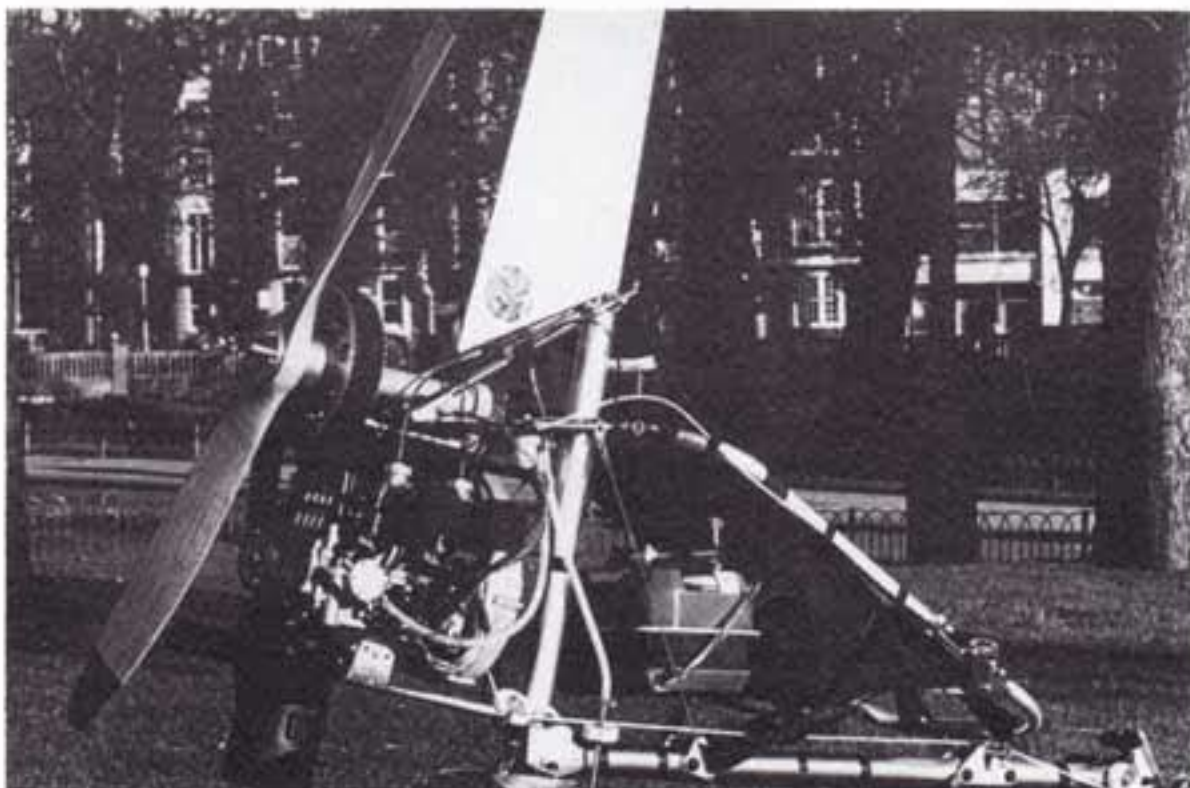
We would have preferred not to enter the engine supply market but in the interests of safety felt it necessary to develop a properly-engineered system.

Our prototype has now had a mere 15 hours running (without any problems whatsoever) but is designed to be completely attention-free for periods in excess of normal engine overhaul intervals of around 200 hours.

Our system comprises a toothed belt reduction drive mounted on a 330 c.c. Fuji Twin using correctly designed thrust bearings and hollow manganese steel shaft. The propeller and hub quick release preserve positive balance of the propeller assembly and avoid unnecessary punterization damage to the wooden propeller by over-tightening the securing bolts.

The engine is mounted the "correct way up" and is therefore unaffected by oil drainage contamination of the spark plugs. In production, this engine will be supplied complete with carburettor air heat system and non-electrical emergency shut-down to be linked to a parachute deployment system.

The new engines are expected to be in production from around mid-summer onwards unless the existing power unit suppliers come up with a comparably well-engineered and designed package in the interim.



The prototype Southdown power system minus carburettor heat system

## Engine Developments

Our experience of microlight flying has shown a general lack of reliability in the commercially available complete engine packs, and we have received reports of bearing failures, shaft failures,





# PUMA.....



*.twice the memories!*

## ULTRA SPORTS

Truleigh Sands Buildings, Truleigh Farm,  
Edburton, Nr. Henfield, Sussex.  
Telephone: Poynings 526

## SOUTHDOWN SAILWINGS

82 Goldstone Villas  
Hove, East Sussex.  
Telephone: Brighton 732007

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Factory/office  
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Truleigh Farm, Edburton,  
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Telephone: Poynings 526

Shop  
12a Upper Hamilton Road,  
Brighton.  
Telephone: Brighton 501946



# Fantasy page!

I remember reading an article in Hang Gliding (I think) in which an intrepid pilot of the future had on his thermal-detecting spectacles and saw just where to go. Now I think sensitive radars can get echoes from clouds - a few magnitudes more sensitivity and they could detect air with varying temperatures - possibly.

Even with a load of silicon chip technology the electronics could perhaps be crammed into a couple of tea chests and that funny umbrella thing would do hell to the lift/drag. In a decade or two maybe...

I've been playing about at work with a schlieren optical system recently. (A what?) Well you've probably seen photos taken with the system. Pictures of shock waves and convection currents rising from a hand are made using this technique. The term "schlieren" can be roughly translated as "optical inhomogeneity".

A simplified set-up is shown in Fig. 1 An inhomogeneous material (usually air or water) in the schlieren field *S* will refract the light and then it will not go through the slit and the image of that region will go black. (Fig. 2.)

I got to thinking... now if there was a thermal in the schlieren field you would see it on the screen. How to stretch a system two yards long into two miles? It can't be done.

But here is my idea utilising three lasers - the more the better though. Lasers give a very fine almost non-diverging beam of light.

With stable air you'll see in the detector three spots of light from each laser. (Fig.3) Now suppose a thermal bubbles up in front of the launch site. In an ideal situation beams one and three will be refracted by the thermal inhomogeneity and the beams will not penetrate their slits (Fig.4) Now's the time to launch.

Unfortunately (I'm sorry that word necessarily appears) you'll have to have everything rigidly fixed. In the setup, as in the diagram, the lasers would have to be about 100yds. apart to give a schlieren field 100yds. wide - but different arrangements could be made for a different site. And if you can't use that launch site -?? Also I would guess normal turbulence might bend the beams, but the slits could be made wider to decrease the sensitivity.

So there you are - just an idea. Give me a few thousand and some lessons on thermalling and I'll set it up anywhere you like!

## Michael Hanson's laser beam thermal hunter

Figure 1.

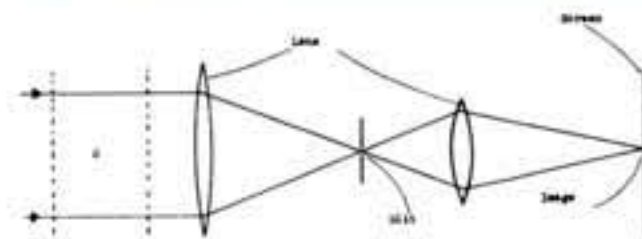


Figure 2.

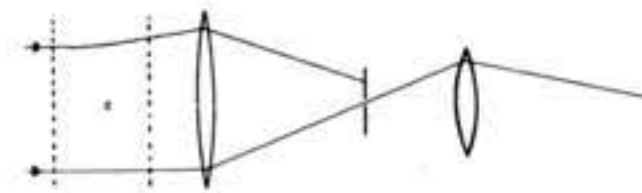


Figure 3.

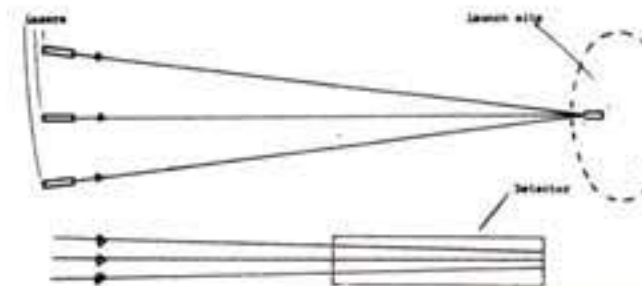
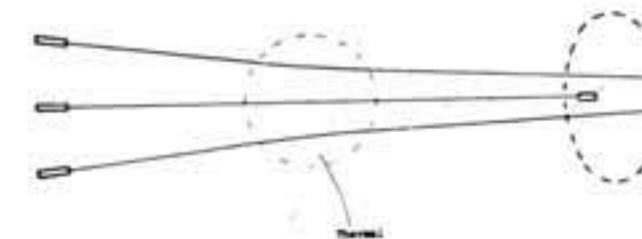


Figure 4.



# Lies, damn lies and statistics!

**STATISTICAL analysis is fun! If you believe that, you're suffering from hypoxia - descend at once!**

But statistical analysis can be a useful tool. I decided to apply it to some of the results in October Wings!, with some rather interesting results.

Taking the results of the final National League table the average positions are as follows:- Comet 7.8; Typhoon, 23.5; Sabre 24.5; Lightning 26.0; Demon 31.4.

Looking more closely, I found that the Comet came out significantly better than all the other gliders lumped together. It was also better than the Demon, the Typhoon and the Lightning taken individually.

It was not significantly better than the Sabre - but the small sample size (only two Sabres in the League) could account for this. There were no other significant differences between gliders i.e. Demon = Typhoon = Lightning = Sabre.

The superiority of the Comet seemed very significant, with a probability of less than .001, i.e. there is only one chance in a thousand that the Comet appears superior just by chance, and 999 chances out of a thousand that the Comet was actually better in League tasks.

by Nic Stoneman

Certain assumptions underly this analysis. The main one is that the pilots each used the named glider for all the League tasks. This obviously is not true, although if the discrepancies are randomly distributed it's no real problem.

It is not necessary to assume that every pilot is equally skilful, so long as pilot skills are randomly distributed through the various models (reasonably likely.) Similarly, it is assumed that any differences in the number of tasks flown are randomly distributed.

I've also taken a look at the results of National League pilots in the Cross Country League. Unfortunately the results are rather doubtful as they are a selected sample (League pilots) of a selected sample (Cross Country League) taken from the top cross country pilots, and this is probably hopelessly biased (in statistical terms.) The results are rather intriguing though!

I assumed that the National League pilots used the gliders listed in the Cross Country table, and drew up a table of

flights made by these pilots. Average positions in this table were as follows:- Comet 11.1; Sabre 22.2; Demon 24.6; Typhoon 27.3.

Again, the Comet comes out significantly better than all the others lumped together, and also better than the Demon and Typhoon individually. As before, this was at the 1 in 1000 level.

There was no significant difference between the others, I am hoping to obtain fuller details of the XC League (which gliders flew which flights) for a more complete analysis. But I suspect I already know what it will show!

Given the limitations of these analyses, the fact that the Comet comes out very significantly better in BOTH of them is particularly important and does suggest that it is actually better.

The frustrating thing out of all this is that my current financial position prevents me from buying a glider. Perhaps if enough of you phone up Airwave Gliders (Cowes 295576) saying that this analysis has persuaded you to buy Comet, they'll put one in the post for me!

NOTE:- For the statistically minded, I used the Mann-Whitney U-test because it makes virtually no assumptions about the distribution of the data.



# Fancy a glittering prize?

THE Paris Mint, which is pre-eminent in the field of striking silver and bronze medals as collectors' items, has just struck a medal on the theme of hang-gliding which would make an excellent "prize" for hang-gliding events and a gift for hang-gliding enthusiasts.



The face of the French medal

The medal, reproduced here, depicts a hang glider in flight with the words "VOL LIBRE;" The reverse shows a portrait of Leonardo da Vinci and some of his drawings depicting the concept of man's free flight in the 15th-16th centuries.

The medal is the work of J.P. Reti and is 68mm wide. It may be obtained by writing to M. Pierre Dehaye, Le Directeur, Monnaies et Medailles, 75270 Paris 6e, France.

Money should not be enclosed initially as exchange rates vary and postage and packing may cost extra. Such medals cost about £8 in bronze and £120 in silver.

In addition, Colborne Trophies, the UK's largest manufacturers of trophies, cups and medals, have just produced their 1982 mail order catalogue.

The 32 page colour brochure illustrates many of the 350 different models available. Each of these can depict or be engraved for any sport, pastime or hobby.

Prices range from about 50p for the simplest medal to over £100 for the largest silver-plated cup.

The company also markets a comprehensive range of solid silver trophies. Catalogues are free on request from Colborne Trophies Ltd., Dept. TW., Park Road, Trowbridge, Wiltshire.



The reverse of the French medal

## FLIGHT BRIEFS

### Fighting for funds

Council thanks the following whose donations to the Fighting Fund reached Taunton between October 23 and December 11, 1981:- N. Larkin; Wessex Hang Gliding Club; A. Roberts; D. Dawson; V. Girling; C. Corston; I. Burdon; J. Abrehart; Dunstable Hang Gliding Club; M. Wira; R. Bull; Southern Hang Gliding Club; Dover and Folkestone Hang Gliding Club; P. Best.

Chris Corston

### Not a member

Ray Mayhew, Dunstable Club Marshall and principal character in the recent Maher vs. Dunstable "incident" was NOT a member of the BHGA (he has since joined), council heard.

How many more clubs are in this embarrassing position?

Percy Moss, Treasurer says if all these "characters" were to renew their memberships there would be no need to ask for increased subs this year.

## Books news

THE following new books are now available from the Taunton office:

### An Introduction to Hang Gliding, by Bob Mackay

This recently-published book was reviewed by Pete Anstey in December Wings! It was written for laymen, newcomers and for pilots working their way towards P.2 standard.

Pete said that if used with the BHGA Pilot Handbook it would go a long way to alleviating the frustrations of the budding ace and that having the book when starting out in hang gliding would be like having a friendly expert to coach you in your own home.

Available from the Taunton Office at £2.25 including postage and packing.

### Soaring Hang Gliders by Ann Welch and Roy Hill

Without doubt, this book, also published during 1981, will become regarded as our sport's standard soaring manual. There are 160 pages crammed with "how-to-do-it" photos and diagrams to help the reader become an expert at staying up and flying cross country.

Also available from the Taunton Office. £6.20 including postage and packing.

# Devil's Dyke prize XC comp.

A YEAR-LONG cross country competition is being run by the Southern club at Devil's Dyke on the South Downs.

The competition — organised by Michael (Michel) Carnet includes cash prizes.

Last year's best distance on the Dyke was by Johnny Carr who made 30 miles

To enter contact Michel Carnet, 143 Loder Rd, Brighton BN1 6PN.

Main rules are:

1. The competition finishes on October 17, 1982.
2. Entry fee of £5.00 must be paid BEFORE the first scoring flight.
3. The competition is open to everyone.
4. The entry fees received will be offered for prizes as follows:-
  - 75 per cent to the pilot with the best average of three flights
  - 25 percent to the pilot with the longest single distance.
5. Take-off to be made from an area of within 1 km of the Devil's Dyke hotel.
6. Distances will be measured in a straight line from the Devil's Dyke Hotel to the point of first landing, and will be expressed in kilometres, to the nearest 100 metres.
7. Pilots may have as many attempts as they wish.
8. Claims for scoring flights must be made in writing within seven days.
9. The following information is required in a claim:-
  - Pilot's name and address
  - Date of flight, and glider flown
  - Name/address of Take-off witness
  - Name/address of landing witness
  - O.S. map reference of landing site

10 The minimum distance that will be counted for a claim will be 5km.

11 Pilots participate at their own risk.

12 Before taking part, pilots should familiarise themselves with the SHGC rules regarding use of the Devil's Dyke site; UK Air Law and Air Traffic rules.

13 As well as the cash prizes, a cup will be awarded to each pilot who flies more than 50 km (31.06 miles). A Novice cup will be awarded to the longest flight by a novice pilot. (Defined as one who had not done any XC flight at 1st Jan '82.)

The prizegiving will be held at the Devil's Dyke Hotel on October 30.

## Well done chums

A surprise item at the Southern club's annual meeting was the presentation of trophies to three members who have brought credit to the club.

Special tribute was paid to champion Johnny Carr for flying achievements this year in international championships and the League and Graham Slater who emerged with leading placings in the international events ahead of the other British fliers.

The third honour went to Tony Fuell for his dedicated contribution to hang gliding over many years, as Secretary of the S.H.G.C., Chairman, Safety Officer and Editor. He has also been editor of Wings! and held many other posts. He has organised competitions and marshalled events and has collaborated with B.B.C. T.V. in preparing competition commentaries.

He made the first British hang gliding parachute deployment while flying over Devil's Dyke in 1978.



# Welsh XC rules

**RULES** for the 1982 Welsh XC League which opened on January 1 are as follows:

1. The competition will run from January 1 to December 31.
2. The pilot must be a member of a Welsh Federation club.
3. All flights must **START** from within Wales.
4. Best three flights will count and the average will be the "score." Pilots will be positioned in numerical order. Flights may be substituted. If, for example, you have logged in three flights of say 17, 20 and 19 miles and then complete a flight of 18 miles, you can discard the flight of 17 miles and substitute 18 miles in its place.
5. XCs must be logged in within one month.
6. Flights carried out purely on ridge lift will not count.
7. Distances will be measured on a straight line from take-off to landing ignoring any deviations, dog-legs etc.

To log in your flights send the following information to Martin Pingel.

- (a) Name and postal address.
- (b) Club membership and number.
- (c) Date and time of flight.
- (d) Approx. distance claimed (either Kms or miles) to nearest 0.1. (N.B. the results will be given in miles.)
- (e) OS map reference of launch and landing, not forgetting map number.
- (f) Name, address and phone number of witness (launch and landing.)
- (g) Type of XC i.e. wave, thermal, sea breeze etc.
- (h) Equipment used, particularly glider.

Martin Pingel,  
24, Heol Maerdy,  
Mornington Meadows,  
Caerphilly,  
Mid Glam.,  
CF8 2NG.



# All stewed up!

By Jim Taggart

THEY'RE not failed principals of the 1981 Hang Gliding Jousting Tournament, nor Rent-A-Shock-Horror-Posers, but successful participants in the first First Aid (No, the typesetter hasn't got a stutter) course run at the Army Hang Gliding Centre just before Christmas.

Not everyone in the picture is a hang glider pilot but of these happy First Aiders, you ought to be able to spot the following well-known air-devils;.....but wait on a bit, we have the germ of a competition here.

I'll give £10 to the writer of the first letter opened who correctly names all the HG pilots in the photograph. Send your entry to me at the AHGC, Sennybridge, Brecon, Powys. Exceptions, of course, are

those in the picture (so to speak) and their known, close associates!

To continue, the weather wasn't flyable, so our pilots were quite happy until late Sunday afternoon when at least two plaintive queries about the state of the roads were made. We were all snowed in and had to stay in Sennybridge Camp, braving "All-In-Stew" à la MOD.

Brave faces were put on at the prospect of a sing-song in the candlelit Red Lion in front of a roaring log fire.

We sang hits from Bob Mackay's "Don'ts and Don'ts," other less well-known Christmas ditties like "Silent Night" and finished with an absolute rendering of "Land of Hope and Glory" Verse the First.

Monday was Practical and Oral examination day, but we all passed and there are another 13 fully rated Instructors in the BHGA's cradle.

And it only cost them £8.62 each. The next one is February 16 - 19th.

## Southern Santa

To the delight of children in East and West Sussex, Father Christmas made a grand entrance on a Hang Glider to distribute Christmas toys presented by the Southern Hang Gliding Club.

His first call was to the Sorrell Home for Mentally Handicapped Children at Langney, Eastbourne, where Paul Coiden, white bearded and garbed in red, taxied his hang glider in style up to the main entrance watched by the children, noses pressed to the windows.

■■■■

## Moray Eagles '82

The RAF Moray Eagles are holding another competition for service flyers, it will be held in the Grampian region of Scotland from 4-8th May. Further details will be in a later issue of Wings! as will details of a postal X.C. league for service flyers.

# Cloud over Congleton

by John Clarke,  
PHGA Sites Officer

last year, have suffered a large amount of inconvenience - landings on houses, damaged power lines, frightened horses, etc. etc...

A survey of these mishaps has shown the main culprits to be visiting, inexperienced flyers.

This site which can produce excellent flying on its day - is,

however, extremely demanding in certain conditions which may not be immediately obvious to the visiting flier.

Therefore, to protect the future of this prime site, the Peak Hang Gliding Association., asks all non PHGA members who intend to fly the Cloud to contact the following people beforehand.

John Clarke, Burton (0283) 43879;  
Graham Bell, Derby (0332) 514342  
Mike Larimore, Derby (0332) 662909.

SINCE the cancellation of the licence between the National Trust and the Peak Hang Gliding Association some unofficial flying has been taking place at Congleton Cloud.

The continuation of this flying depends completely upon the goodwill of the local population and landowners who, during the



IT may seem immodest to devote such prominence to this article — winner of the 1981 Gray Prize for journalism — when it was written by none other than myself, Stan Abbott, Editor of Wings!

But then, I did announce some months ago the winning article would be published in Wings! and perhaps the fact that a relatively modest contribution such as this could win the £150 prize will inspire entrants this year.

The story appeared in the Bradford Star — of which I was then Deputy Editor — on June 18 and in accordance with the rules, dealt with a major competition in Britain — the Bleriot Cup.

It ran in conjunction with a competition offering free hang gliding lessons.

It was one of three entries submitted by myself and hopefully — now the existence of the prize is proven — Bettina will have a rush of entries this year.

With the Foster's Open and the American Cup on the British calendar, the scope should be wide enough, while the extension of the rules to cover media other than newspapers should increase the challenge.

Bettina always hoped the more literate competition pilots would find their way into print.... It was not to be. And as one working in the business I am well aware of the difficulties for non-journalists to get into print.

So, while a non-journalist winner this year seems unlikely — it would be nice to be proved wrong!

# Winnin

## The 198

### for J

IT was Thursday and despite a week of miserable weather Robert Bailey's British hang gliding team held a narrow lead over France after two days' flying.

Today looked better as Bailey and his men left their briefing session in an upstairs room at the Crown pub in Hawes, Wensleydale.

"We got a forecast it was going to be a really good day — the wind was blowing south west about 22 mph."

The aim of the competition is for the pilots to fly as far as possible across country and the team getting the most miles in the week wins.

The pilots use rising currents of air called thermals to keep them aloft on their journeys.

These thermals are often found below those fluffy white "cumulus" clouds — as the air heats up the height at which these clouds forms increases and so improves the chances of fliers getting a long way.

This morning the clouds are about 2,500ft. above sea level and the take-off ridge at Nappa Scar, Wensleydale, is only about 800ft. below that — so the plan is to wait before setting off.



"The view from Nappa Scar is probably about the best in the Yorkshire Dales — it's Herriot country, looking across to Semerwater and Askrigg and up to Hawes.

"I brief the British team separately — we have got to mark the French. We have only got a two-mile lead but we are all better fliers than they are."

Bailey takes off and joins three other fliers in a big thermal. "We all take it to cloudbase and it drifts us back across Askrigg Moor. We stay with it about three miles."

They cross Swaledale at nearly 4,000ft. and far below the gliders that left early can be seen soaring the valley ridges.

Bailey stays with his cloud as it slowly breaks up over Arkengarthdale.

With him is Jim Brown, from Liversedge, and both pilots spot a group of seagulls circling very fast out of a field.

"Jim notices this and goes over and sure enough there is good lift and he goes up very, very fast."

## FLY WITH THE STAR!

IS life getting you down? Do you always want to be able to fly like the birds?

Well this week the Star offers you the chance to do just that in an easy-to-enter competition on Page 27.

First prize is two FREE lessons to learn to hang glide — by far the cheapest, easiest and most exciting way to get airborne. And there's an exciting runner's up prize to be won too.

Meanwhile an eight-strong hang gliding team from Yorkshire is being sponsored to raise money for the Star Appeal for the disabled in a Roses battle against Lancashire in the Dales at the weekend.

The eight members are being sponsored per mile flown in the contest which was postponed last weekend because of bad weather.

# BRADFORD STAR

## The Star takes to the air... and so can you!

Bradford Star, Thursday, June 18, 1981

27

BRADFORD Star Deputy Editor Stan Abbott has got himself a new spare-time job — as Editor of hang gliding magazine Wings! Here he gives Star readers a taste of his sport through the eyes of top flier Robert Bailey.

Robert is captain of the Lancashire team which takes on a 40-mile flight from Wensleydale to Corbridge.



Pictures by Bettina Gray

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# UP UP AND AWAY!

Robert Bailey

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With him is Jim Brown, from Liversedge, and both pilots spot a group of seagulls circling very fast out of a field.

"Jim notices this and goes over and sure enough there is good lift and he goes up very, very fast."

Together they mark the clouds again and drift across the main North Corner to Penrith road, near Harwood Castle.

"There are half a dozen pilots all working like mad but I seem to be able to hold above these people all the time."

"We have been in the air about an hour now and decide that flying over towards Harwood Castle might be the best bet because the sunbake is out there."

The 28 mph glide soon becomes a 30 mph climb but it pays off as he looks like a five-mile walk above ground.

"I finally land out on a side road off the A66 on the way to Corbridge."

A group who have been following in their car drive up. They were totally amazed. They said they didn't know gliders could fly that far.

Bailey spends the rest of the day waiting for the rest of the team to find a place back but his flight has helped increase Britain's lead to about 90 miles and eventual victory.

## And now it's your turn

Robert Bailey's Yorkshire Rose Glider Competition, at Harrogate



# ng words!

## 31 Gray Prize Journalism

**Stan Abbott takes £150 bounty**



Together they reach the clouds again and drift across the main Scotch Corner to Penrith road, near Barnard Castle.

"There are half a dozen pilots all working like mad but I seem to be able to hold above these people all the time.

"We have been in the air about an hour now and done about 18 miles and I decide that flying over towards Barnard Castle might be the best bet because the sunshine is out there."

The 28 mph glide loses Bailey 2,000ft. in three miles but it pays off as he climbs back to 4,000ft. while the other gliders are landing.

"I have got myself high now, but there is a massive area of moorland and forest on the right — it looks like a five-mile walk-out if I come down which looks very ominous."

Bailey is full of a "French inspired" cold and doesn't at all fancy a landing in inhospitable terrain.

A compass check reveals the wind is now due south as a weak thermal over upper Teesdale lifts him clear of the moor tops.

"I feel very confident. I check my watch and it's 1.30 — the best time of the day.

"At this point it could be a really long flight and 100 miles is on my mind."

He munches a chocolate bar to boost his strength and worries about the wrapper which has inadvertently blown away.

Then as he flies over the Derwent reservoir just over the Northumberland border near Consett, his luck runs out.

Robert Bailey of Denton Avenue Leeds, was one of the first people to hang glide in Britain in the early 70s.

In that time he has never so much as broken a bone flying and remains bitter about the sport's dare-devil public image.

"The TV people still choose to show some 'nerks' falling off a mountain in 1977. Films like this are history yet they are still taking precedence over a good British League event."

"I lose 1,000ft. gliding to my next cloud and it's not working when I get there." Neither is the next one and the flight ends with a five-mile struggle to climb above a few hundred feet above ground.

"I finally land out on a side road off the A68 on the way to Corbridge."

A couple who have been following in their car drive up. "They were totally amazed. They said they didn't know gliders could fly that far."

Bailey spends the rest of the day waiting for the pick-up party and finds the rest of the team already asleep when he gets back. But his flight has helped increase Britain's lead to about 90 miles and eventual victory.

The British League brings together the country's top 60 pilots six times a year and in its four years there have been only "a couple of minor injuries."

"It compares very favourably with soccer," says Bailey, who has finished fourth, third and second twice.

# PRIZE QUIZ

## Off to the Open?

Red Funnel Ferries give you the chance to get to the Foster's Draught Open on the Isle of Wight — Free!

by Bill McEwan — Red Funnel Commercial and Freight Manager

ASK a man in Birmingham, Leeds or Leicester what he knows about Southampton and the odds are that among the facts about ocean liners etc. a mention will be made of the only ferry service from Southampton to the Isle of Wight.

This is not surprising, for in 1981 almost 1,500,000 passengers were carried by Red Funnel's ships and hydrofoils to the Isle of Wight from this port, among them holidaymakers from all parts of Britain.

Nearly 200,000 cars and commercial vehicles plus well over a thousand coaches were ferried to the Island by Red Funnel in the same year.

That man could be travelling the same route as his father and grandfather did before him for Red Funnel was formed as long ago as 1861 under the formidable title of The Southampton Isle of Wight and South of England Royal Mail Steam Packet Company Limited.

Red Funnel Ferries offer a comfortable and reliable way to cross to and from the Isle of Wight. It is a mini cruise in itself.

The single journey takes about an hour which you can while away taking in the changing scenery whilst enjoying the fully licensed bar and buffet offering a wide selection of hot and cold snacks and light refreshments.

Red Funnel's ships are all modern purpose-built vessels on which embarkation and disembarkation is simply a matter of "drive-on and drive-off" over wide ramps and entrances.

They operate from 10 to 18 services per day (according to season) from early morning until evening.

Their regular hydrofoil service (for passengers and accompanied luggage only) operates up to 19 round trips at the height of the season and the crossing time is only 20 minutes.

It is advisable to book car spaces (in both directions) well in advance. No deposit is necessary. For further information phone Red Funnel Ferries, 12, Bugle Street, Southampton 333042.

*You don't NEED a Red Funnel Ferries Timetable to solve the following questions - although it might help, as would a map.*

*Just jot down the NUMBER of each question on a POSTCARD and your brief answer to the right of the number with your own name and address and send it to Stan Abbott, 72, Hartley Avenue, Leeds LS6 2LP by March 10th.*

*To the FIRST THREE entrants with all correct answers Red Funnel Ferries will send a FREE PASS for a period return ticket (valid three months) each for two adults on their ferries between Southampton and the Isle of Wight. (The total value of each pass is £7.50.)*

*Bon voyage!*

1. What's the name of the stretch of water between Southampton and Cowes?
2. What's the distance between Southampton and Cowes?
3. When do you pay the ferry charges?
4. What other ferries operate from Southampton to the Isle of Wight?
5. What are the Passport, Customs and Currency problems relating to travel from the mainland to Isle of Wight?
6. Where do you find fun in Red Funnel?
7. How many pilots will compete in the Foster's Draught British Open?



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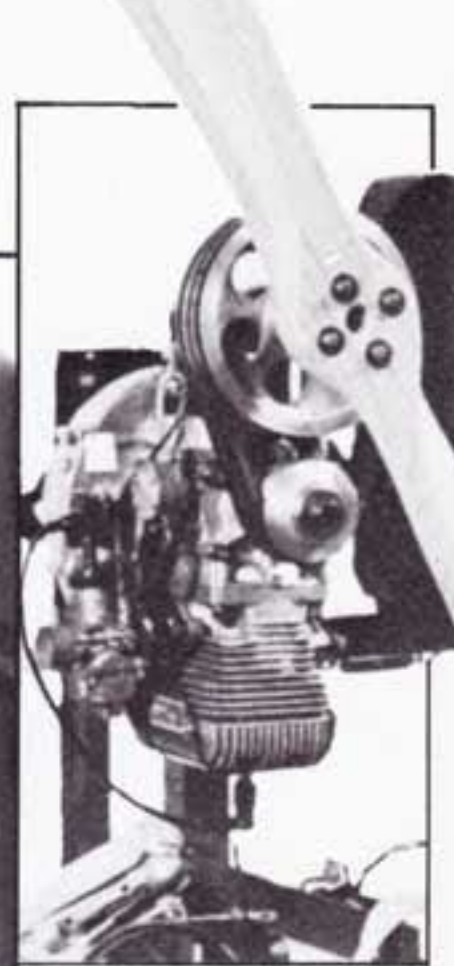
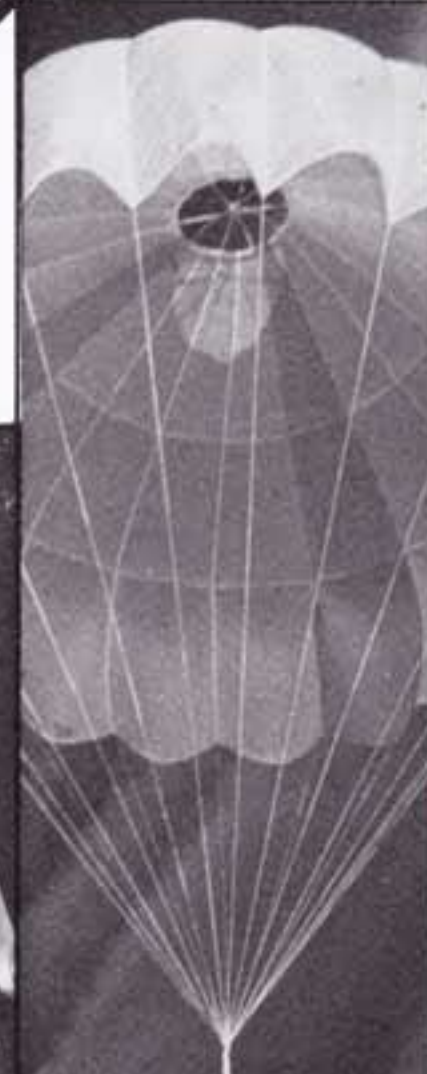
# POWER UNITS

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# Psychology of an accident

History shows pilots are more at risk when they are not mentally at their best. Here EVERARD CUNYON relates his experience at Steyning Bowl.

Everard is a long-established flier who is dedicated to perfecting a canard wing. The illustration of his accident is his own. It should be noted it is BHGA policy NOT to condone modifications to hang gliders. I STALLED on take-off and spent the summer of '81 in hospital and at home while my backbone mended itself.

So what? "This is yet another example of carelessness leading to an easily avoidable accident", I am sure you are thinking.

All that is needed is a bit of excess speed and caution when near the ground and there is no problem. That has always been my philosophy and in more than six years of flying it has worked well.

But the danger is a more insidious one than that which can be overcome by the normal quota of caution because it is psychological in nature.

What happened to me is this: I was at Steyning to test my new canard design for the first time.

Conditions were ideal. This glider had cost me a lot of money and time, and a lot of personal pride hangs on my ability to produce a unique design that works well (probably because I am not a top pilot, a manufacturer, or otherwise notable.) Well, it didn't fly and at the time I didn't know why.

I noticed someone taking off, he soared in the light lift while the school instructors and students looked on. I laid the canard flat, left it at the bottom of the hill and went to rig my other glider.

This wing was only slightly experimental - I was expecting it to be trimmed too slow as a result of a prior modification (I am used to this kind of thing.) At least I would have a good flight above the spectators to set against the disappointment of the day, and make the long drive to the site worthwhile.

You know how it goes, after your concentration peaks while rigging up and your anxiety peaks during take-off, you can relax and slow to min. sink as



the lift takes you up and away from the hill in the sunshine.

I was looking forward to it. Obviously if the lift turned out to be insufficient I would have to fly down and face the task of dealing with both gliders at the bottom of the hill. But that didn't seem to be on the cards.

So I took off and (according to spectators - I don't remember) flew too close to the hill too slowly, stalled a tip, and yawed in for a roughly perpendicular impact.

How can this danger be avoided? The trouble is that the more strung-out a person is the less well able he is to detect the fact, and decide competently whether it is safe to fly or not.

There is no easy answer that I know of. There are the standard things like checking on one's standard of driving while travelling to the site (more mistakes than usual?), and Dennis Pagen says that a good check is to gaze at the horizon: if objects appear to be receding you have had enough.

But there is still an element of guesswork inherent in self-analysis and consequently an element of risk.

One very positive thing that can be done is to get an electric stall alert (for about a third of the price of a parachute.) A second thing that I will do is reduce the amount of travelling I do by not having to drive to the South Downs to get a flight in: I will get myself a power trike!

The trouble with flying generally and hang gliding in particular is that unlike most other activities learning by one's mistakes is not advisable.



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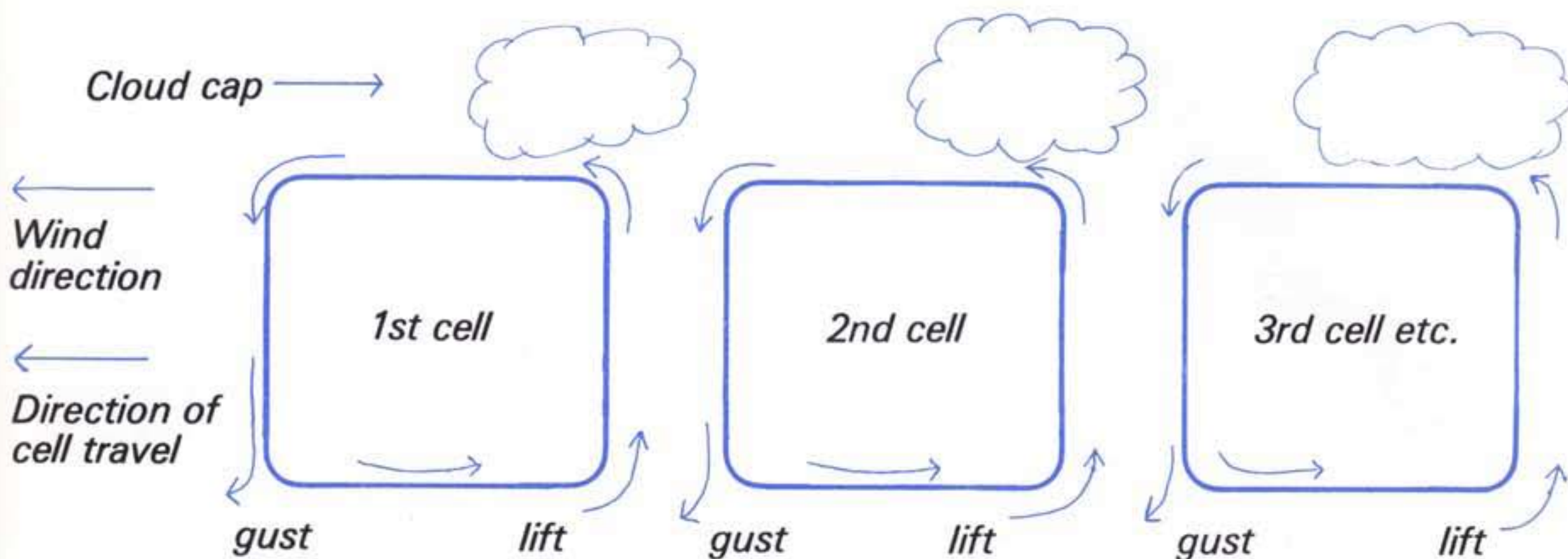
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# Could 'gust cells' bring untapped lift potential?

PHILLIP POUNDER argues we could have something to learn from dinghy crews. Since this article was first published in the Peak Association newsletter it has prompted lively debate...



**Swiss Alp Hang Gliding Safari**

During the Summer of 1982 we again take to the road in our Safari Bus so that you may encounter the rapture of soaring the Swiss Alps; each day bringing new challenges and peak-experiences.

From the summit of carefully selected mountains, a view of 1000 snow covered peaks, sun drenched granite walls, glimmering mountain lakes, spectacular water falls, and peaceful alpine meadows.

I invite qualified pilots to join us in 1982, on one of our exceptional Swiss Alp Safaris.

*Ron Hurst*  
Ron Hurst, Zürich

For complete documentation of our high adventure Swiss Alp Hang Gliding Safaris send S 5.00 to cover airmail postage to:  
Ron Hurst, Kurfürstenstr. 61, 8002 Zürich, Switzerland, AIRMAIL

Have you ever noticed that on some flying days there are regularly timed periods when the wind slackens and everyone in sight gains height for a few minutes, then the wind picks up again to its original strength and suddenly everyone is scratching the ridge?

Thermals, you say? But what about the overcast days when it happens?

Why does the lift come at evenly spaced time intervals? Why does the increase in wind strength after the "lift" produce only sink?

To explain these occurrences requires a closer look at the way the wind blows.



It has long been known to yachtsmen that the wind is never steady, but blows in a series of gusts, and that on certain days the gusts arrive in regularly spaced "cells," and therefore occur at equal time intervals.

I have regularly found that after say a five minute period of "trash" air there has been a two minute period of smooth air — enough time for instance

to make a safe top landing — and immediately following the lull another five minutes "trash" period, and so on.

Okay — but what is the wind actually doing in these gust cells?

If you can imagine the tracks of a caterpillar bulldozer and the way they rise at the back, run to the front, descend and run back to the rear to repeat the process you have some idea how the air is circulating in a gust cell.



The air at the front of the cell is descending from upper (colder and fast moving) air and hits the ground level as a gust. The rear of the cell contains rising, slow moving air (warmer and lull.) Immediately behind the first cell, however, follows the next cell, with the same structure as the first, so following the lift comes another gust with sink.

The sizes of cells, according to the yachting fraternity, are up to ½ mile wide and several miles long, so there would seem to be XC potential available. What is not known is how long any one cell persists — only a pilot "going for it" with one can give us some idea of this.

If any of you budding XC pilots DO make use of gust cells, please let me know what you find, and I will try to correlate the information in a later article.



# Two days in the USA

Hang glider pilot MICK POLLARD tells of a two-day flying adventure that followed last year's Owens Valley XC Classic. On DAY ONE he switches disciplines to soar high over the Sierras in a sailplane. Read on...

I'D had it all planned — three weeks flying in the Owens Valley, then one week on Surfside L.A. and another visiting relatives in Santa Barbara.

"I'm doing it different this year — after '79 and '80" I thought. "Three weeks head-banging in the mountains, then booze and birds, mate."

Anyway, I'll leave the story of the Classic and associated flying to other people, as this is not the idea behind this article — suffice it to say that I flew tasks that I thought were impossible, and had the best flight of my life on at least half a dozen occasions!

This story relates to just two days at the end of my five weeks holiday in the U.S.A. — two days that I can count as among the best of my life!



The lead up to those days started when I dropped the British team off at L.A. International Airport. When, ten minutes before I was due to leave them I remarked to John Hudson that I might find myself back in the Owens his immediate reaction was: "Bastard!" Anyhow, after trying just one day on Surfside, I realised I needed an aviation fix, and the next day saw me tearing back to Bishop.

There followed four days flying — three from Cerro Gordo trying to crack 100 miles (best distance 50 to Westguard Pass) before I decided it was time to visit my relations, so I upped sticks and once more headed south.

Seven hours and 330 miles later saw me in Montecito, Santa Barbara, and 30 minutes after that I was plunging into the blood heat of the pool and red hot fizz of the Jacuzzi (which incidentally is a very poor substitute for natural



Mick Pollard

hot springs!) I don't think I had been in the water for more than 10 minutes before I was asking myself whether I could hack surf, sand, and idleness for the next eight days. The following day found me prating about, concentrating on my tan, trying to amuse myself, and realising that I was just wasting valuable (and expensive) time. Therefore, 11 am next morning saw me behind the wheel of the gas-guzzler, humming happily, on my way back north for the third time.



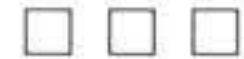
About this time I shall introduce you to the people who put up with me and the rest of the team, and without whose help this article would not have been possible. Their names are Walt and Pat Lockhart, and they were the folk who responded to Don Partridges appeal for accomodation for the British team, broadcast on the local radio station.

I stayed with them an extra two weeks, and on my two sheepish returns to the Valley, they treated me like a long lost son. We were given accomodation, fed and watered, and in

short, used the place as our own. When John gingerly approached the subject of paying our way, Walt was most indignant, pointing out that we were GUESTS in his house, and he didn't expect that question to arise again. If Walt's generosity with his time to us was not enough to draw me back to the Owens Valley, then Pat's cooking (especially her wan-tans) certainly would! I should mention here that Walt is a very fine sailplane and power pilot — so we had lots in common.

On my final return to Bishop I remembered that Walt was going to be on holiday for the duration of my stay. "Great," I thought — then I remembered that the Twin Astir — a high performance dual sailplane — was due in town at the same time. I shouted with excitement — I might get a go!

To cut a long story short, after some wheeling and dealing, Walt got a hold of the Astir, and a soaring flight was ON. I was to have the first trip, with my friend Chris Arai taking the following day. Now comes the flying bit of the tale!



The date was the 29th July, and I was sitting in the forward cockpit, clad in shorts and shirt, peaked cap and sunglasses. Walt had taken me through an emergency exit, so I felt a little more secure sitting there on my parachute. Anyway, Chris closed the canopy, and Walt and



Walt! — at altitude

I seated in the 90 degree heat, waiting for him to lift the wings level — the signal to the tow pilot to take up the slack — then Walt gave the rudder a waggle and we started to roll down the runway.

Walt had instructed me to keep my feet and hands lightly on the controls — I left them strictly alone, as this was a decidedly hazardous part of the trip that I was happy to leave to the expert.

Take-off speed was achieved, and the glider lifted off — the tow plane didn't! I should point out that we were a very heavy load

I prayed silently and desperately... "OHGODTAKE OFFOHGODOHODMAKEITUNGLUEGOD MAKEUSMISSTHEPOLESOHGODMAKEITFLY"! It did of course, but we climbed very slowly about 100 — 200 fpm. We didn't locate much lift on tow, and Walt got worried even before we cast off — telling me to release the ballast. Eventually we slipped the tow at 7200' and were gliding over the foothills.



Chris Arai — has helped out the British Owens Valley hang gliding team two years.

Turn page



# 18,500' — 'I wished I was doing it in my hang glider'

The next 1½ hours were among the most intense of my life, as we spent the time scratching — losing and gaining 1200' as the wingtip scythed within 30' of the mountainside, deep inside the canyons. I was alternating between despair of going down, and terror of crashing into one of the many spurs sticking out. Walt actually apologised for cutting it a bit fine sometimes. I could see sweat breaking out on my bare legs, and once actually covered my eyes with a clawed hand — changing the gesture to one of removing my glasses to clean them! Walt said later that he would have quit, only for the fact that he wanted me to have a good flight, and was prepared to fly his heart out to do it.

Eventually we found lift north of Black Mountain, and this turned into a booming thermal which took us up to 16,500', so we could set off to White Mountain feeling very happy indeed, with Walt singing his head off!



As we now had air to play with, Walt was able to start teaching me how to drive the beast. I had thought I knew exactly how to do it; i.e. rudder, aileron, raise the nose — easy — just a bit of practice. Things were a lot different — somehow I totally screwed it up on one of my early attempts, and we plunged out of the sky totally negative. I was held down by the seat straps, but everything else that was loose went UP — camera, sun screen, water bottle, my legs and Walt's glasses — and stuck to the canopy. Walt coolly took back the stick, unscrambled us, and gave me back control. I was grateful for the help, but later on as I made mistake after mistake, Walt would rescue me, so I didn't learn much — I needed to fix things by myself.

We were at 18,000' by now, so had been on oxygen for about ¾ of an hour. The mask, which was the only thing on the glider of poor design, was, nevertheless, a real relaxation, as I didn't have to worry about anoxia as I gently stirred the stick and rudder.

I was taking lots of pictures and generally whooping it up with sheer exhilaration. We were now over Barcroft, the mountain just before White, when we caught our next big thermal and began to climb again seriously. As we circled, I had it in mind that this was the highest I'd ever been in an unpowered aircraft (18,500') and in a way I wished I was doing it in my hang glider.

We were trying to reach cloudbase, but couldn't quite make it — topping out at 20,100'. I took a photo at 19,700' because I didn't think we'd make 20,000'. So there we were, one mile-plus over White Mountain Peak — some say the highest mountain in North America.



I was very happy. When we topped out, Walt decided we would cross the valley to the Sierra side (some 24 miles.) We aimed for Wheeler Crest, and lost only about 3,000' with our 38/1 glide. I had removed my oxygen mask at 20,000' — so I could observe the effect of anoxia in a safe environment. On removal of the mask I felt no ill effect, and after travelling to the Sierras still felt OK. I'd been above 16,000' for over an hour and felt 100 percent — working out sums while controlling the glider and asking questions on terrain etc. A little while later I asked Walt whether the wind was blowing



Mick with mask



Over White Mountain at 20,000'

from the South East — he replied it was coming from the WEST. "WEST?" I replied incredulously — trying to work it out. "No chance Walt, "I thought, "it's definitely South Easterly."

It definitely wasn't! anoxia had removed my ability for directional orientation! A little while later I decided to go back on oxygen, as I was starting to feel physical effects — sleepiness and lethargy. I put the mask back on and took a couple of hits — everything went swirly and dark and I thought I was going to pass out — rather like standing up suddenly after stooping on a hot day — but recovery was extremely quick.

I also say that anoxia is a VERY insidious effect, and unless you have had the opportunity to

study it at your leisure, as I did, then you can NEVER take it for granted that you can hack altitude — no matter how fit you are!



After this I really started to get to grips with the machine — asking Walt just to observe me while I made cockups, and to let me correct them myself. Very soon I had forgotten about Walt sitting in the back and my concentration was largely focussed on the yaw string and vario. The yaw string deserves a mention here, as it is possibly the most important piece of equipment on the aircraft. It consists of a piece of yarn stuck to the top of the canopy. When



turning, if the machine is slipping or skidding then the string will indicate this by not being aligned with the longitudinal axis:

You'd be surprised at how much importance a 4" piece of wool assumes to your life after a couple of hours in a sailplane!

I started to gain control of the glider as we flew among the snow capped majesty of the Sierras by getting the nose to go in a straight line damping out pilot/gust induced oscillation! Once this was achieved I was able to practice co-ordinating turns without falling out of the sky.

The Sierra Nevada mountains, on the west side of the valley are quite distinct from the Whites, being huge, jagged snow and glacier-cut peaks — compared with the drier and more rounded scenery on the east side. I could hardly believe how deep we were into all that beauty, and was starry eyed with it and the newness of controlling our marvellous fibreglass bird — God, how I love that valley!



By this time I was getting more confident, and was eager to try my new skills at thermalling, so when Walt suggested we head back to the Whites, where the lift was better, I was happy to comply. We arrived back over where we had picked up our first thermal near Black mountain, and picked up another. Walt was once again forgotten, and indeed left me mainly to my own devices as we climbed 3,000' to around 15,000' ASL. Once, as I re-centred our thermal Walt said to me: "Not only do you have to learn to fly the damned ship Mick; you gotta find the damned thermal as well" — I knew then that he was keeping a watchful eye on me.

I was in a world of my own, circling left handed when Walt asked me to tighten the turn to the left — I gave it a little rudder and aileron and carried on. Walt's next comment was: "I think we'd better put you back on oxygen Mick." I wondered what he meant, before I realised I had carefully straightened up and started to circle to the RIGHT. This was another example of anoxia, and occurred because



View over the Sierras — note the yaw string on the canopy.

we had come from the Sierras to the Whites, and I had removed my mask at around 11,000'. Although we were only around 16,000' it was enough for me to confuse simple commands.

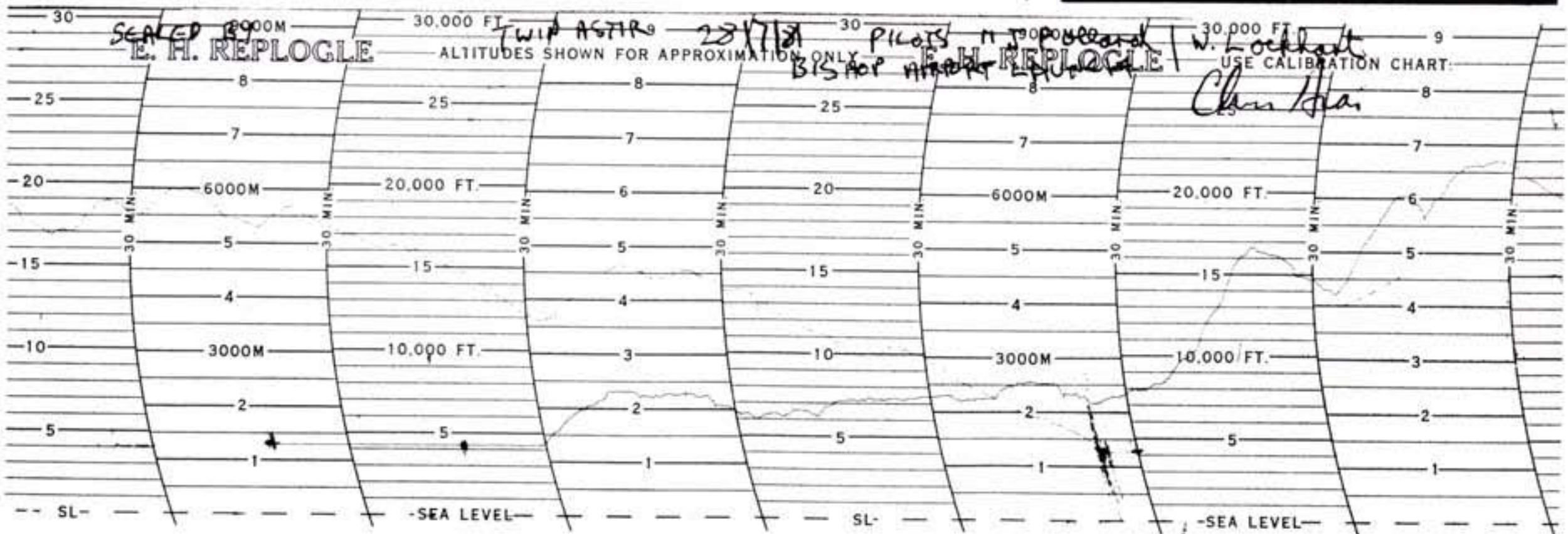
Eventually I put the gear down and Walt once more impressed me with a beautiful landing.



After we rolled to a halt and the canopy was lifted I was almost too knocked out to speak. I shook hands with Walt, mumbled my

thanks, and was left to reflect on how fortunate I was to have gained an understanding as to why sailplane pilots are as keen on their sport as we are — in such a spectacular fashion. We had been airborne for five and a half hours.

**Next month the Liverpool lad's dream comes true on Day Two**



Barograph trace of the flight, above, and the log book entry, below.

DUAL TIME		SOLO		REMARKS
HOURS	MINUTES	HOURS	MINUTES	
5	30			INSTRUCTION — AERO TOW — RIDGE SOARING — STALLS: LEFT & RIGHT & STRAIGHT. LOW POINT 6000 — HIGH POINT 20100. OXYGEN TECHNIQUE — CROSS COUNTRY FLYING — LOOPS. APPROACH & LANDING 150 MILES DISTANCE FLOWN. Walter Lockhart CFI 140889.
				TIME BROUGHT FORWARD
				TOTAL TIME
				PILOT'S SIGNATURE

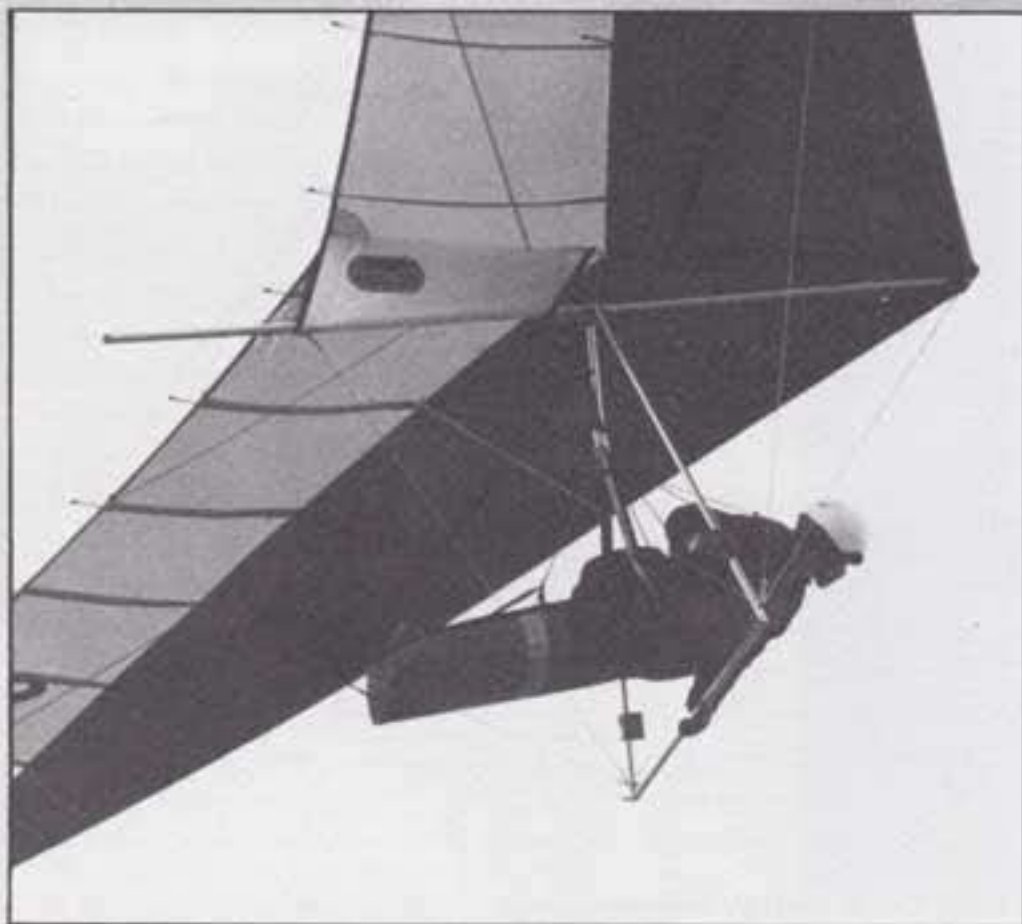


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Our congratulations to Robin Peterson, Mike De Glanville, Helmut Loronzoni, Ernst Reicholf, Francois Goethals and Graham Slater for their efforts on Hiway Demons.





# 'I swore that if ever I broke anything I would stop flying. Then I went and broke my neck!'

**Wings! talks to crash victim ROD SURRAGE about rebuilding his life... and his yearning to fly again.**

How would you cope if you had a serious hang gliding accident that left you disabled for the rest of your life?

Two years ago there was an appeal in Wings! for donations to help a family facing financial problems. In August 1979 Rod Surrage broke his neck when he stalled his Cyclone at Devil's Dyke. He was left paralysed from the neck down.



"At the time I was in the Spinal Injuries Unit at Cardiff Infirmary," said Rod, from Surrey. "The financial strain on the family to come and visit me at weekends was enormous."

He was not insured and Christmas was coming up. "I would like to thank all the pilots who donated to the appeal. Though not a great deal in terms of cash, the money was well received and made a big difference to us at the time. The money came from all over England, from Wales, Ireland, Scotland — even Norway!

"We had no idea of what was in store for us, even then. But with two young daughters, Christmas, the travelling — it was a great help." The financial worries, however, were just the beginning.

Rod was in Cardiff for nine months before being lucky enough to be transferred to Stoke Mandeville, the National Spinal Injuries Centre in Buckinghamshire. He was later transferred to a hospital near his home town of Godalming and discharged to a special flat where he now lives with his mother just before Christmas.

Following the Wings! appeal, friends of Rod set up a registered charity — The Rod Surrage Appeal Fund.

The group's high point came a year ago with the acquisition of a specially-adapted van for the use of disabled people.

From that point Rod's interests and those of his fundraising friends began, to some extent, to take different paths as the Rod Surrage Appeal turned itself increasingly towards the object of easing the lot of disabled people in general through donations and other help.

Rod is increasingly convinced of the merits of investing in research that could ultimately provide at least a partial "medical" or "surgical" solution for spinal injury victims.



Rod and the Appeal have more or less lost touch now since last October, to some extent reflecting their differing views.



Rod Surrage with his mum, Mary.

**Please turn page**

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# Getting airborne again...

from previous page

"More research is needed into spinal injuries," he said.

"Last June a new charity was set up — the International Spinal Research Trust. This is a very worthy cause and something of long term interest to me.

"Research is very expensive but very necessary. Doctors say that with advancing technology, within ten years it could be possible to get a few spinal nerves working to allow paraplegics to gain use of their legs in some form or other.

"This is something I feel very strongly about."

"What about hang gliding?"

"Before my accident I had been flying for four years. I flew purely for pleasure. I swore that if ever I broke anything I would stop flying. Then I went and broke my neck!"

But Rod **does** aim to go flying again. He is planning a sponsored dual powered flight. He has no firm plans yet and is open to suggestion.

"People say to me 'Oh you're stupid' but it meant an awful lot to me when I was flying. But I want to go back up for a reason and it's not just selfish.

"This is 75 percent a business matter — I want to do it at a time when I can get maximum publicity and hence maximum remuneration. I am planning to donate half the money raised to the International Spinal Research Trust and half to the BHGA fighting fund."

Personal pleasure accounts for the remaining 25 percent of Rod's motive for flying again.



Back on terra firma, life goes on... It was a tired but spirited Mrs. Surrage who answered the phone when Wings! rang his new home. "He's gone back in the local hospital to give me a rest — I have a lot of heavy work and lifting to do," she explained.

The extent of her commitment is highlighted by the subsequent call to the hospital where Rod has to find a nurse just to hold the receiver to his ear for him.

But Rod, 29, and his mum are settling in well together (the break-up of his marriage is just one of the side-effects of his accident)

and he was looking forward to acquiring a special typewriter to widen his occupations from just reading.

Already, however, Rod is encountering the bureaucratic obstacle course the state throws in front of a disabled person trying to make his own life again.

What he really needs is a gadget called a Possum which would allow him to control things like lights and telephone with a simple suck and blow action.

"You have to find employment before they will give you a machine but you can't work until you have got one!"



A carpet fitter by trade, Rod is now after whatever form of gainful occupation might be going, with the emphasis on keeping busy rather than making money... making money creates another Red Tape Catch 22.

"If I get employment, every penny I earn is deducted from my invalidity benefit."

Rod is also trying to help organise a home-care attendant scheme to ease the burden on his mother and other local people in her position. At present there is no social services provision to care for the severely disabled at home and any existing schemes Rod knows about are privately run.

Last year was the International Year of Disabled People.

## The Early Days

More priceless early shots from the extensive collection of PETER JONES, of Brecon.

• Top right, former Wings! and retiring Flightline Editor Nick Regan on a Hiway

• Limited weight shift from Brian Gaskin on a Wasp 229 at Steyning, 1975.

• So you thought the Japanese Jupiter was something new? Miles Handley's Gulp, also at Steyning.







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# Flying Doc' in print

CLASSIFIED

## Air Medical Notes for Hang Glider Pilots – by Dunstan Hadley

Airlife Publishing Ltd., ISBN 0 906393 13 2

A USEFUL library addition for the hang glider pilot from raw novice through to cross-country whizz kid, this neat little hardback from the BHGA's own "flying doc" will probably be most in demand as introductory material for the pupil.

This is because it deals thoughtfully and to the point with that wealth of background medical and anatomical knowledge which the accomplished flier should take for granted.

It gives a comprehensive run-down of physical and mental attitudes required before contemplating flight, the effect of various drugs on flying ability and – outside the pure "medical" sphere – of the factors to consider in choosing equipment.

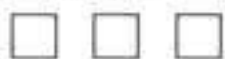


The section on choice of helmet in particular is succinct and to the point and fills a gap in the knowledge usually passed on to the novice.

Only disappointment in the novice section is the description of wind chill

effect which seems to cloud a relatively simple concept in inadequately explained tables.

The intermediate section contains some veritable nuggets of information. Did you know, for example, that it takes from 30 to 45 minutes for your eyes to become fully adapted to the dark but just one second of white light will destroy that carefully acquired night vision?

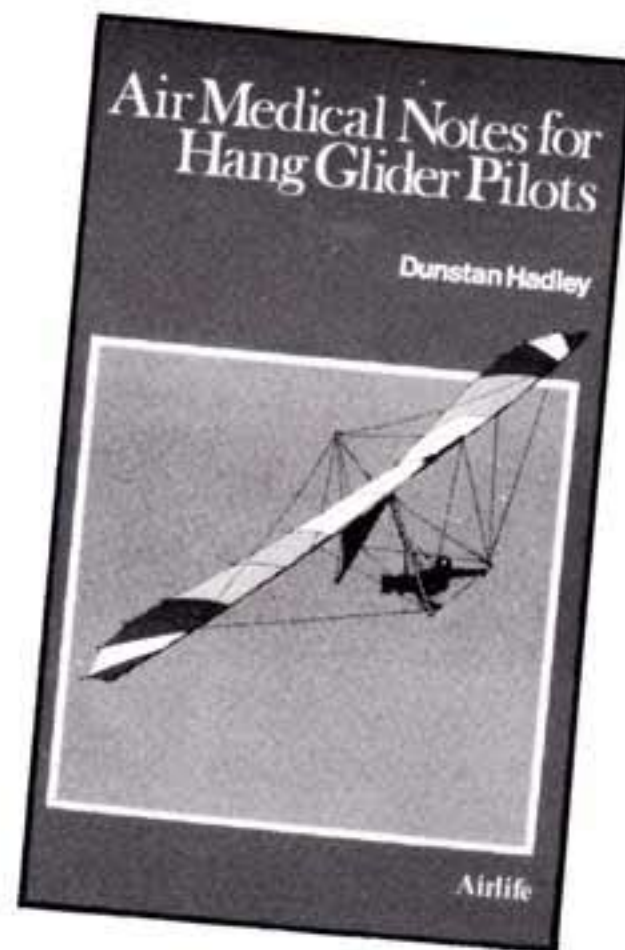


The section on orientation in flight is extremely useful in explaining how sensations of acceleration and deceleration can give rise to a false impression of climbing or descending, in poor visibility.

In the advanced section, Dr. Hadley deals with such topics as hypoxia and survival.

For fans of Dennis Pagen-style mathematical analysis of forces in flight there is the opportunity to calculate mathematically the G-force you can expect to feel in various manoeuvres and the correct bank for differing degrees of turn.

Unfortunately the published survivors' emergency ground to air signal code was changed to bring



it into line with international marine signals shortly after the book went to press. Amended signals, as supplied by Dr. Hadley to Wings! were published in the January issue.

First aid is fully dealt with as one of five appendices to the main text.

SA

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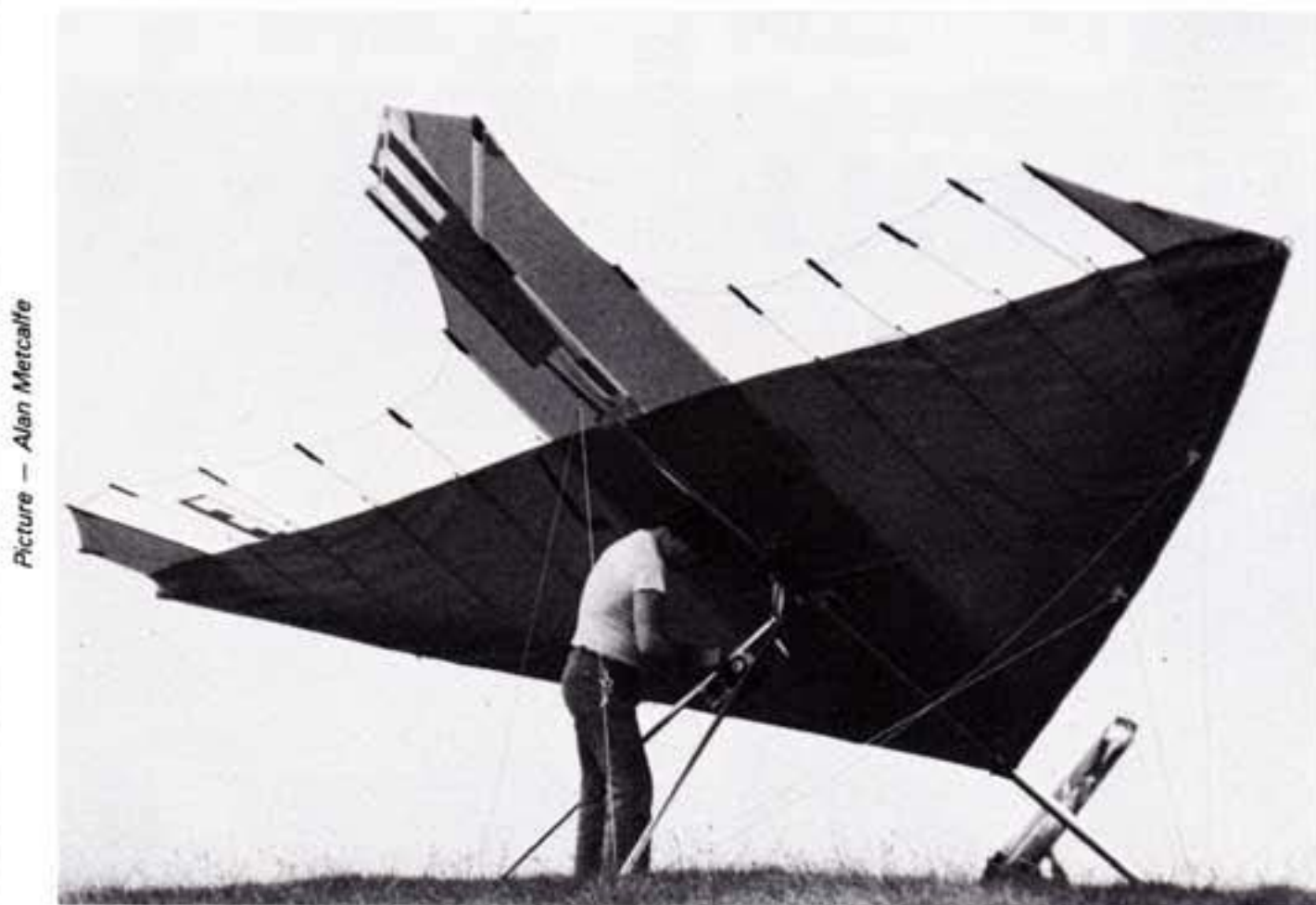
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Picture – Alan Metcalfe



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Hang Gliding and Power. See Dec. and Jan. Wings! or ask for list  
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TELEPHONE: FRESHWATER (STD 0983) 752322

## Glider market

**CHEROKEE (medium).** Excellent condition, flutter-free sail, £340 or any sensible offer. Also **STORM (medium),** £450 ono. Phone Huddersfield 39907.

**CYCLONE 165.** V.g. condition. Going cheap to competent pilot. £200 ono. Mike, Winslow 2586.

**CYCLONE 180.** Ideal for power. £300. John Bowman, Middlesborough 817769.

**TYPHOON 165.** Beautiful condition with outstanding performance. 10 months old. Low air time. Never pranged. A bargain at £660. Phone Howard, Bristol 843793.

**DEMON 175.** only 6 months old, little flown, perfect condition, red/yellow sail, a mere £630. Phone 0695 74934.

Buy my **CHEROKEE 220 (large)** and stay up with the superships. Beautiful mauve sail, good condition, handles like a dream. Reluctantly must sell (am going abroad). £300 ono. Tel. Lewes (07916) 5821.

Large **SUNSPOT** with seated harness, heavy duty sail, negative deflexors. Offers. Telephone Lincoln 29644 (office).

New large **LIGHTNING 195.** Couple of months old. Little air time. £700. Phone Wadhurst 3707, ask for Jack.

**SUPER SCORPION C+.** Multi-coloured. Dacron sail. Good condition. £375 ono. Stored last 12 months. Phone Tim Dixon, Telford (0952) 594920 or (0952) 614384.

**SILHOUETTE medium.** 16 months old. Excellent condition. Beautiful sail colours. £500 ono. Tel. Wideopen 366743. (Near Newcastle upon Tyne).

**Small SAFARI.** In mint condition, all red sail. Flown twice only. Going power. £300. Tel. Sheffield 848457.

**SST UNIVERSAL (large).** Very good condition, £240. Contact: Bob Bailey, 2 Denton Avenue, Leeds 8, Tel. 0532 662518.

**DEMON 195.** Crisp red sail, black leading edge and double surface. All silver brightware. £650. Could deliver. Birmingham 350 5315.

**MOONRAKER 78.** Little used, as new, gold anodised tubing. Blue/white sail. Sacrifice at £185 ono. Details, tel. (0532) 273891 (Yorks).

**SUPER SCORPION C.** Excellent condition, only half a dozen flights, never damaged. Complete with B bar. £400. Contact Jeremy Proctor, Usk (02913) 2593.

**SKYHOOK SUNSPOT (medium).** Ideal for pilots 8-13 stone. 1 owner from new. Never pranged. Fitted tip rods. Fully checked and test flown. £200. Ring Dave, Forton (0524) 792083.



# MAGIC



**1st 4 Places  
in British Team  
1981 World  
Championships**



# AIRWAIVE GLIDERS

Airwave Gliders Limited, Unit 2,  
Three Gates Industrial Estate,  
Three Gates Road, Cowes,  
Isle of Wight PO31 7UT  
Telephone Cowes (0983) 296042



# PRIZE CrosStubeWORD

ANOTHER mixed hang gliding/general knowledge puzzle this month. As usual, the winner will be the sender of the first correct solution OPENED and s/he will receive £10 worth of credit from Mainair Sports.

You can trace or photocopy the grid or write out your solutions — clearly — if you don't want to cut up your Wings!

Solutions to Stan Abbott, 72 Hartley Avenue, Leeds, LS6 2LP by February 28 (in the event of severe postal difficulties entries may be accepted a little later).

## No. 5 by Satan Bottle

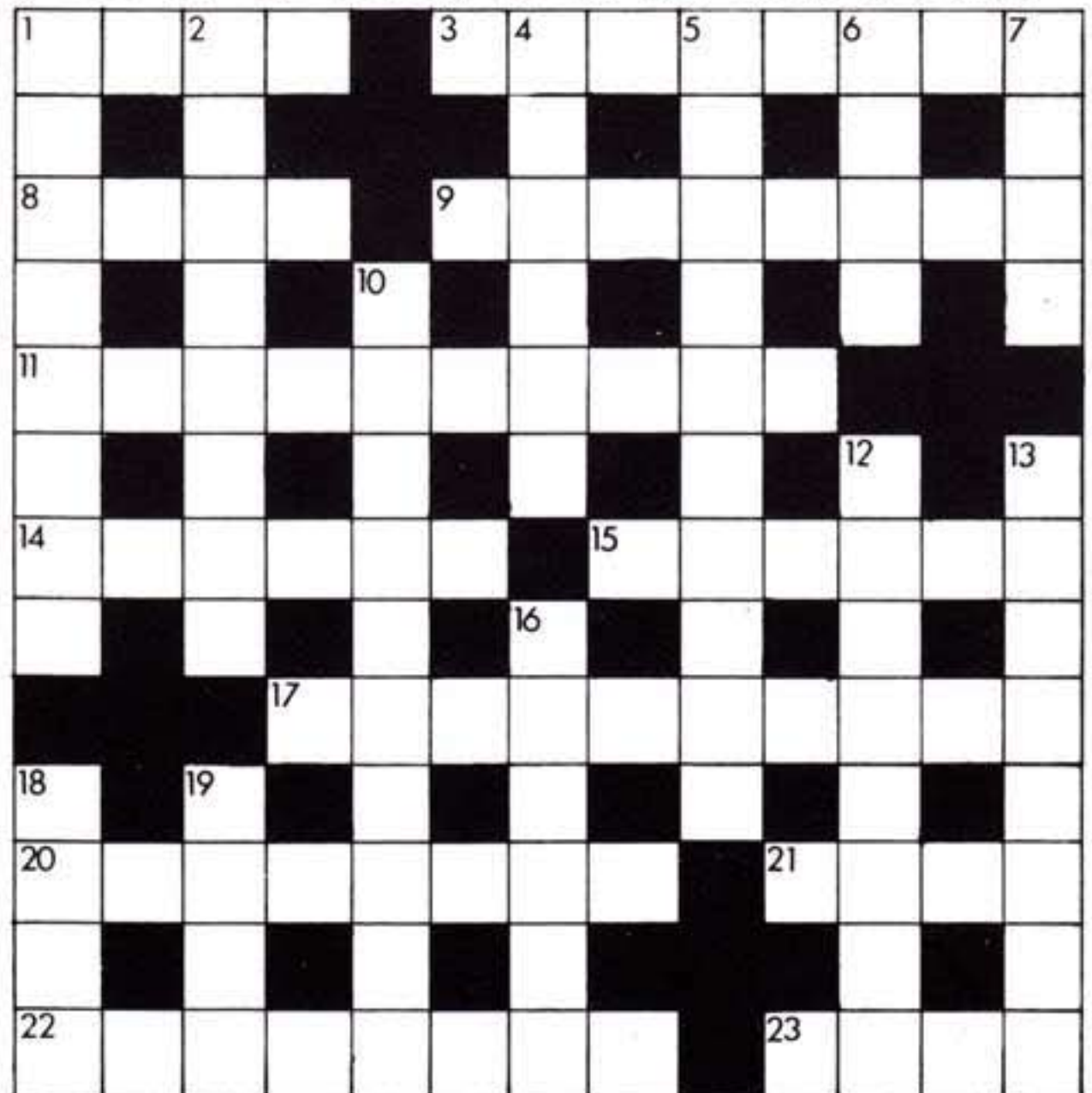
### Clues

#### Min sink

- 1) Nice French glider? (4)
- 3) As wading bird or defunct hang gliding school (8)
- 8) Exam in Southampton (4)
- 9) One-time flying red one with faceless dial has feudal power (8)
- 11) It doesn't pay to have your rigging tensioned thus (3,7)
- 14) Uncut, perhaps, or just to get your glider out of tune (6)
- 15) Points bring aerobatic manoeuvre to join (6)
- 17) Cumbrian town met Mr. Ware, we hear. Of air pressure (10)
- 20) Tell fibs on, or just what pilots do waiting for the wind? (3,5)
- 21) Front of glider is aware, we hear (4)
- 22) Pilot's glove can be thrown down for challenge (8)
- 23) Caesar was warned about next month's (4)

#### Luffing

- 1) Angle of attack or just frame of mind (8)
- 2) I'll rearrange your mouth, son! Bumpy conditions (8)
- 4) Troubled site has a head (6)
- 5) Came in on target over rough sanded plot (4-6)
- 6) What I do at an auction is in the same book (4)
- 7) Slippery customers at the backs of gliders? (4)
- 10) Smallest wager be unsorted mail in mint (7,3)
- 12) Two couples crease for 300 percent increase (8)
- 13) He finds a remedy for the glider rigged 11 min sink (8)
- 16) Some have a floating one, but the Sealander — as far as "cross" goes — has — — (2,4)
- 18) The site marshall might wave one or just lag behind (4)
- 19) Pure confusion in South America (4)



## Last month's winner



A LOT of you beat both the late publications of January Wings! and postal difficulties to get your entries in one time.

Winner of Crosstube-word no. 4 was Murray Hughes, of Manchester, who will get his catalogue and voucher from Mainair in due course.



## Sorry Bill

My apologies to Bill Walker for including his name in the list of non-members in January Wings! This was due to the fact that our records show only a W.A. Walker with no trace of a B. Walker. To prevent this happening again please could you all help me by putting, in brackets, any

nick-name by which you are usually known. (That is if they are printable!)

Although you may be well known to your friends and other fliers, we at the Office, much as we would like to, cannot possibly know you all personally.

Janet Hayes

Wings! is typeset by Leeds Alternative Publications Ltd., and printed by Arthur Wigley & Sons Ltd., Leeds LS6 2RT.

Additional artwork by Harry Hammill

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

**BHGA Council:** *President:* Ann Welch OBE; *Chairman:* Roy Hill Longworth (0865-821129) *Treasurer:* Percy Moss (0926-59924)

**Members:** David Bedding (08444-7186), Howard Edwards (029671-2086), Diane Hanlon (051-652-5918), John Ievers (049-525-4521), Clive Smith (0582-26229), Colin Lark (0453-46592), Bob Mackay (0792-813318), Ted Frater (0929-480634).

**Council Officers and staff:** *Principal Executive Officer:* Barry Blore (0235-834033), *Secretary:* Chris Corston (0823-88140), *Training:* Bob Harrison (0706-53755), *Medical Adviser:* Dr Dunstan Hadley, *BHGA Solicitor:* Anthony Maclaren, *Membership Secretary:* Janet Hayes, *Record and FAI Award Claims:* Rick Wilson, *Radio Communications Officer:* Dave Smith, *Overseas Travel Adviser:* Len Hull

**BRITISH HANG GLIDING ASSOCIATION:** 167A Cheddon Road, Taunton, Somerset TA2 7AH. Tel: (0823-88140).

WINGS! may be obtained regularly by joining the BHGA, or on a subscription of £12 pa in the UK. Those outside the UK are requested to send Sterling International Money Orders — £12 (surface mail) or £24 (airmail) for an annual subscription. Details of membership will be sent on request. IN ALL CASES WRITE TO TAUNTON. Wings! is published by the British Hang Gliding Association. The views expressed in it are not necessarily those of the BHGA Council, its Officers, Members or the Editor.

Contributions are welcome. Articles should be typewritten if possible. Photographs and cartoons should be accompanied by the appropriate captions, and any material which is to be returned should be accompanied by a stamped and addressed envelope.

The Editor reserves the right to edit contributions where necessary.

If members or subscribers change address, or copies of Wings! do not arrive, please contact the Membership Secretary at the Taunton Office. In all correspondence give your full name, address and MEMBERSHIP NUMBER (if applicable). Please give five weeks notice for changes of address if possible. If you, your club, or any local hang gliding activity gets written up in a local paper, national paper, or magazine, please send a copy to the Taunton Office for the BHGA Press Cuttings collection. This applies to the UK only.



# Wings!

Wings! is edited and designed by Stan Abbott and published in the second week of each month by the BHGA (see page 31)

Contributions for the magazine ONLY should be sent to the Editor at 72 Hartley Avenue, Leeds, LS6 2LP

Tel 446701

ADVERTISING is dealt with by the Commercial Editor, while all other correspondence including SUBSCRIPTIONS and general queries should be sent to the Taunton headquarters. Both addresses are on P31.

## DEADLINES

EDITORIAL (late news) —  
March 1 (features) —  
February 19

Advertising — orders by  
February 19,  
cancellation deadline  
February 19.

Copy deadline — February  
26.



## ADS INDEX

Index of display adverts not in the classified section.

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Hiway Hang Gliders — page 24  
Hornet Microlights — page 10  
R. Hurst (Alpine holidays) — page 20  
Mainair Sports — page 6  
Northern Glider Sales — page 19  
Solar Wings — page 27  
Southdown Sailwings — page 25/12  
R. Spooner (insurance) — page 2  
Ultra Sports — page 12

## In this issue

Pages 2-6 — News, including world height record, Southern's operation fix-it, Shanklin Festival/British Open latest, XC League results.

Page 7 — Cosmopolitan with Michael Carnet

Pages 8-9 — Airmail  
Pages 10-11 — Power section

Pages 13-15 — news

Pages 16-17 — Gray Prize winning article and competition to win tickets to the Isle of Wight.

Page 19 — Anatomy of an accident.

Page 20 — Micrometeorology, gust cells

Pages 21 — 23 — Mick Pollard's American dream, part one.

Pages 25-26 — Story of crash victim Rod Surrage. Early days.

Pages 28-29 — Classified section  
Page 31 — Mainair prize puzzle.

## Editor's message

HAVE you made a new year's resolution. Do you fancy yourself as a budding John Pilger... or even just an occasional contributor to some off-beat hang gliding mag like Wings!

Have you ever submitted copy to Wings! before and maybe wondered what happened to it? Did you scribble it on both sides of a bus ticket and think that somehow — by magic — it would all get sorted out and appear in print.

If the answer to this last question is "yes", take heart — there are lots of others like you! Then go and stand in a corner and ask yourself whether you can honestly answer yes to the second question in the first paragraph!!



Now make a new year's resolution... it's quite simple really or I can hardly read your copy the the chances of the typesetters being able to read it AFTER it's been further marked with editing and type setting instructions are strictly limited.

All you need do is — If you have a typewriter, type your articles DOUBLE SPACED or even TREBLE SPACED on ONE SIDE of the paper only.

For preference set your typewriter margins at 60 characters.

LEAVE plenty of space at the top and margins of each sheet.

If you want to be really helpful, count the number of words in your article.

If you can't type, then write legibly, again preferably on every third line of a lined sheet of paper and on ONE SIDE only.

A word about deadlines... don't think that just because an article reaches me by the final deadline it will automatically go in Wings! Chances are it won't if you cut it that fine and don't warn me.

I work to numerous production deadlines through the month and the final deadline is just that — the last date on which URGENT news can be typeset and pasted up before the final section of the magazine goes to the printers.

Best bet is to let me know if you're writing something and when I can expect it. For preference send it to arrive with me in the first two weeks of the month.

\* A decision by BHGA council to increase my Editor's fee means I now have to spend less time earning money elsewhere. Best time to contact me is at home all day Tuesdays and Wednesdays.

Stan Abbott

# Competition news

THIS year's crop of new gliders get their first public showing on February 20-21 with a repeat of last year's successful manufacturers' competition.

Impetus for the event — which some feared might be dropped this year — has come from Hiway's John Ievers and BHGA Council has agreed to award a trophy to the winning manufacturer.

It was unclear as Wings! went to Press which manufacturers would be at the event in South Wales.

Teams of three will represent each manufacturer with rules stipulating that no team may field League pilots who finished within ten places of each other last year.

The emphasis will be on performance in each task rather than on the overall "winner."

The event, based at Crickhowell, will be judged by an ad hoc group from BHGA Competitions Committee and will be fully reported in March Wings!

## Owens 81-82

THE Owens Valley XC Classic, is the only meet this year in traditional large-scale week-and-a-half-long extravaganza style.

Entries are restricted to 50 pilots this year. The top 18 pilots from the XC Classic 81 and the top three rigid wing pilots from the XC Open 81, are eligible for entry. There are 20 invitational positions open, and nine positions from the top pilots in the 82 Challenge Races. Pilots seeking invitational positions should write giving brief resume of their XC experience, before March 15, 1982.

with a £5 filing fee. There will be no blanket invitations to foreign countries for "teams."

The XC Challenge Races are three-day weekend meets with entries limited to 25 pilots per event.

The Horizon Cup trophy will be awarded to the pilot making the longest open distance flight originating in the Owens Valley. The contest begins immediately AFTER the XC Classic.

XC Challenge Race a) — June 11-13.  
XC Challenge Race b) — June 18-20  
XC Challenge Race c) — June 25-27.  
XC Classic — July 1,2; practice days, July 3-10; Contest Flying, July 11: Fly-in, awards ceremony.

Horizon Cup — July 12 thru September 5.

Owens Valley Hang Gliding Center, Star Route 4, Box 3A, Bishop, California 93514.

## League

THE sixth National League Championship welcomes the XC League pilots — Allan Smith, Marc Asquith, Bill Walker, Brian Godden, Chris Taylor, Peter Waterworth, Philip Higgins — and three other new faces.

The Tasks Committee consisting of Robert Bailey, Graham Hobson and Bob Calvert will do a lot of pre-planning with each League organiser, and they will decide, with me, the tasks on the day.

Derek Evans

## Women

IT is hoped once again to hold a Ladies "League" alongside the League this year.

Flying in these competitions does not exclude you from competing against men on equal terms in other competitions, or even flying in the League proper if you are good enough.

It does give you the advantage of competition experience. There are no entry qualifications other than being a

competent pilot (and being a girl of course) so you don't have to be an ace pilot to enter, though you probably will become one by the end of the year.

Apart from anything else, it's great fun! We fly exactly the same tasks as the men, but we fly last. This gives us a chance to pick their brains on how best to approach the task.

I think the others who flew in the comp. last year would agree that we all learnt a tremendous lot. We were all quite inexperienced at first — I only had about fifteen or twenty hours logged when I flew in the first comp. last April.

So all you ladies out there, (we've heard all about you from friends of friends) no excuses — join in this year, and make it a worthwhile competition. Write to Derek Evans for details of where, when, and how much etc.

Jenny Ganderton

## Celtic

THIS year's Dan-Air Celtic Cup will be held in Wales from June 5-7.

Competitors are invited from Ireland, Wales and Scotland, with the best five from each counting in what is planned as a cross-country based on Pandy, near Abergavenny.

General organiser this year is Martin Pingel, and information on accommodation etc. is available from him at 24 Heol Maerdy, Mornington Meadows, Caerphilly, Mid Glamorgan.

## Eagles

AS announced in Wings! the RAF Moray Eagles will be holding a competition for service fliers from May 4-8.

On receipt of £5 entry fee further details will be forwarded. Entries should be sent to Sgt. Pete Osborn, MCSF, RAF Lossiemouth IV31 6SD, and cheques made payable to Nonpas RAF Lossiemouth.

The competition will follow a similar format to last year with the emphasis on XC flying.

The number of competitors will be limited to 30 pilots who at the very least should be of competent ridge soaring standard.

Pete Osborn can be contacted on RAF Lossiemouth Ext 398 during office hours. Army competitors enter through the Army HG Centre.