

**Shanklin Festival & Foster's
Draught British Hang Gliding
Open (April 24 - May 3)**

*Souvenir
issue*

75p
(USUAL PRICE 90p)

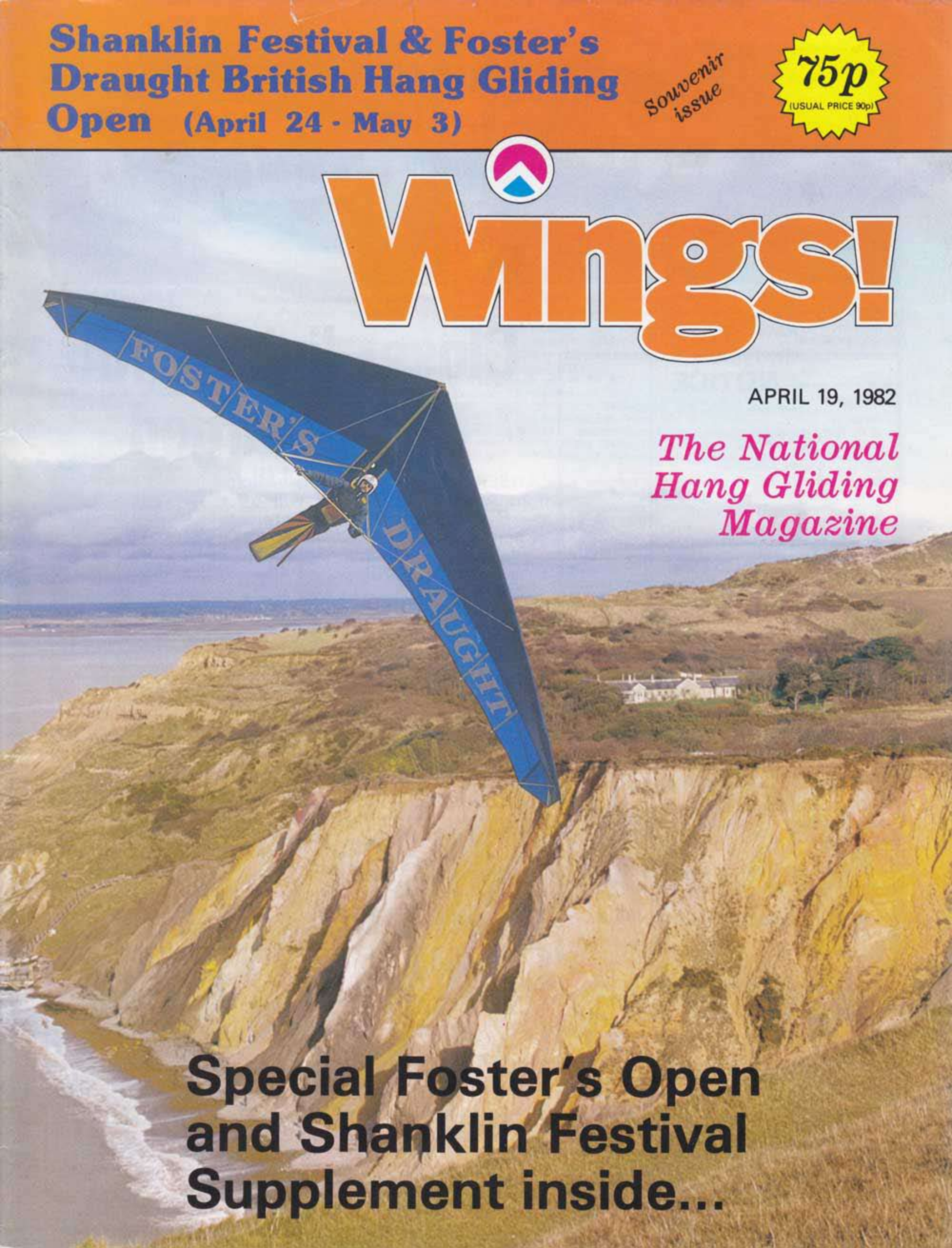


Wings!

APRIL 19, 1982

*The National
Hang Gliding
Magazine*

**Special Foster's Open
and Shanklin Festival
Supplement inside...**





Diane Hanlon receives the President's award for the best article in Wings! on behalf of Mick Pollard. Also pictured, from left Barry Blore, John Ievers, president Ann Welch and in foreground, Chris Corston.
picture Noel Whittall



Static display at Lilleshall

picture David Bedding

NOTICE

With Chris Corston leaving the association after seven years' valuable service, it has been decided, in the interests of greater efficiency, through centralisation to use this opportunity to restructure and reorganise our complete administrative operation. This will involve moving the office from Taunton to the Oxford area, selecting and training new staff and a certain amount of reallocation and change of duties of the Principal Executive Officer and, possibly, the Training Officer.

Unfortunately, neither Janet Hayes nor Joyce Williams, our current staff, is able to move with the office. However, true to their nature as loyal hard working supporters of the BHGA, they have accepted the situation and generously offered to stay in post and assist the association's move at this critical time.

Our first priority is to employ a proficient OFFICE MANAGER/ESS to control our new office. The person selected must be resident in the Oxford/Abingdon area or willing to move there. The post is advertised as follows:-

British Hang Gliding Association OFFICE MANAGER/ESS and Personal Assistant to the Principal Executive Officer.

The successful applicant will be responsible for the day to day management of our Head Office in the OXON area. Although not essential, it is envisaged that a knowledge of aerodynamics/aviation and experience in the following skills will be of benefit:

- a. Book keeping
- b. Typing
- c. Shorthand
- d. Supervisory duties
- e. Filing and general office duties
- f. Driving licence

Four weeks holiday per year. Salary £5,000 to £6,000, in accordance with age and experience.

If you feel that you can meet the demands of a varied and interesting job that gives scope for initiative then apply with C.V. to:

Mr. B. Blore
British Hang Gliding Association,
40 Castle Street,
Steventon,
OXON OX13 6SR.

Closing date for applications, May 10, 1982

Closer links with BMAA urged

CLOSER links with the British Micro-light Aircraft Association will offer the best safeguard to the interests of powered hang glider pilots.

This was decided by BHGA members at the annual meeting at Lilleshall.

Members agreed a proposal by Jim Taggart to instruct council to co-operate with the BMAA on matters of interest "in particular, to represent powered hang gliding insofar as it promotes hang gliding as a whole".

The vote followed lengthy debate on the place of power in the BHGA at the annual conference the previous day.

Difficult

A suggestion that the BHGA should "go-it-alone" in negotiations with the Civil Aviation Authority failed to win support and the feeling of the meeting was summed up by president Ann Welch, who said:

All AGM reports by Stan Abbott

"We have to go through these negotiations with the CAA and get the best possible deal for aircraft within the microlight definitions."

Negotiations with the CAA were "very difficult" and already the planned total exemption from licensing requirements for aircraft under 70 kgs had been lost.

"We have got to try and get it back in again," she said.

Among those arguing there was no real place for power within the BHGA was Bob Mackay who said he felt like the mountaineer who had

no real affinity with the passenger in the cable car up the mountain.

But John Ievers said the association had to "move with the times". Top pilots like Bob Calvert, Graham Hobson and Graham Slater, who were making big efforts in the powered field, reflected a trend in the membership as a whole and he suggested the association was losing members to microlight flying because it was not catering for their needs.

"If we embrace power we can attract back those members and we can bring in members who are going into powered flying, not necessarily through the free-flying option."

The BHGA needed finance, he said, and sponsorship was one possibility. But so long as hang gliding was confined to "distant and windy hills" it was not an attractive sponsorship vehicle.

See letter on page 11.

This Wings!

... is being sold through newsagents and by the BHGA on the Isle of Wight during the Foster's British Open at a special price of 75p.

If this is the first time you have seen the magazine, we hope you like it and perhaps decide to find out more about hang gliding by contacting our Taunton headquarters or by taking out a subscription. The address is on this page.

To BHGA members: the cheap cover price of this special issue has been achieved through economies of scale and increased advertising generated by this promotion.

Next Wings!

... will be another special colour issue with full coverage of the Foster's Draught Open and in-depth previews of the American Cup which takes place in the Yorkshire Dales in June.

To meet the crucial production deadlines involved, the Editor will be based on the Isle of Wight throughout the Open and any VERY URGENT items only should be addressed to Stan Abbott, c/o BHGA, Channel View Hotel, Hope Road, Shanklin, IOW. Tel. (emergencies only please) Shanklin 2863.

Make it easier to enter hang gliding

BHGA chairman Roy Hill called for a better rapport between schools and club members to help newcomers to hang gliding.

That way, they could progress "naturally in a friendly way" into clubs, he told members in his opening remarks to the association's annual meeting at Lilleshall.

His comment followed revelations that BHGA membership had fallen 500 from a peak of 4,000 over the last year.

"You can argue about that until the cows come home," said Roy.

"All I can say is that other aviation sports are falling quicker than us. It would be incredibly naive

The cover montage on this souvenir issue shows Keith Cockroft on the Foster's Draught Typhoon, with Alum Bay, Isle of Wight, in the background.

for us to think we could continue to expand when there is an enormous recession in the field of aviation, except microlights.

"But we have for our very survival to make sure that we don't go down any further. If we don't get these members in, you will realise immediately what the consequences are — no manufacturing industry, no

development in hang gliders, no new gliders, no training, no schools to bring new people into the sport."

The sport needed to project a better public image, he said. For many people, their lasting memory of hang gliding was TV footage of a powered hang glider turning upside down at Mere.

"You have got to be extremely tenacious to get into hang gliding," said Roy. "I am arguing for a much better rapport between those who train and the members on the hill."

Test rig in action?

BHGA members are not backing the association's airworthiness scheme, said Principal Executive Officer

Typhoon 'S'

Wings! wishes to point out that an advert in the March issue for the Solar Wings Typhoon "S" glider wrongly carried a "No Certificate of Airworthiness" label. This was an administrative error and we apologise for any misunderstanding created. The Typhoon "S" is, in fact, BHGA approved.

Barry Blore at the annual conference.

Members should insist on an airworthiness certificate when buying new gliders, he said.

He expressed disappointment at the progress made in the airworthiness programme over the past year but said it was hoped the BHGA test rig at Cranfield would be back in commission by April 1.

There was a lack of people to help organise and control the programme despite funds and facilities available. • More AGM reports on pages 4, 5 and 15.

Council's new faces

Four new members of BHGA Council were elected unopposed at the AGM to replace Bob Mackay, Clive Smith, Colin Lark and Ted Frater who were standing down.

They are James McMenemy and Jim Taggart from the Army Hang Gliding Group, Dunstable Hang Gliding Club chairman Terry Prendergast and Mike Watson, of Mercian Club. Their phone numbers appear at the foot of the page.

The Editor reserves the right to edit contributions.

If your Wings! does not arrive, or if you change your address, please contact the membership secretary at the Taunton headquarters. Please give FIVE WEEKS notice of change of address and in all correspondence quote your full name, address and MEMBERSHIP NUMBER (where applicable).

The BHGA Council

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

Members: David Bedding, (0844-7186); Howard Edwards (029671-2086); Diane Hanlon (051-652-5918); John Ievers (049-525-4521); Mike Watson (0895-833176); Terry Prendergast (029673-8033); Jim Taggart (0874-4046); James McMenemy (09804 6174).

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

Wings!

Wings! is edited and designed by Stan Abbott and published in the second week of each month by the BHGA

EDITORIAL contributions should be sent to the Editor at 72, Hartley Avenue, Leeds, LS6 2LP.

ADVERTISING queries, SUBSCRIPTIONS and any general BHGA business should be addressed to the Commercial Editor and the association's Taunton headquarters respectively, addresses on this page.

IMPORTANT

"Nuisance" phone calls to the editor following a break-in have necessitated a change of phone number to:-

Leeds (0532) 451891

In this issue

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

Additional artwork by Harry Hammill.

The magazine is published by the British Hang Gliding Association, 167A Cheddon Road, Taunton, Somerset, TA2 7AH (0823-88140).

Commercial Editor — Sylvia Howard, 4 Somerwood, Rodington, nr. Shrewsbury, Shropshire (Upton Magna (074 377) 365).

You can get Wings! every month by joining the BHGA or on subscription of £12 a year. For overseas subscriptions, send Sterling International Money Orders — £12 surface mail or £24 airmail — for your annual subscription. Membership details will be sent on request. Address ALL QUERIES to the Taunton Office.

The views expressed in Wings! are not necessarily those of the association, its council, officers or the editor.

All contributions to the magazine are welcome. Articles should be typewritten (double-spaced), one side of the paper only where possible. If not typewritten, they should be CLEARLY written, with plenty of space between the lines.

Photographs should bear full captions and any material to be returned should be accompanied by a stamped addressed envelope. Any other material will be kept and filed for further use.

Fly-in's Magic moments

LAST month's manufacturers' fly-in, hosted by Airports (Aviation) Ltd. at Aberystwyth, saw an impromptu L/D contest.

With Saturday bringing dead calm, the organisers offered a £30 first and £20 second prize for the best distance from a 600ft. coastal site to the beach and Philip Huddleston and Richard Newton of Airwave Gliders claimed first and second places respectively on Magic IIs.

That was despite some resistance to the competition idea after pilots came expecting a fly-in rather than a comp. Graham Hobson was third on an Azur.

Hiway — who were the prime movers behind the Manufacturers' Comp. which failed to get off the ground through lack of interest earlier this year — were not represented at the fly-in.

Their Alien has reportedly been modified and had not been test flown in time for the Aberystwyth meet.

Also missing were Southdown Sailwings, Skyhook, Flexiform and Gold Marque Sports.

The late organisation of the event kept the number of visiting fliers down but an enjoyable weekend was had by all with excellent nil-wind thermic conditions on the Sunday.

Full report and pictures next month.

Elephant man!

THEY say an elephant never forgets — and no-one will forget British distance record holder John Stirk's flying gear in a hurry this year!

John will be adorned with a yellow elephant as part of a useful sponsorship deal negotiated with his employers, the Swiss-based paper manufacturers, Weiderman's.

In return for competition funding, John will wear the yellow elephant with grace and pride and resist such jibes as "Hi there, Dumbo!"

"I'd rather have a pink one," he said.

'Reasonable' Council

The BHGA council "acted reasonably" in its handling of Brian Milton's dismissal after the loss of the Newton Aycliffe sponsorship deal.

This was the feeling endorsed by members at the annual conference after representations by supporters of Brian that his treatment had been unjust.

Sorry!

Buzzby has been wreaking havoc with Wings! mail this month. A number of photographs from the AGM failed to arrive, while pictures for inclusion with Michael Carnet's Cosmopolitan were also lost in the post. Apologies to all those whose hard work has been thus thwarted.



COSMOPOLITAN

begins here...

The monthly Wings! round-up of overseas news compiled by MICHAEL CARNET

AUSTRALIA

Moyes Missile

AT No. 173 Bronte Road in Sydney, the Moyes team is busy finishing its latest model, the Missile with a 90 per cent double surface.

The central chord has only 60 per cent double surface which stops pitch stability problems. The keel pocket is very large which allows nicer handling.

There are 31 battens, and this will not reduce the total weight already high on common Moyes gliders.

Steve Gilmour won the Illawarra International Invitational competition in New South Wales on the Missile.

Towing

IN March Wings! Bill Brooks described his towing system — Moyes has been using a similar system for more than a year, while in the USA Dennis Pagen was writing about a similar system nine months ago.

In Switzerland and in France many people are now towing safely directly by the harness of the pilot with no tubes and no special rigging.

FRANCE

French Connection

IF you are not connected yet, this is the time to start. Designed first in February 81 by Jean-Louis Darlet for use in roll, the "French Connection" is now mainly used in pitch on CFX gliders. It moves the centre of gravity forward when you pull the bar and backward when you push the bar.

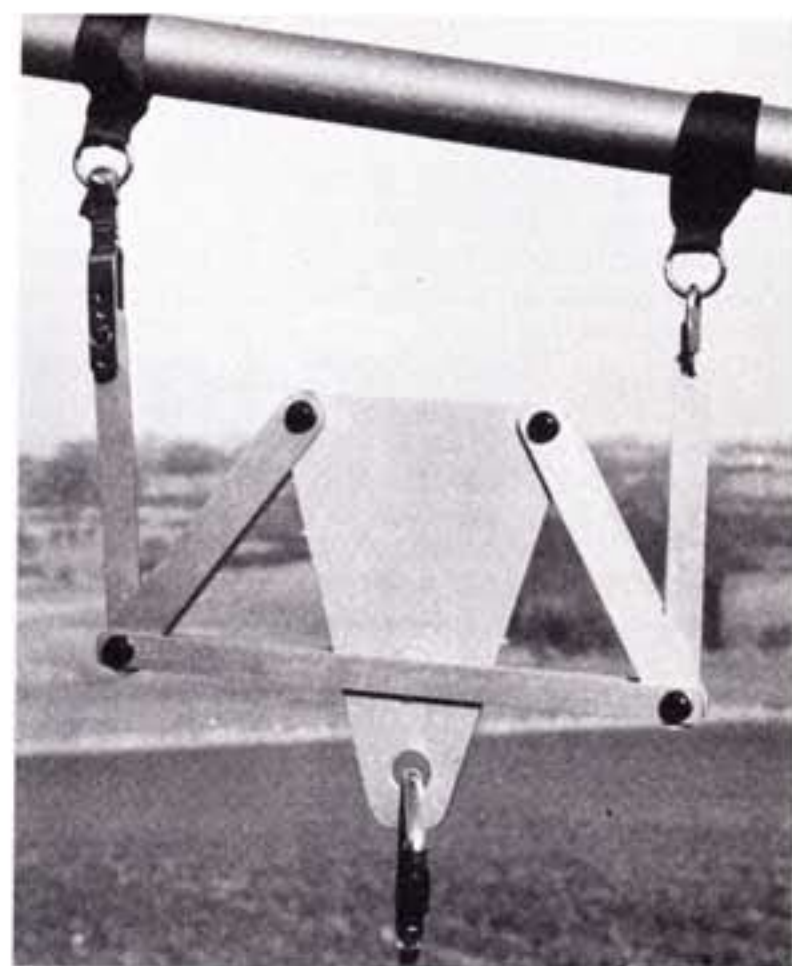
The pitch stability around the centre of pressure (hands off) is the same and it can only be safer. When entering a lift or sink area, the glider does not tend to nose up or down but keeps the same position — you simply go up or down yourself, because the Connection is doing the job for you.

In severe gusty turbulence, you are not jumping all over the place, only the connection is moving around — it works as a shock absorber.

When pulling the bar in, there is not much resistance so you are able to keep your feet-up position and stay in line with the airflow. When doing a ten mile cliff race with a Connection, bar fully pulled in, you never get tired.

Many pilots complain about the nose-down tendency of the CFX gliders on landing. When pushing the bar out for landing the Connection gives a very nose-up pitch moment and the glider will simply drop on shoulders at ground speed zero.

As shown on the photograph, the two straps on the keel must be separated by a length of the horizontal members and not as indicated in Wings!, August 81.



The French Connection

GERMANY

Gutesiegel

YOU have heard about the German certification Gutesiegel, which is certainly the hardest in the world. The tests include a drop from a cable car and flights by a test pilot putting the glider in radical situations. Now in Germany, harnesses must pass the certification as well as gliders, which consists of a series of drop tests with a dummy and material resistance checks. Webbing must pass in front of the harness at least twice, and the waist and chest, and the shoulder straps must be connected around the pilot to the chest straps.

Soon chutes and helmets will have to be certified and maybe one day the Germans will push their perfectness to certify roof-racks, boots, variors, altimeters or flying suits.

One good point: maybe soon, German, Austrian, Swiss, American and British certifications of airworthiness for hang gliders will be as one.

Bullet

JOSEPH Guggenmos, World Champion in 1979, has started to produce the Bullet, a new CFX glider for the 82 season. Unlike the Wings I and the Wings II which had truncated tips, the Bullet has elliptic tips.

Joseph Guggenmos had problems last year when the German federation cancelled the Gutesiegel of the Wings (first model) after a series of accidents. Joseph used to say: "My gliders are perfectly safe — the proof is that I fly one of them."

We can be sure that the Bullet will be very well inspected and tested before being certified.

ITALY

Looping

AN ITALIAN pilot, Daniele Morzotto, tried to do a loop on a Lightning; unfortunately, he failed. The glider stopped in the air and tugged twice before breaking. Daniele thanked God he had bought a parachute the month before.

\$5000

THIS is the first price for the Trofeo Sansicario competition which will be held in North Western Italy on August 16-22.

The tasks will be 50 per cent cross-country and 50 per cent Mickey Mouse. Who would mind turning pylons or spot landing at the bottom when soarable, if it is worth £2,500?

Inquiries about invitations to: Mr Gi Ferraris, Holiday Club Sansicario, 10054 Cesana Torinese, Italy.

SCANDINAVIA

Scandinavian Cup

WE do not hear very often about Scandinavia and what happens there, simply because there are four countries with four different languages which only Scandinavians can understand!

However, there is some flying there.

Norway is the country with the largest number of pilots, about 3,000 flying mainly around Oslo in the South or on the West coast.

Then follows Denmark with about 1,000 pilots. The Danish have got a magazine called Drage Sport which is sent to every pilot. Then comes Sweden with 300 pilots, and finally Finland with 50 pilots.

From May 16 to 22 there will be a competition called the Scandinavian Cup in Are in the middle of Sweden. The 4,000 ft site has a cable car which can take hang gliders to the top.

The four countries will be represented by eight pilots each. The contest will consist of cross-country exclusively, the record for the site is 32 miles.

The organiser of this competition is the Swedish champion Gunner Astrand who as you can see in the photograph is a linguistic expert. Information from Gunner Astrand, Box 76, 83013 Are, Sweden.



The Ball Vario/Alti



SPAIN

HANG Gliding

CHEATERS in cross-country competition should be hung by the neck until dead! The Spanish pilot Francisco X should be happy to be still alive after he tried at the end of last year to be Spanish champion by unorthodox means.

In a cross-country task, after he landed after a poor distance, he drove away, then rigged his glider and phoned for retrieval 30 miles further on.

Unfortunately for him, in an XC competition there are dozens of pilots in the sky looking at everyone, sadistically counting down every time someone is landing.

He was reported and obviously disqualified from that competition and future ones.

USA

Bulletman

RICH Pfeiffer and Tom Price joined Wills Wings recently, taking positions in accessories and sail production.

Tom Price is a well-known designer for his innovative gliders such as the ASG 21, the kingpostless ASG 23 and a leading researcher in flex-wing aerodynamics and stability.

Rich Pfeiffer, US national champion, and twice winner of the Owens Valley XC Classic has been experimenting with his own harness designs for some time and now gives his knowledge to Wills Wing accessories department where he is manager.

His latest "weapon" is the Bulletman harness which forms a tapered streamlined profile in the prone position with a minimum of support lines, in a effort to reduce parasitic drag.

The back and legs of the pilot are enclosed with trap doors built into the harness which automatically open or close on landing or take off. To be seen at the American Cup...

Ball vario alti

RICHARD Ball is a very clever electronics engineer. A great lover of gliding and instrumentation relevant to this sport, he designed a remarkable series of variometers for gliding and hang gliding.

Here is the Ball 631, first produced a year ago but now up-dated with a quicker response and more reliable and accurate altimeter. This variometer/altimeter is placed in a cubic box (4" x 5" x 4") which isolates it from parasitic frequencies and shocks. The variometer is compensated in temperature and does not alter with altitude.

It has got a tune option — the audio system consists of a progressive continuous sound which can start at the sink rate you want. When you go over zero, there is also an intermittent sound which is adjustable in volume.

The 4-digit altimeter is very reliable. It goes up to 8,000 metres (25,000 feet) indicating every metre. Obviously the zero is adjustable.

The Ball 631 is powered by two renewable PP3 9v batteries. It cost just over £300.

Gemini

DESIGNED last year by Ultralite Products, the Gemini seems to be a very good glider for intermediate pilots. UP were so busy last year manufacturing Comets, they did not have much time to build this intermediate glider.

They decided to attack 82 with this product while the Comet's order book is not full. There are three sizes of Gemini: 134, 163 and 184. Its planform is the same as the Comet. The only difference is that it has not got a double surface.

Like most modern gliders it has a spanwise sail layout. Most of the Gemini's parts are interchangeable with the Comet's, which is a very good point, having Comet dealers all around the world.

The Gemini is not distributed in Europe or in the UK yet.



John Stirk with the Presidents Trophy AGM 1982

President presents...

JOHN Stirk of the Dales Hang Gliding Club received the President's Trophy from Ann Welch OBE for his record-breaking flight of 83.39 miles from Semerwater to Hwick.

The President's Award for the best article in Wings! went to Mick Pollard for his two-part story of flying in the Owens Valley which appeared in February and March Wings!

The president said she felt the article captured what flying was all about.

Mick receives a silver pendant made by the BHGA's own silversmith, Ted Frater, and also funded by council member David Bedding and minutes secretary Barbara Bedding.

(The editor wholeheartedly endorses Ann's choice which was entirely her own).

Office move rap

PLANS to move the BHGA's office headquarters from Taunton with the departure of secretary Chris Corston, met opposition from some members at the association's annual meeting.

Concern was expressed at BHGA council's endorsement of a staff committee proposal to move the administration to a central location near Principal Executive Officer Barry Blore. (Abingdon).

Geoff Tabbner, of Avon Club, was sharply rebuked by chairman Roy Hill for suggesting the plan was like "moving the mountain to Mohammed" rather than calling on Barry to live wherever the office could be most suitably located.

Roy accused Geoff of unfair criticism, particularly in calling for the meeting to be given details of Barry's salary.

The call for staff salaries to be stated, although not opposed by Barry, was rejected by those present.

An advert for the post of office manager appears on page two.

Life member

THE BHGA annual meeting voted retiring secretary Chris Corston an honorary life member by acclaim.

The motion was proposed by Jim Taggart and seconded by Bob Mackay in recognition of Chris's valuable contribution to hang gliding and the BHGA.

A "benefit" fund has been launched to help Chris in his future plans and contributions should be sent to treasurer Percy Moss, 40 Moseley Road, Kenilworth, Warwicks, CV8 2AQ and crossed "CC benefit".

Great Bores Of The Hill

No5. The designer

"... Well yes actually I have designed a number of ships I find that taking a nose angle of 110° and perhaps modifying to 135° the weight shift alone is detectable in the profile drag difference the totally enclosed crossboom of 12:1 aspect ratio will give lower effective span-wise twist of $I = D^2 \times M \times A \times d^3$ notwithstanding multicolumnular modes of $\sqrt{\omega x (L - x) + MA^2 + M}$ to give lateral oscillations of .3% adverse yaw no none of them have actually flown but the calculations are terrific fun!..."

Bill Lehan



Do we really want more speed?...

IT'S one of those winter days when the wind is in the wrong direction, the hill tops are fogged in and it's raining.

You haven't been flying for at least a month and the withdrawal symptoms are gnawing away at your mind.

You are dreaming of those days to come when the air is buoyant and it's all sweetness and light.

In the mean time however, you dream on!

We have had the double surface machine for over a year and my thoughts are which way now? Do we pilots want more speed still or are there other considerations that may have priority? I think there are.

Choice

Hiway have built The Alien, a 155 sq ft. 90 per cent double surface weightshift glider with 30 battens. This has a top speed of 60 mph - plus and sounds a superb competition glider.

BUT it's not what I think the average club pilot wants. Given a choice between better sink rate or more speed, I will stick my neck out and say that it's better sink rate every time. The evidence as I see it is as follows.

From my experience over the past four years, the introduction of the Birdman Cherokee was a major step forward in glider design. It

...asks TED FRATER

had a good speed range, safe handling, and an excellent sink rate.

On OUR small Dorset hills it was possible to stay up and top land on average days with a wind speed of about 10 mph. When wind speed got over 20 mph, penetration became a problem and flying was not the pleasure it is with lower wind speeds.

When the concealed floating crosstube (CFX) machines arrived the minimum wind speed that was needed to stay up and top land went up from 10 mph to 14 mph and the top wind speed to 26 mph, with an improvement in the lift/drag ratio of about 25 per cent.

Looking at the CFX machines today there are some noticeable differences. The main one being batten form. Comparing the camber of the Demon,

Typhoon and Comet, the most widely flown CFX machines today, the batten form of the Comet and Demon produces a considerably deeper airfoil section, which at lower angles of attack produces more lift for the same flying speed, all other things being equal.

This is borne out from a year's experience on a CFX machine. The Comet and Demon ARE better in lighter winds. What is also interesting, the sink rate of the Cherokee against the newer machines in lighter winds, progressively gets better as the wind speed drops to minimum "stay-up" speed.

Sacrifice

The logical conclusion from this experience is that if the next generation machine had a deeper airfoil section still - say 25 per cent - with everything else being equal, theoretically, it should improve the low speed end of the CFX speed range by an amount greater than the loss at the top end.

What I want, in other words, is the ability to stay up in wind

speeds of say 8 mph on our hills and sacrifice a little over 26mph.

I think that most pilots want to have a glider that WIDENS the use ability of the wind, and in a direction that will give more flying hours for time spent driving to sites and waiting for the right conditions.

Other ways of improving the sink rate, like increasing the span, provide penalties in other directions like handling. This is the no. 1 priority here.

I had the chance to fly a Falcon 3 a short while ago and it was a pleasant surprise. The balance between pitch and roll was just right and despite its limitations I would fly it again.

It is important that we do not lose sight of the prime advantage of our flying sport. The ability to carry and foot-launch our gliders. I for one do not want our gliders to get more complicated, or heavier, or more expensive.

If I wanted to really go for speed, and all that it entails, I would go and fly a sailplane.

It's up to you pilots out there to start a debate in Wings! as to what we want and why we want it. I hope this will be a start for you all.

Air law

A finer point

by Jes Flynn,
RAF Moray Eagles

LATE last year it came to my notice that a substantial number of pilots had what appeared to me to be a peculiar understanding of the Visual Flight Rules (VFR).

A few pilots thought along similar lines to myself — but we found ourselves greatly outnumbered! I decided to straighten out once and for all the meaning and interpretation of VFR.

Understand

There is one legal document and only one, that governs all flying in UK airspace. It is called the Air Navigation Order, 1980 — and it is the law.

The ANO defines quite clearly and unambiguously, all the rules necessary for safe, controlled flight. Other books e.g. CAP 85, and various lay interpretations, are easier to read and understand — but they are not the law, and are still open to misinterpretation.

According to the ANO 1980, an aircraft (and that includes us) flying in UK airspace, must do so under either VFR, or Instrument Flight Rules. As there are currently no hang-gliders certified for IFR, and there are unlikely to be many (due mainly to cost), only VFR concerns us.

The relevant bits of the ANO are as follows:

"RULE 23. The Visual Flight Rules shall be as follows:

(a). Outside controlled airspace and outside airspace notified pursuant to Rule 36:

(i) an aircraft flying outside controlled airspace above 3000 feet above mean sea level shall remain at least one nautical mile horizontally and 1000 feet vertically away from cloud and in a flight visibility of at least five nautical miles;

(ii) an aircraft other than a helicopter flying outside controlled airspace at or below 3000 feet above mean sea level shall remain at least one nautical mile

horizontally and 1000 feet vertically away from cloud and in a flight visibility of at least three nautical miles:

Provided that this subparagraph shall be deemed to be compiled with if the aircraft is flown at a speed which according to its air speed indicator is 140 knots or less and remains clear of cloud in sight of the surface and in a flight visibility of at least one nautical mile.

(b) Within controlled airspace:

An aircraft flying within controlled airspace shall remain at least one nautical mile horizontally and 1,000 feet vertically away from cloud and in a flight visibility of at least five nautical miles."

There is more but it is superfluous to our needs. Note that "flight visibility" where quoted, means visibility FORWARD from the flight deck of the aircraft.

So, what does rule 23 mean? Well read it again because it is quite clear.

"An aircraft flying outside controlled airspace above 3000 feet AMSL SHALL REMAIN AT LEAST INM HORIZONTALLY AND 1000 FT. VERTICALLY AWAY FROM CLOUD, AND IN A FLIGHT VISIBILITY OF AT LEAST 5 NM."

The BHGA Pilot handbook states this also, but the wording is a little hazy and open to misinterpretation, as is, (more obviously), CAP 85's wording on the subject.

Why write this? Well, I said that a number of pilots have a peculiar understanding of the VFR. They believe, in fact, that outside controlled airspace and above 3000 feet AMSL, they could fly at cloudbase as long as they were "capable" of flying at 5-1-1.

A subtle difference, but very important. They are wrong. If you are in uncontrolled airspace above 3000' AMSL you must remain 1000 feet vertically from that lovely cloud which beckons you, i.e. if cloudbase is at 6000 feet AMSL, effectively you can only soar up to 5000 feet AMSL.

So there it is. Mind you, I'm not saying that I will always abide by the rules! Will you?

Footnote: to confirm the precise meaning, I spoke to Airspace Utilisation Section, Uxbridge, who checked with other bigwigs at CAA House. So no arguing!

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Welsh awards

JOE Binns, left, receives the Allan James Trophy from Martin Pingel, Competitions Organiser for the South East Wales Hang Gliding Club.

Joe was awarded the trophy for the 1981 season for completing a flight of 29 miles from Pandy.

Other prizes presented at the club's AGM were for: XC league — 1st, Joe Binns; 2nd, Brian Harndon; 3rd, Bill Payne — Best height gain of 6,250 feet ATO — Phil Merton — XC novice, 17.6 miles, Eric Morgan.

Fredrick James, brother of the late Allan James, was also present and was presented with an album compiled by Dave Mudie containing some excellent photographs depicting Allan James's flying career.

Martin Pingel



Insurance change

Insurance underwriters for the BHGA are to withdraw cover from hang gliding schools not registered with the association council heard.

In the past the underwriters have taken the view it is unfair on pupils unknowingly taking lessons at a non-registered school to be left without cover.

The decision was welcomed by Training Officer Bob Harrison as providing a needed incentive to schools to maintain standards.

New Secretary

The new secretary of the South West Wales Hang Gliding Club is Tom Warren, of 37 Cleviston Park, Llangennech, Llanelli, Dyfed, SA 14 9UW. Tel. Llangennech 820404.

The club announces unchanged fees for visiting fliers to Rhosilli of £1.26 a day this year, payable at the Green Shop at the bottom of the hill, or £5 for the year.

Winners

The following are the 500 Club lottery winners for March 1982:

P.B. Farley £54.20, G. Miller £27.10, C.J. Hopkinson £13.55, J.D. Whittle £8.13, R.G. Mulford £6.70, P. Bennett £6.70, R. Fenton £5.42, R. Bacon £5.42, J. Brown £4.14, R. Selby £4.14.

That makes a total of £135.50 prize money and a like amount for BHGA funds.

Diary dates

April 24 to May 2

Foster's Draught British Open, Shanklin, IoW.

May 4 — 8

RAF Lossiemouth comp.

May 10 — 15

Bleriot Cup, Lachens, France

May 29 — 31

Second League, Lake District

June 5 — 6

Celtic Cup S.W. Wales

Magic by name...

AIRWAVE Gliders have ended their licence with Ultralite Products — American builders of the Comet — and renamed their competition-winning glider.

The Magic Comet is now called simply, the "Magic", said managing director of the Isle of Wight firm, Rory Carter.

The Magic has evolved from the original glider which Airwave made under licence, but over the last 18 months Airwave has modified and altered the Comet to suit European conditions.

Changes include a folding A-frame, a quick-rig system and a new sail cut with "ingenious" use of materials such as Mylar.

Airwave claims the glider is easier to use, has a better performance — and has retained its good handling characteristics.

"The basic Comet was a super glider, but the modifications and improvements we have made have altered it in many ways yet retained all its successful qualities. We think that we are well able to fly on our own," said Rory.

Airwave has orders for 90 Magics from the UK and Europe.

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Back to school!

With BHGA Training Officer BOB HARRISON

No.2 Scraping and scratching — *Your life in YOUR hands!*

SOMEBODY cheered me up no end the other day — they sent me a letter containing details of two accidents that had happened on the same site on the same day!

It doesn't matter where or who was involved: it happens everywhere. Despite so many warnings, tragically it seems to be commonplace these days.

Just how many accidents do there have to be before people will get it into their heads that stalling close to the ground is dangerous. I am sure that people don't stall on purpose, in fact I presume that is the last thing they want to do — or am I mistaken?

Maybe the very last thing they want to do is to go down. I mean, screw safety, broken head and bones, perhaps anything is better than having to live with the stigma of "...psst — did you see him? He went down... whisper, whisper".

I just can't understand it. Why do people push the bar out when they are close to the hill? Have they never been told about —

- wind gradient,
- the downwind beat,
- ground/air turbulence,
- or even glider wash?

Don't people realise that it takes many hours of flying on the same glider in the same tune before a pilot can develop a deep feeling for fine airspeed control (on that glider). When I say "hours", I mean HOURS, not, "I've been flying for two years now." It is a shame we quote experience in years and not hours.

It is also important that those hours are regular hours collected at regular times — not once a month or once a blue moon. If you don't get a regular supply, even if you had in the past, please realise that your ability to control airspeed **precisely** is non-existent. Please also realise that to scratch at min sink requires a fantastically high degree of precision in control, feel and environmental awareness.



It was at this point that I wondered, "Who does fly slowly when scratching?" I know I don't — not on my life! So to answer this question, I rang around a number of pilots who've been at the game for a while. I asked, "At what speed do you fly when scratching?" The pilots I asked were: Johnny Carr, Geof Ball, Graham Slater, Bob Calvert, Rob Bailey, Jim Brown and Dave Harrison.

They all said that they flew three, four or five mph **FASTER** than min sink. That, incidentally, is approaching max glide speed.

If you think you know better than these pilots then God help you. If you are willing to listen to them, remember that **THEY** are flying at 3, 4 or 5 mph faster — are you as experienced as they are? No? Well, what about pulling in a little more, just to be on the safe side. After all, so what if you go down? Take the opportunity to practise a nil wind landing.

I am not asking you to fly around like express trains, on the contrary. For your own safety and for the good name of hang gliding, I am asking you not to push the bar out until you are at a safe height from the ground. This safe height obviously depends on the con-

ditions of the day and, for that matter, what glider you are flying.

If you are in a marginal situation, don't scrape unless you are absolutely sure that it is within your limitations. And, when you do, don't go cutting grass with the wing tip. Leave yourself room to manoeuvre and fly at a safe speed. As a general rule try max glide — you'll live longer that way. If you do get tipped towards the hill, the glider is much more lively at a faster speed and will respond a lot quicker to your corrective actions.



Whenever you are close to the hill **THINK**:

Wind gradient — your inside wing tip is flying in air a lot slower than your nose or the other wing tip. It is this inside tip which is more likely to stall. The glider will then naturally turn into the hill, taking a distraught and frightened pilot with it. If you have not got room to pull in first and then apply opposite weight shift, you can expect to get badly injured and thus hurt someone who loves you. Pushing out or just weight shifting in the opposite direction won't help — it could make matters worse.

The down wind beat — never, never, never confuse ground speed with your air speed. If the wind is slightly off the hill, (when is it ever square on?) you should know that one beat will be a lot faster than the other. Don't be fooled and push out to compensate. If anything, pull on a fraction more, the last thing you want is one up the backside. If you can't feel air blowing on your face, pull in.

Ground/air turbulence — even in the lightest of winds, the unevenness of the terrain, vegetation etc. will cause turbulence that tends to



...having to live with the stigma of going down...

roll up the hill. Also, gusts and thermal activity (however slight) etc. all cause an unevenness of the air flow. This will alter the speed and the nature of the air flowing across your wing.

Glider wash — if you haven't yet felt it — get high and do so by letting another glider fly in front of you. You will then be wary of scratching with other gliders. Take it from me, playing in wash, close to the hill, is 'orrible and certainly not my idea of fun. Never follow closely a scratching glider — it hurts!

While talking about stalling, when did you last practise stall and stall recovery? It is something that we British tend not to do, which is ridiculous. The more we practise them, the more we are aware of the glider's feel before, during and after the manoeuvre. May I however hasten to say — get plenty of air between you and the ground before you do have a go. Be extra specially cautious if you have an old time glider. It may tip stall or be slow to recover.

Also — never whip stall the model, they don't like it. If you don't know what a whip stall is then that's good. When you practise, just do gentle stalls and nothing severe!

Can I hear people screaming ASI — stall warning devices? Well, this subject will be coming up, on its own, under the training column in the future. It is very involved and has a number of rather obvious and subtle aspects, to all of which I don't believe anyone has the full answers yet.

I have my own beliefs but until I am 100 per cent sure I'll continue to discuss the matter and, in the near future I'll be putting a number of these "indicators" to the test. All I am prepared to say now is that if you have got one, don't rely solely upon it **AND DON'T** neglect to learn and develop a feeling for your glider.

Those of you who think and who fly at the right speed will probably be around next month when I would like to have a light-hearted look at thermals. Until then, think safe, be safe, and enjoy flying!

Sandy Fairgrieve's Letter from America



A lesson from America

SINCE I am now a California resident, I would hope to bring you interesting news from time to time, but alas, my first bit of news is about the sort of incident I would wish never to have to watch.

Whilst trying to find out information on the local club, its members, its sites etc., I took a trip out to the Ed Levin Park, Eastbay, San Francisco.

The 1,700ft take off was not soarable, so pilots were flying top-to-bottom flights in the pleasant midday sunshine. Thermal activity was very weak, light winds.

As one might expect, many pilots like to throw a few "hoolies" over the landing area, for whatever reasons they may have. I was watching one guy doing some mild wing overs when he entered another with what seemed to me to be a rather low airspeed. I realised suddenly that his airspeed was almost nil. The kite gently turned over upside down, this occurring at 400 AGL roughly.

The glider remained intact, flipped back over again, and then started to fall whilst turning and spinning, the exact movements of which I can not remember clearly in the shock of the situation.

Everyone was yelling "pull the chute, pull the chute," and it was then that I wished I wasn't there.

The pilot separated from the glider, perhaps some 250-300ft AGL. I watched in horror, but turned my eyes before impact, hearing a loud thud. The pilot died instantly.

I admit to being fairly squeamish and made no move whilst others ran over to the body. Cause of separation—Karabiner failure.

The glider landed shortly afterwards — I believe it was a Mega II. It is hard to say how much damage occurred in the air or on landing, but of the main tubes, the keel and leading edge were badly bent near the noseplate. However, I am convinced, chute or no chute, that the glider would have brought him down alive.

The Karabiner was found in two parts. It was a regular Karabiner that had simply snapped in two. That really set my mind thinking.

Obviously a lab analysis will be done on the Karabiner, but if it was good and failed at its rated force, then I'm going to beef up how I'm attached to my glider. In fact, looking at the size of some of the parts on my "French Connection", I'm not sure I want to use it any longer, though a back-up strap would obviate this.

How this accident affects me is for myself alone, but I would ask all manufacturers to read this letter. Current gliders may take 6G loads right way up and are much improved upside down, but the shock loads during tumbling or chute opening are rather hard to quantify, and they will test your harness and Karabiner severely, so make sure your system is strong before you buy the new ultra-light, super low drag, etc system.

Sandy Fairgrieve

Is triking a threat?

Dear Stan —

I am writing about something which is starting to worry me concerning the inter-relationship between triking and hang gliding.

I have been observing this since triking started two years ago and have noticed what I believe to be the beginnings of considerable consequences for hang gliding in the future, due to the effects of triking.

More specifically, I am worried about losing or partially losing some of hang gliding's best blood to triking.

H.G. in Britain has quickly grown and developed in organisation, glider performance, pilot ability etc. to an extent which could hardly have been imagined five years ago, so that today we are the World Champions; distances of 80 miles and height gains of 8,000ft are possible.

I think most of this is an automatic consequence of the purposeful drive and energy of a lot of talented people for whom hang gliding had become their hobby-sport-interest and, in some cases, life.

If, for some reasons, these people no longer devote part or all of their attention to hang gliding because there is now something "better" to devote it to, then isn't it reasonable to assume that the "momentum" for development in hang gliding will be reduced and with that there will come a danger of stagnation.



Graham Hobson

The reasons I spoke of above are these:-

1. Triking is easier to "get into" than hang gliding, requiring less physical effort.
2. One finds it easier than hang gliding to get a lot of very good quality flying. I know four top competition pilots who are now very heavily into triking.
3. Manufacturers find it easier to make more money because, more and more, they are selling to people outside hang gliding from conventional aviation who have more money — just count the number of one-time hang glider manufacturers who are building trikes. They are small firms with limited manpower and undeniably the criteria used to produce the best trike hang gliders do not coincide with those for the best pure hang gliders.

So, here again we find either a dilution of effort

into producing the best pure hang gliders or a complete withdrawal in favour of producing trike gliders, as is the case with some manufacturers already.

Having said all this I ask myself what to do? Well, I don't blame or dislike triking; in fact, it is because I find it so attractive and tempting that I have been prompted to write this letter; and I don't advocate measures out of bitterness towards triking, but I feel that perhaps the BHGA (especially through Wings!) should divorce itself more thoroughly from triking (which I think is now the province of the BMAA) and concentrate much more on simply hang gliding. I would hope that by this slight change in course in BHGA policy members, especially new ones, would be less influenced towards triking by power inclusions in what should be purely hang gliding business, or at least be freer to develop an awareness of their responsibility towards hang gliding in the face of triking.

The above are simply my thoughts and observations and attempts to extrapolate from these. No criticism of anybody is intended as I have merely reported the facts as I see them.

GRAHAM C. HOBSON
Manchester.

Come off it, Sandy!

Dear Stan —

I think Sandy Fairgrieve's letter "Did they lose their bottle?" in February Wings! was a bit unwarranted, to say the least.

The 1979 British team to the Owens have come in for a lot of unfair criticism over the years, but everyone loses sight of just what they achieved — four members in the top 20, and this on Super Scorpions and Gryphons.

It's all right for people to pontificate on how easy it is to fly the Owens but their experience is usually gained on CFX machines, which from my own experience makes every flight at least 50 per cent safer and more enjoyable. I have flown the Owens in a Cherokee and, believe me, there is just no comparison.

There is no way people of the calibre of Bob Bailey, Bob Calvert, Graham Slater, Keith Reynolds, Bob England, Geoff Snape and Keith Cockroft have no bottle. Every one of these people have notable successes to their names.

Regarding competition committee, Sandy is very wrong in saying there is not full support for the event. There certainly is, but last year the pot was empty and we just could not afford to pay the full whack for a freely-selected team. All our resources had to go towards the World Championships in Japan and ALL other events had to take second place.

Come off it, Sandy — you know your letter was just a ploy to keep the Owens in the news just now we are allocating funds for 1982.

JOHN HUDSON
BHGA Competitions Committee.
(Rochdale)



All letters should be sent to the Editor at 72 Hartley Avenue, Leeds, LS6 2LP, and should be signed and written or typed CLEARLY on one side of the paper only (double-spaced, please).

Performance is not just speed

Dear Stan —

Early in 1981 I had the opportunity to fly a Lightning alongside the Typhoon and Comet. The site was Glenshee, wind 25-30 mph NE/NNE. Pilots were of similar ability.

It was evident to me in my two hour flight that the Comet just had the edge over the Lightning and Typhoon. The difference in performance was small, therefore what influenced purchases was basically price and brand loyalty.

Later in the year, I flew a large Atlas in light wind conditions and its sink rate left the new generation for dead. Recently I have watched a Guggenmos Wings comp. model soar in 6-8mph winds on small coastal sites. Soar, I said, not scrape.

The new gliders cruise about too fast to stay up in the lighter winds and too much height is lost in turns because they are unable to crab.

Recently I started to fly a Fledge II, once again on a coastal site, wind SW (20° off hill) and 18 mph at take-off, rising nearer 30mph later.

The new generation were once again left for dead — lower speed, poorer penetration So at both ends of the spectrum

the manufacturers have a lot of research to do.

However, I think that nowadays perhaps low and fast speeds can not be combined in one glider. We will have to own two gliders, one for low wind flying and one for fast and XC flying.

A glider without the hassle (on the ground) of the Fledge, but the performance in the air would be worth buying. In fact the Flash SC is better than the Fledge.

The biggest criticism (besides groundhandling) heard of the Fledge is its "poor" turning circle. What else has a "poorer" turning circle than a CFX glider? Why, a sailplane of course and they seem to manage some reasonable XCs

Come on manufacturers, lets have more quantum leaps in performance at BOTH ends of the spectrum, though it must be said that the manufacturers have done a grand job so far in that with the present state-of-the-art gliders they have brought XC flying within reach of the normal club flyer.

JOHN RANKIN

Convince me, Len!

Dear Stan —

I read Len Gabriels's theory on the John Clarke trike incident (Wings! March '82) with great interest.

I sincerely hope this theory is correct — my life and others' rather depend on it. However, maybe I missed something, but I believe Len ignored the effect of gravity on the trike/pilot mass. If dropped with zero initial vertical velocity, I agree the wing will try to fly forwards, rotating around the substantial mass of the trike/pilot.

However, after one second (when the wing is in a near vertical dive), I calculate

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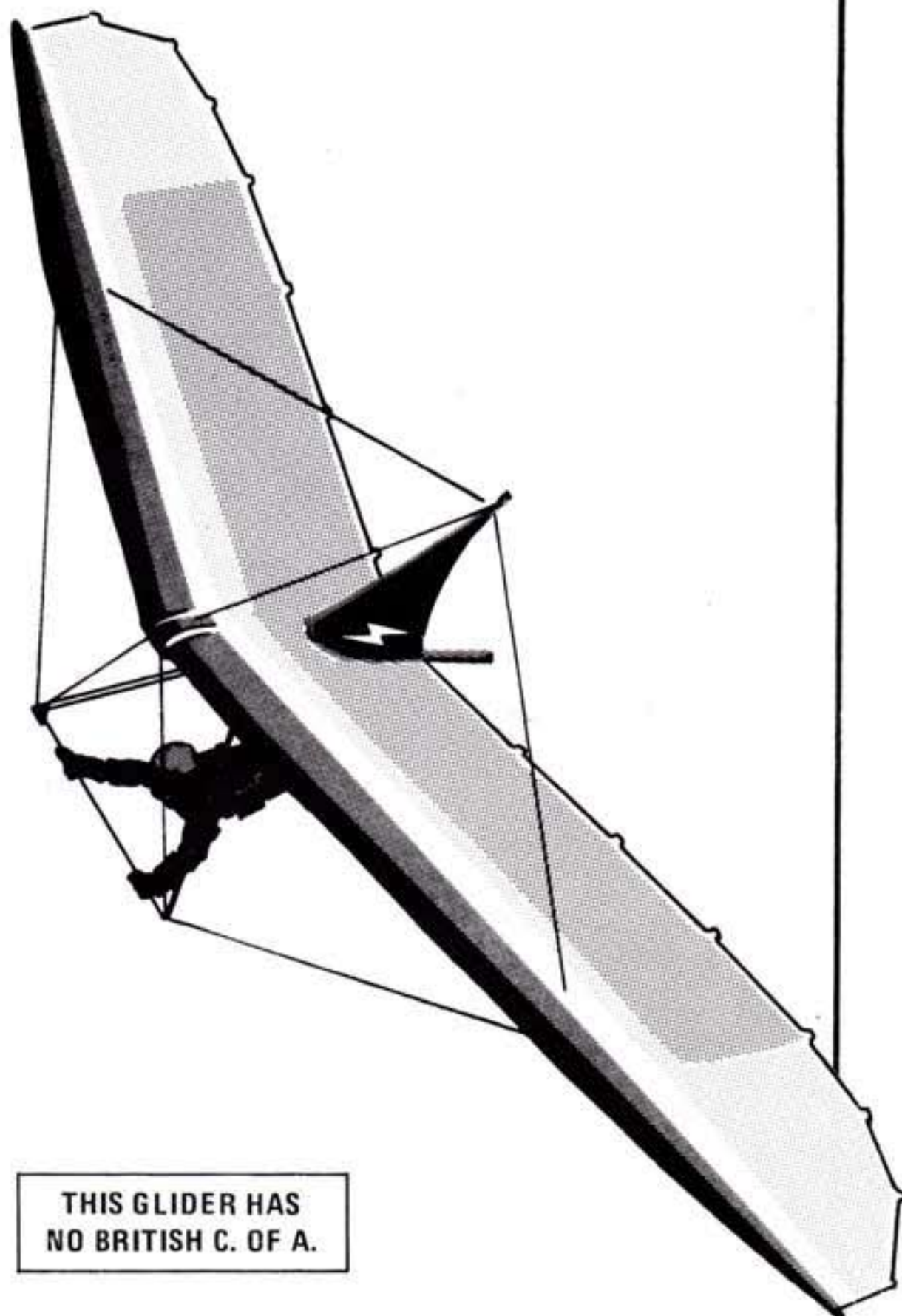
(gravitational acceleration = 32ft/sec/sec) that the trike will have accelerated to 21 mph; after two seconds, 42 mph; etc. I know this ignores air resistance, but I would like to know why the wing and trike don't end up in a near vertical dive at around 20-30 mph — but flying!

I realise this might have killed John Clarke — but it leaves sufficient doubt in my mind to remain unconvinced as to the real cause of the tuck.

Please Len — convince me!

DAVE SMITH
Newark,
Notts

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Stewart Hodgson, from North Yorkshire is one of the lucky beneficiaries.

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"This year we have flown at several shows and ploughing matches.

"We have had an excellent response to our advertising in this way."

* Pictured, right, is Stewart on his Demon/Skytrike combination.



Busy Hornet starts club

MORE than 60 "microlight" aviators turned up at the inaugural meeting of the Hornet Aviation Flying Club, Bradford, and decided as a major priority to do something about the sport's public image.

The club's constitution includes the following aim: "To encourage the public to view our sport not as a bunch of lunatics on flying motorcycles but as a sensible group of people who have found a superb way of broadening their horizons."

Impetus for establishing the club — the first in Yorkshire and about the 14th in

Britain — has come from Hornet Microlights, the Bradford-based microlight aircraft manufacturer and flying school.

Hornet director and chairman of the new club Graham Priestley said he was well pleased with the turn-out which brought together microlight, light aircraft and hang glider pilots and other punters.

The club has concluded negotiations for an airstrip near Halifax and is also negotiating with the Central Electricity Generating Board and the RAF for the use of unwanted airfields.

Getting the bird

WITH at least one birdstrike already reported by a microlight pilot (over Lancashire) the latest statistics from the Civil Aviation Authority may make interesting reading.

In 1980 there were reports of 400 bird strikes to fixed-wing aircraft and seven helicopters, it states.

Where the bird species were known, gulls were involved in most incidents (46 per cent), followed by lapwings (23 per cent). In nearly half the cases where damage was caused, the species involved were not identified. Gulls and lapwings were struck throughout the year, but the frequency of strikes was much higher in the autumn.

In 26 per cent of the incidents in which the bird numbers were reported, the number in the flock was estimated to be more than ten.

PUMA

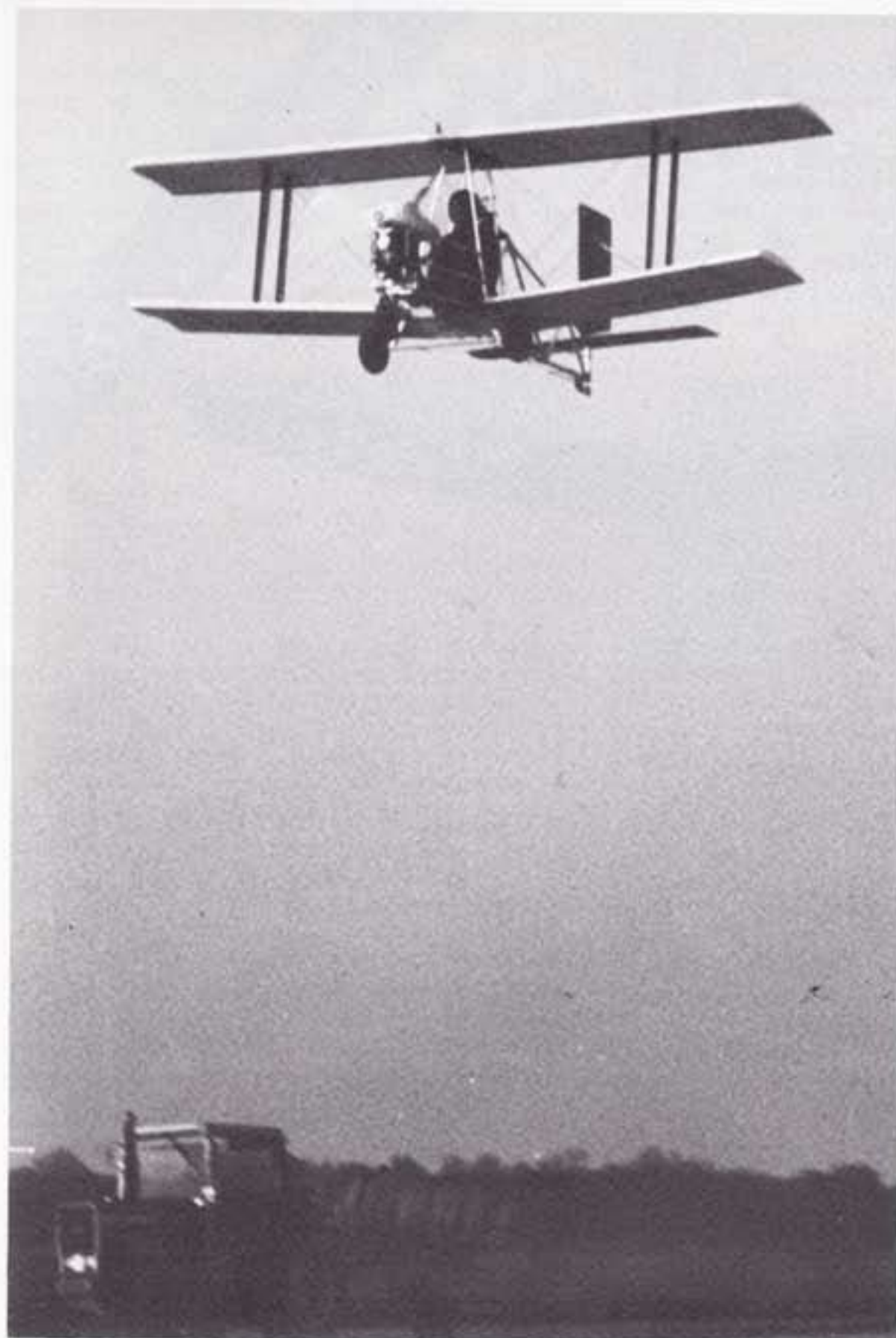
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Skymaster lands Micro Bipe deal

LEN Hull and Pete Best of sheffield Hang gliding Club have negotiated a major outlet for their Skymaster keel-mounted emergency parachute system.

Micro Biplane Aviation, of Newark, Nottinghamshire, will

Licence concession

Talks with the Civil Aviation Authority on microlight pilots' licensing requirements have won a concession for hang glider pilots.

As a result of arguments put forward by BHGA chairman Roy Hill, P2 pilots with 50 logged hours will need only to pass air law exams to gain a category "D" PPL. Original proposals made no allowance for hang gliding experience.

fit Skymaster to their new Micro Biplane for customers on request as well as retailing the chute which has been extensively featured in Wings! And that could well be a pretty shrewd business move by Pete and Len, for the Micro Bipe looks to have something that few microlights can claim — real "own me, fly me" appeal.

The aircraft, pictured above, has full three-axis controls and, because of its rigid biplane structure, is stressed to around six G positive AND negative. We know what that means...

Wing span is just 18ft., and unloaded weight is 165lbs. It cruises at 55mph, and will sell at a little over £2,500, with delivery starting soon. A two-seater is under-development.

New address

Martin Pingel has a new home phone number — it is Caerphilly 886238.



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The 'friendly' Alien

Glider Which

IN 1981 we saw one of the biggest steps forward ever in hang glider design.

The fifth generation machines provided us with a lot of speed, less sink, generally better handling and an increase in airworthiness/safety.

Every new season has brought something new and something better. How many times have you heard people say: "It can't go on — improvements must stop one day — this is it, there won't be any significant improvements for a long time."

I think such comments were said loudest last year.

So, what are the 1982 superships going to be like! Are they going to be refined versions of last year's machines or is someone working on something new, ready to surprise the Spring market?

Most of the "what's new" noise has come from across the Welsh border and it is there that Glider Which went first to have a look.

The Alien — a preliminary report

It's no secret that Hiway have been working on something secret since late last summer. A "prototype of ideas" came into being last September as Hiway's R & D department started to experiment with new concepts and principles.

Obviously, as time went on some ideas were scrapped while others were developed. However, the appalling winter has held back much of the work and it's only been since late February



that any significant development has been able to take place.

A week end in March was arranged for the test, but bad weather again slowed work down to such an extent that the Alien wasn't finished. Nevertheless Hiway agreed to this preliminary report.

Specifications

Sail area: 150 sq. ft. (plus tail)

Nose angle: 140°

Wing span: 34'

Double surface: 90 per cent free-floating

Weight: expected to be that of the average 5th generation glider.

Brief description:- A floating crosstube, high aspect ratio wing with a bird-like tail for pitch stability. Designed for the XC and competition pilot.

The Alien has been designed to operate in a flight envelope above that of the fifth generation gliders with, however, a low speed performance that will allow take-offs and landings in nil wind conditions.

The design is different — to some people it looks radical to others it is beautiful — the latter is true when you see it in the sky.

On the ground it handles well, with a very nice static balance in zero winds. It is also structurally strong — incredibly so.

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or Telephone him or Tim Saul on 0983 522676.

Rigging

Any prototype suffers from a conglomeration of bits and pieces — things that will work for the purpose now, but will need changing and streamlining on the production models. The Alien prototype was no different and this of course made the rigging seem longer and more complicated than normal.

Already, improvements have been devised, but Hiway are the first to admit that rigging will take longer than the easy-to-rig fifth generation machines.

How much longer? We will have to wait and see, but if any of you are familiar with the Fledge II, don't worry it won't be nearly as bad!

Take-off

Absolutely no problem in winds that I experienced, which ranged from 12 mph to 30+ mph.

Obviously, due to the slightly higher stall speed, the pilot needs a stronger run, but judging by both the run and the wind speed, I don't envisage nil wind take-offs to be difficult and it should certainly be easier than the Fledge II.

Perhaps what impressed me the most was the "clean cut" characteristics that the Alien possessed. As soon as it nibbled at the air it would pull cleanly away and didn't leave the pilot stuck close to the hill.

In flight

Undoubtedly, this is the fastest machine around by a long chalk, and what's more it keeps its glide at speed far better than anything

else, — but then, just about everyone knows this already.

The main questions are: "What of min sink?" "What speed does it stall at?"

The tests were being carried out at Rhosilli. There were a few other fifth generation machines flying, including the "Foster's" Typhoon "S". Throughout the day's flying I can only conclude that the Alien's sink rate is comparable to anything else, and this was achieved at an indicated flying speed of about 22 mph.



Using the same ASI on the "Foster's" Typhoon, min sink speed was approx. 18 mph with about 13-stone on board.

The stalling speed surprised me — gingerly I pushed out the bar centimetre by centimetre and watched the ASI needle fall to 20mph, whilst the vario started to read up!

Out a bit more, and at 18 mph I was stretched right out and the nose was just beginning to nod slightly. (There was no tendency to tip-stall.). This indicated to me that the Alien's min sink speed was less than the trim speed of 22 mph

Landings

The opportunity to land in nil wind didn't arise, but judging by the top landings in various wind speeds I don't foresee any great difficulties. It will be a little faster and possibly more aircraft-like than normal.

What will be important, as with any good landing, is a well judged approach.

Handling

This is the area where Bill Payne and the boys need to finish. If that sounds as if the handling is dodgy then you would be wrong. Sensibly, they've made the glider super stable in both pitch and roll. This way it is fairly easy very slowly to reduce the stability until the handling characteristics are at their best.

A few of these steps were taken on the test day and this made the glider much livelier and faster!

Conclusions

Basically the report must stand for itself, the Alien I flew was a prototype very near completion, but not the finished production model. However, Hiway are confident that the real machine will have handling to suit thermalling requirements and performance that can only be described as sixth generation. (as suggested last *Wings!* — Ed) They described their Alien breakthrough as "the biggest jump in performance that Hiway have ever seen".



The next *Glider Which* report will be on the large Typhoon "S" and it is hoped to have a look at the *Lightning II* and the latest *Migic Comet* very soon. A comprehensive report on the production Alien will follow in due course.

by Bob Harrison

All change at BMAA

JOHNNY Seccombe has resigned as chairman of the British Microlight Aircraft Association and Graham Andrews is acting in his place pending the election of a new chairman.

A new editor has been appointed to the association's magazine, *Flight Line*. He is Norman Burr, a freelance journalist specialising in the engineering field with an apprenticeship in aircraft.

Peter Lovegrove will act as the magazine's technical editor. Norman — who replaces Nick Regan after a full selection process — lives near Lancaster and his phone no. is 0468-21166.

Towing contest?

A call for next year's British Open to be a tow-launch contest was made by British team flier Tony Hughes at the BHGA annual conference.

"We can actually get hang gliding to where the people are," he said. "There is an awful lot of sponsor potential we can get through towing."

• More AGM reports next month.

American Cup

— 6 teams compete

INVITATIONS have been finalised for this year's American Cup in the Yorkshire Dales in June.

Taking part in the most prestigious competition ever held in Britain will be six-strong teams from Britain, the USA, France, Canada, Brazil, and Switzerland.

The joint BHGA competitions committee/Dales Hang Gliding Club organisation team has worked hard securing site agreements and has opted for a competition headquarters within easy reach of the major cities of Leeds and Bradford.

The decision to base the comp. at Grassington, near Skipton, marks a break with the tradition established at League meetings and last year's Bleriot Cup of staying at Hawes, in Wensleydale, in the shadow of some of the area's prime sites.

Sites for various wind directions have yet to be finalised for the comp. — from June 12-20 — which will open with a big party for the host Dales Club.

While the comp. will hopefully give British

fliers the chance to see such masters as Pepe Lopes in action, the Dales Club stresses that flying in competition week will be restricted to competitors and would-be spectators are asked to avoid temptation by leaving their gliders at home!

At the time of writing it was not yet clear whether American ace Rich Pfeiffer would be coming as dates clash with the US Regionals.

Britain must start favourites to wrest the Cup from the Americans who have held it since the comp. was last flown two years ago in Tennessee, with likely captain Robert Bailey and others flying on their "home ground".

The event marks the first occasion the United States has funded a team to go abroad from its own resources.

British selection will be based on pilots' performance in the first two Leagues, the Foster's Draught British Open and the Bleriot Cup in France.

Former British team coach Brian Milton is still in the running to do the coach's job for the Americans.



Love at 1st flight

WINGS! editor Stan Abbott got a surprise when this Valentine's card popped through the door... not only was it several days late and signed by a total stranger called Pat — it was also extremely rude!

Who could this rather forward lady be? The answer came in the accompanying letter which came to light a little later... (phew!). It was from one Peter Bowden from Felixstowe, explaining the card had been sent by his wife.

It included a challenge to publish the verse inside... "Dare you print it?" it asked.

Answer "no!" Suffice to say it uses a number of hang gliding terms in a rather different context.

But there's a curious twist — the writing on the card and the writing in the letter are almost identical. Who's kidding whom? Or is this just a shameful attempt to encourage *Wings!* to sink again to smut and profanity?

Jenny for France?

SELECTION of the British team to defend the Bleriot Cup in France next month will take place soon.

This fifth Anglo-French clash will be at Lachens from May 10-15 and will consist mainly of cross-country tasks round a two-pylon circuit.

Expected to travel with the British team is top woman pilot Jenny Ganderton who will fly against France's Caroline de Glanville in a move to boost her competition experience.

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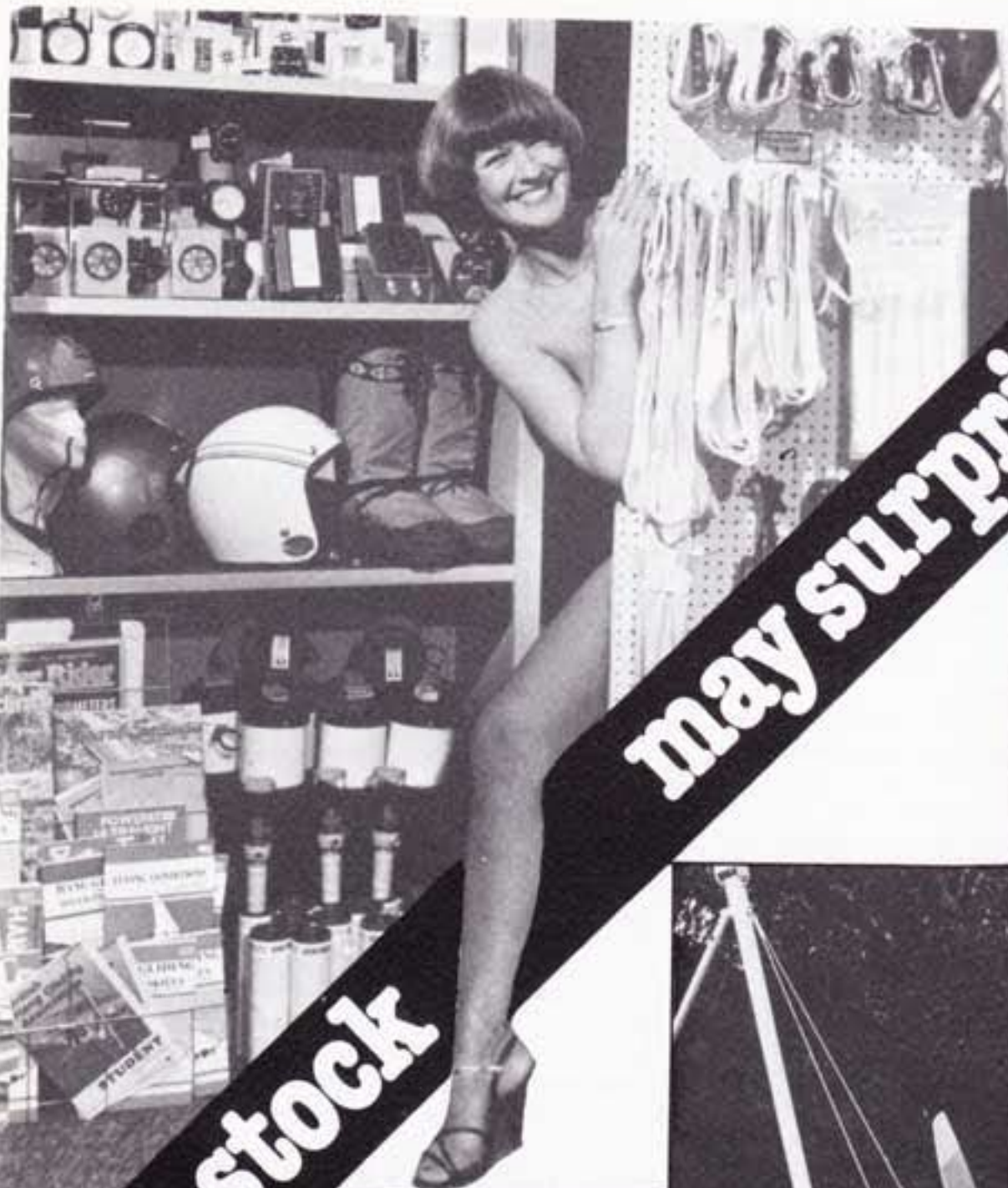
Parachutes are an essential piece of a pilot's equipment. Why risk your life unnecessarily with a back street botch-up. Mainair stocks the best systems for the free-flight and microlight pilot. We recommend the Mainair Life-Pak (illustrated) but whatever your needs we can meet them.

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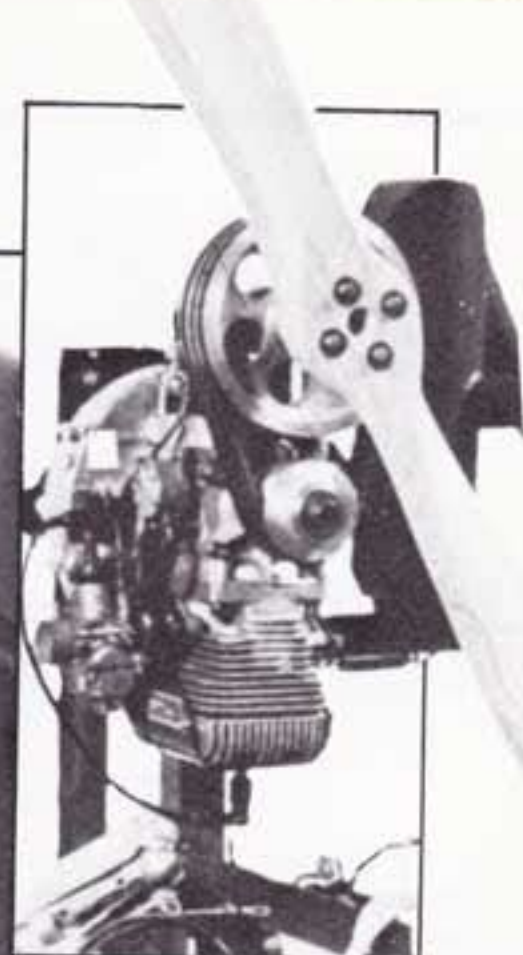
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Shanklin Festival and Foster's Draught British Hang Gliding Open

SUPPLEMENT STARTS HERE

It's the 'microwights'!

TWO years ago, Shanklin hoteliers foresaw difficult times ahead, so began to develop the Shanklin Festival.

The Isle of Wight hang gliding Club was also looking for local backing to establish hang gliding as a responsible sport and help secure its flying sites.

Out of these aims the 1981 event — the Shanklin Festival and National Hang Gliding and Microlight Rally was born.

The rally attracted 150 pilots and on May Day Bank Holiday some 25-30,000 people attended, despite unseasonably poor weather.

Treasure

This year's festival also includes a major microlight aircraft rally as well as the Foster's Draught British Hang Gliding Open.

The main programme will involve cross-

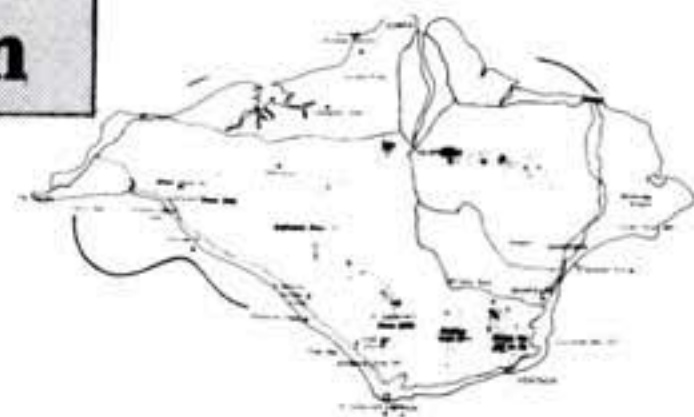
country navigational tasks and, to make it all a bit light-hearted, there will be aerial treasure hunts where pilots will have to land, collect clues and take-off again to the next point.

There will also be a "kidnap" scene at Bembridge airport where swashbuckling aviators will fly in and rescue the hapless victim.

The most challenging task facing pilots will be a circumnavigation of the Isle of Wight.

Other attractions at the rally, which will be based at Sandown Airport from April 30 to May 3, include the "bombing" of Shanklin pier with water bombs, crop-spraying, and parachute deployment.

There will be about £600 worth of prizes to be won. Rally organiser is Pete Scott, whose number is (0983 71) 2334, and the number of Sandown Airport is Sandown 405125. Mr. Don Ellis is the airport controller.



We have the challenges

by Mike MacMillan

THE Island has long been known for its easy cliff flying — the perfect place for the budding pilot One to launch off for his first soaring flight.

The rounded hill at Compton gradually falls off into a 200' vertical cliff that catches the lightest south-westerly breeze, building a lift band large enough for anyone to fly.

Rounded hills make flying the ridges a comparatively easy affair — so where's the challenge for some of the World's top pilots at the Foster's British Open?

The increased performance of today's gliders has transformed the potential of our "little" sites. Not so long ago, East Afton, a two-mile 200 ft. spine facing north, was a challenge to soar. The breeze always seemed fitful and somewhat turbulent, the lift spasmodic and unreliable.

It was usual to see more gliders clustered in the landing field below than soaring the ridge.

The turbulence has proved a boon. The valley out front is a natural thermal basin and local flyers now regularly climb out to 2000ft a.t.o. IN FRONT of the hill. There's a good reason for this — the sea is only half-a-mile behind.

Andy Wilson gained 4,000ft while waiting for the sea breeze front to roll in from the sea, and take him to Dover. It didn't materialise that day — but it often does.

Unstable south-westerly winds always raise the blood pressure for the workers at Airwave Gliders. The lift band at some sites extends high enough to put one within reach of the gently sucking clouds as they roll by.

The Island's greatest challenge is the cross-country flight that will lift pilot and glider northwards across the Solent to the riches of a long distance flight on the mainland.

It can be done, but with difficulty. The airspace to the north is dotted with the Bournemouth and Southampton A.T.Z. and one has to reach sufficient altitude in order to cross the Solent safely.

I found myself circling in a nice thermal half-a-mile out across the Solent at 2,000ft, the make-or-break point.

If I had gone with it and lost the thermal in the following 5 minutes, I would have been a very wet pilot. I flew forward to the Island and landed at Norris castle.

Old sites can now be more fully utilised and new sites are being opened up. For the competition we will be setting courses that hitherto have never been flown. They should test every skill of an accomplished hang glider pilot, from the 20 mile out-and-return "Black-gang" run, to the ten mile fixed goal cross-country task across the Island. Given the weather, we can provide the challenges.

Full guide to tasks on page 20

THE National Cross-Country League got off to a flying start with the March hot spell and some steady north-westerlies throughout the country.

And already there's a familiar look to the League table, with Robert Bailey snatching top spot with 40.5 miles from Carlton Bank to Pocklington (all under one cloud in 2½ hours!)

There's been exciting flying at Devil's Dyke, too, but not all the best distances have been logged with XC League organiser Dave Harrison.

The same goes for the Welsh XC League, in which Mike Tomlinson is leading with a 43.7 mile total after three flights.

Wings! can only feature these other leagues extensively when space permits, and encourages everyone to submit their entries to the National League if they want to see their name in print.

For the record, Michael Carnet leads the Devil's Dyke league, with 30.3 Km his best distance. Mike Tomlinson is top of the Welsh League with a total of 43.7 miles in three flights.

Top club in the National League is the Dales, with 95.4 miles. The Southern Club has 63 and Pennine 49.

Send entries to Dave Harrison, 96 Shelfield Lane, Norden, Rochdale, Lancs. Tel. 0706-53755.

- Include the following —
- 6-fig OS map references of take-off and landing (include prefix letters)
- Name, address and phone numbers of take-off and landing witnesses
- Approximate distance
- Details of restricted airspace circumnavigated

All entries must be sent within ONE MONTH of the flight.

Look who's top of the stack!



National XC League Placings at March 24 All distances in miles

POS.	NAME	CLUB	1st	2nd	3rd	Total
1	R. BAILEY	DALES	14.9	40.5	—	55.4
2	MICHAEL CARNET	SOUTHERN	18.9	11.6	11.9	42.4
3	PETER ROBINSON	WESSEX	23.4	16.8	—	40.2
4	MIKE TOMLINSON	S.W. WALES	26.0	12.5	—	38.5
5	JIM BROWN	DALES	25.4	—	—	25.4
6	RICHARD IDDON	PENNINE	21.0	—	—	21.0
7	D.J. BLUETT	SOUTHERN	19.6	—	—	19.6
8	JOHN HUDSON	PENNINE	18.5	—	—	18.5
9	BOB HARRISON	DALES	14.6	—	—	14.6
10	JOHN BOWMAN	NORTH YORKS	14.5	—	—	14.5
11	LES PALLET	PEAK	13.7	—	—	13.7
12	MARC ASQUITH	MERCIAN	11.6	—	—	11.6
13	JOHN NORTH	PENNINE	9.5	—	—	9.5
14	TOM WARREN	S.W. WALES	7.2	—	—	7.2
15	MARTIN PINGEL	S.E. WALES	6.6	—	—	6.6
16	ROB HOBBS	S.W. WALES	6.2	—	—	6.2

Who's who in the Foster

1st prize — £1,000...2nd prize — £500 ...3rd prize — £250...4th prize — £100

WELCOME to the Foster's Draught British Hang Gliding Open. And if you've just bought this magazine for the first time, welcome to the sport of hang gliding.

This first Foster's Open is also the first time we have seen a hang gliding competition in this country backed with really substantial prize money.

Just what competing pilots have to do navigate their way towards that £1,000 crock of gold you can find out overleaf.

Competition hang gliding is by no means a new thing and in this country the most important framework is the British League system.

This year sees five League meetings in which the top 50 or so pilots compete against each other over three or four days at a variety of venues.

The British League is arguably the most testing competition format in the world and it provides our competition organisers, headed by Derek Evans, with the ideal means of selection for the British team...the team which won for us the World Championship last autumn.

You will also find mention of the National Cross Country League. This is an ever-changing record of the pilots who have done the year's best cross-country distances.

Placings run according to the sum of a pilot's best three distances.

Now read on.....

Huib ALBERS...from Holland. (Full info on this contestant missing in post and not available at time of going to press.)

Robert BAILEY ...Perhaps the best-known name in British hang gliding, Robert — who admits to being 33 — has captained his country several times, most notably in last year's World Championships in Japan where Britain came out top.

He retained the National Cross Country League championship last year, making him the only pilot to hold the trophy, and has finished in the top ten every year in the British League, with two seconds to his name. He runs a hang gliding and microlight aviation school in Leeds and is a member of the Yorkshire Dales Hang Gliding Club, Britain's biggest.

He was British cross country distance record holder in 1977, 78 and 79. He will be flying an Airwave Comet, built here on the Isle of Wight, in the Foster's Open.

David BEDDING ...A 47-year-old civil servant, David is better known for his hang gliding efforts "behind the scenes" than in competition flying, although he has in the past represented Wales in the Celtic

nations cup.

He is a tireless worker for hang gliding as the British Hang Gliding Association's national sites representative who helps secure for us the right to take off and land.

He lives in Buckinghamshire and flies a Welsh-built Hiway Demon.

Trevor BIRKBECK ...Lives in Ripon, North Yorkshire, and is another prominent member of the prestigious Dales club.

He is renowned as a flier with "a lot of bottle" and has twice flown for his country against France in the Blériot Cup. His glider is a British-built Solar Wings Typhoon.

David Brixton ...From Guildford, David, 26, is a member of the South Coast-based Sky Surfers club who flies an Airwave Comet,

David BRYANT ...from Forton, Lancashire, David, 27, notched a 43-mile cross-country flight on his Solar Wings Typhoon last year.

Ralph BYGOTT ...26-year-old hang gliding instructor from Horncastle in Lincolnshire. Ralph's best distance is 28½ miles and he'll be flying the rather rare Gyr glider from Yorkshire's Gold Marque Sports.

Michael CARNET ...French-born Michael came to this country three years ago and settled in Brighton where he is a hang gliding instructor and one of the country's leading competition pilots — although just 21, he finished seventh in the British League and fifth in the Cross-Country League last year. He flies an Airwave Comet.

Johnny CARR ...great flying buddy of Michael Carnet, Johnny, from Burgess Hill, Sussex, is the reigning British League champion and flew for Britain's World Championship team in Japan last year.

Among his recent best achievements have been a 50-mile flight in windless conditions to take the cross country title at the British Hang Gliding Association's Clubman's Mere event in Wiltshire last year and a flight of more than 30 miles along the South Downs from Devil's Dyke, Sussex, to Harting, near Portsmouth.

He flies an Airwave Comet.

Donny CARSON ...this 28-year-old relative newcomer to competition flying could justifiably claim to be Britain's most dedicated pilot ...flying in the National League last year saw him travelling thousands of miles from his home town of Inverness. But he was rewarded for his efforts by taking first place at the League final in Merthyr Tydfil to finish 21st overall on his Comet. He has been Scottish Open and Open Distance champion for the last two years.

Rory CARTER ...One of a number of local fliers in the Open, Rory is director of Airwave Gliders who manufacture the Comet (now called Magic) which was the most successful competition glider in Britain last year. He is 32 and lives at Gurnard, IoW, where the Airwave factory is. He was the first flier to soar at Shanklin and to fly from Compton to St. Catherine's.

Keith COCKROFT ...30, from Halifax, and one of Britain's most experienced and accomplished pilots. As well as being a former national training officer, he has some remarkable cross country achievements under his belt that have been notched in all corners of the world.

He is one of the select band to have flown more than 100 miles — 104 in Owens Valley, California — and has also done 50 miles in Spain and 80 in France. He has reached a staggering 20,750 ft altitude in California.

Mike COLLIS ...is a flier of many years' standing, having finished second and third respectively in the rigid wing class World Championships in 1975 and 77 respectively. He lives in Gosport and flies a Sigma glider.

Robert CLOSE-SMITH ...from Water Stratford, Bucks. This 45-year-old former League pilot is making his comeback to competition flying after dropping out in 1979 through injury. He flies a Typhoon.

Lester CRUSE ...this long-standing League pilot has some impressive results to his credit having twice won individual League contests and finished second in the Spanish Nationals and the Coupe Icare in France.

He is 32 and has taken part in several international competitions. He flies a Typhoon.

Ian CURRER ...Hang gliding instructor from Bridlington in Yorkshire, his best competition achievement to date was to come second in the Scottish Open in 1979. He will be flying a Gold Marque Gyr or Marauder.



Graham Slater and Mike Macmillan reproduced by kind pe

Graham DEEGAN ...another local boy, from Cowes. He is a sailmaker who has seen seven years flying as far afield as New Zealand and the USA. He is 27 and flies a Comet.

Ted DE JONG...a Southern Hang Gliding Club member, from Surbiton, Surrey.

Roland DELEZ ...another of Brighton's expatriate hang gliding community, Roland is a student and flies a Swiss Rithner Piranna.

Heinz DORLER...31, from the Austrian Tirol region, he was European champion in 1977, Austrian champion in 1979 and fourth in the 1979 World Championships.

He hopes to be flying the very impressive Hiway Alien.

Michael D competition Folkstone.

Ronnie FR sport's g arguably on around, Ro Northumber World Char last year, champion record holde

Jenny GA old British champion in year last y dedicated gaining experience and lives in a Typhoon.

r's Draught British Open

... 5th prize — £50... five other prizes of £25 Club team prize — £100.



"Breaching The Needles". Picture by Michael Ward, Commission of the Sunday Times.

SCOLL ...31-year-old newcomer, from ... flying a Comet.

EMAN ...one of the best characters and one of the fittest fliers ... 26, from Morpeth, ... was in the British Championship-winning team ... is Northumbria club ... and cross country ... He flies a Typhoon.

NDERTON ...24-year-old Women's League ... the competition's first ... Jenny is a very pilot who is rapidly ... wide competition ... She is a geophysicist ... London. She flies

Steve GOAD ...35-year-old from Crawley. He was first in the 1975 Swiss Nationals and now flies a Comet.

Brian GODDEN ...from Rickmansworth, Herts, 28-year-old Brian flies a Comet.

Paul HAINES ...a 34-year-old sailmaker from Cowes, IoW, he flies a Comet.

Bob HARRISON ...29-year-old national Training Officer, Bob is renowned for his cross-country flying, his longest flight being 50 miles from Nappa Scar in Wensleydale, Yorkshire to Hadrian's Wall. He has flown three times for Britain and this week he is the man chosen to fly the Foster's Draught customised Solar Wings Typhoon.

Peter HARVEY ...a pilot with a rare distinction to his name — he has been attacked in mid-air by an angry eagle and even had the scars to prove it. That happened at California's famous Owens Valley last summer. Peter, 23, from Milton Keynes, has flown 67 miles "out-and-return" at Owens Valley and will be on the new Hiway Alien at the Open.

Graham HOBSON ...one of the leading names in the sport, Graham missed an entire League meeting last year but still nearly took the championship, being robbed of the chance when he damaged his glider hitting trees at the final at Merthyr.

Graham was in the British World Championship team in Japan last year. His best cross-country distance is 30 miles and he flies a French-built La Mouette Azur.

Hans HOLZMANN...27 - year old Austrian national champion. He will be flying the Firebird CX, an unusual glider which has carbon fibre struts instead of wire rigging.

Eddie HORSFIELD ...47, from Thornton Heath, Surrey, Eddie has taken a number of impressive aerial photographs from hang gliders. He'll be flying either a Southdown Lightning or a Typhoon.

Philip HUDDLESTON ...21-year-old airframe fitter from Cowes, flying an Airwave Magic.

Tony HUGHES ...Another member of Britain's World Championship-winning team, Tony runs a hang gliding school at Hungerford and lives at Marlborough, Wiltshire. He is 27 and his best cross-country distance is 46 miles which he flew to claim the 1980 best distance from Carlton Bank, North Yorkshire.

He flies a Comet.

Len HULL ...a member of the Sheffield hang gliding club, Len joined the British League last year and finished 34th. He is co-developer of the Skymaster lifesaving parachute system, is 35, and expects to be flying a Comet at the Open.

Chris JOHNSON ...a test pilot for Hiway hang gliders at their Tredegar, Gwent, factory, and one of the first to fly the new Alien.

Colin LARK ...34-year-old Colin has travelled widely on his hang gliding career but on his home patch in the Avon Club he holds site cross country records of 41 miles, 34 miles and 26 miles at Ubley, Frocester and Selsey. He was fourth in the 1980 Cross-Country League and sixth last year and flies a Demon.

Turn to p33



Mike de Glanville

Andrew Wilson



Len Hull



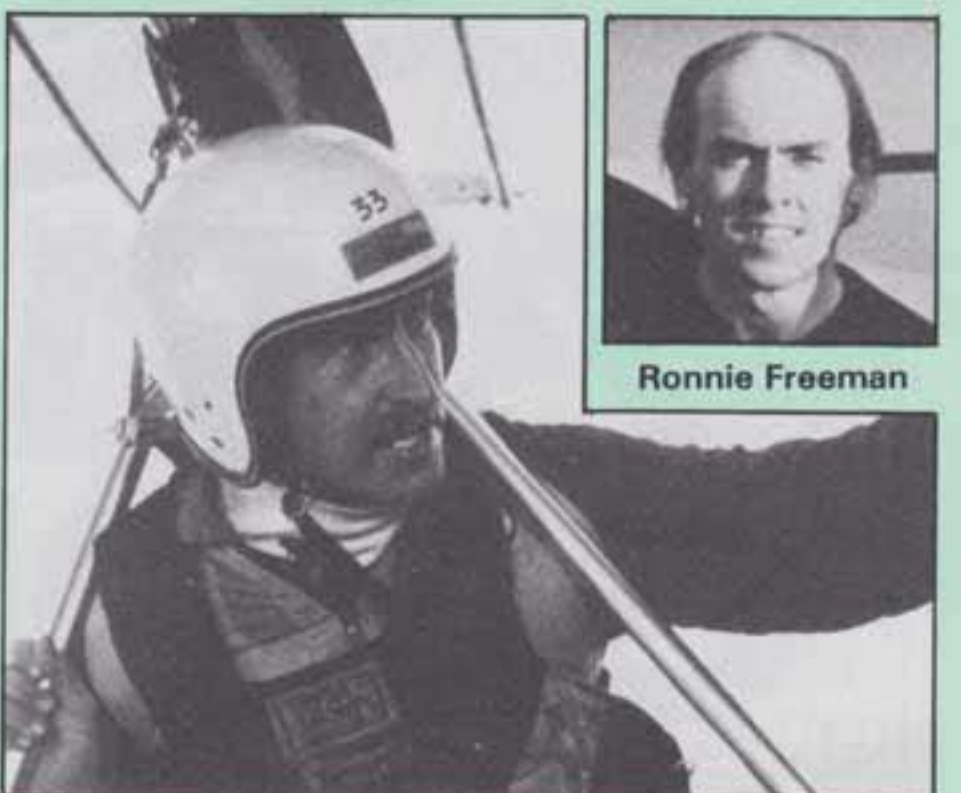
Jenny Ganderton



Tony Hughes



Graham Slater



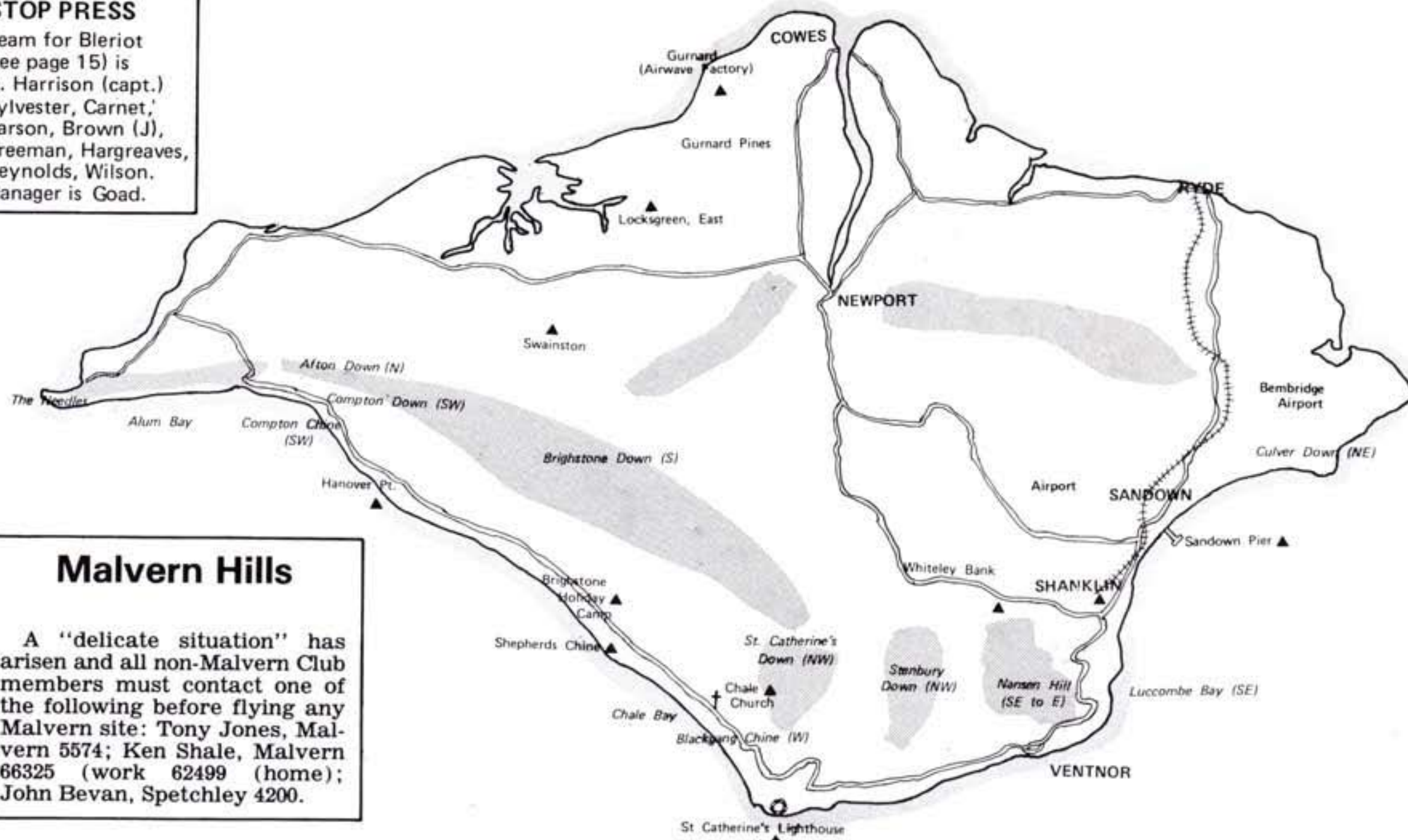
Johnny Carr

Ronnie Freeman

Foster's Open – guide to

STOP PRESS

Team for Bleriot (see page 15) is R. Harrison (capt.) Sylvester, Carnet, Carson, Brown (J), Freeman, Hargreaves, Reynolds, Wilson. Manager is Goad.



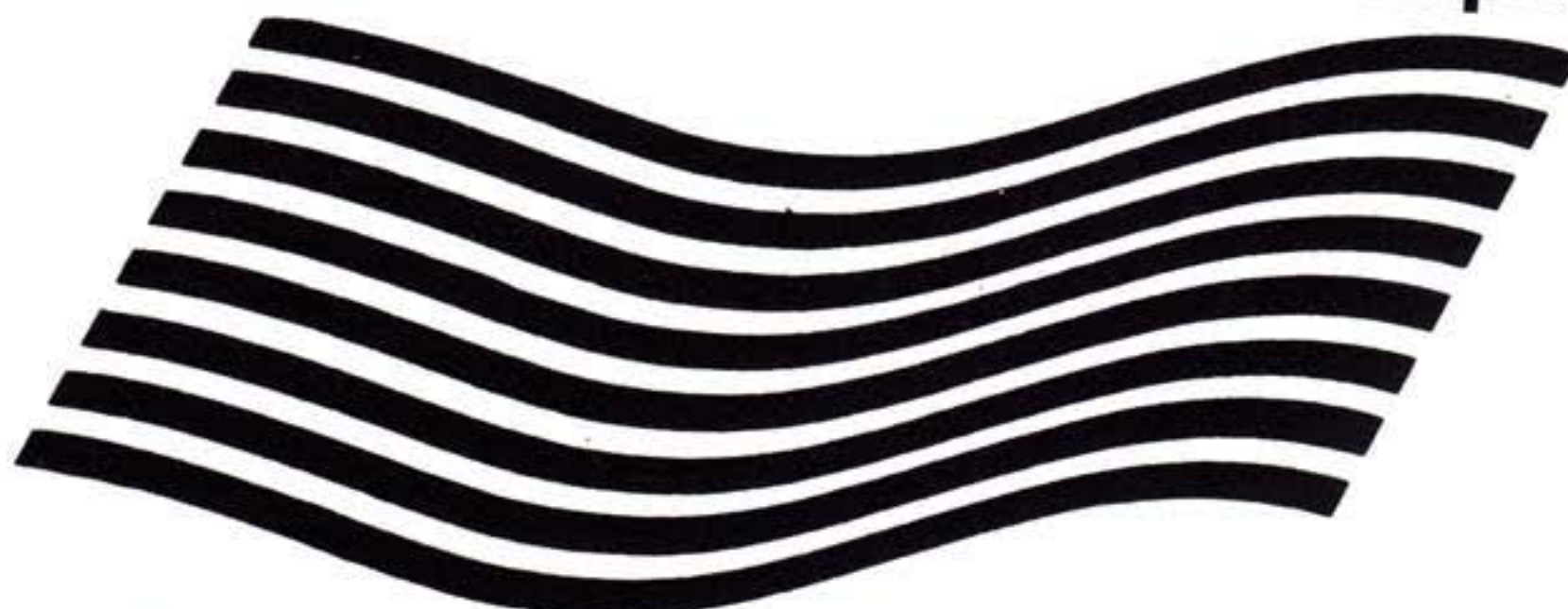
Malvern Hills

A "delicate situation" has arisen and all non-Malvern Club members must contact one of the following before flying any Malvern site: Tony Jones, Malvern 5574; Ken Shale, Malvern 66325 (work 62499 (home)); John Bevan, Spetchley 4200.

MAGIC



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



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flying tasks

COMPETITION director Derek Evans and his team have designed a series of flying tasks to test the skill of some of Britain and Europe's top pilots in the Foster's Draught Open.

The tasks are all easy to understand and watch and you can follow them on the map opposite.

Not quite so simple is the scoring system in some tasks which is designed to make maximum allowance for differing conditions between "pools" of pilots.

In fact, the BHGA is extremely grateful to the Apple company who have loaned us the use of an Apple computer and the appropriate programmes each evening of the comp. and for two hours each afternoon.

That way, we'll have an up-to-the-minute record of how the field lies.

The idea of the pool system is to match pilots into heats of generally similar ability.

Given ideal weather, the competition field will be cut to 50 after five or six days, to 30 after another one or two days, and to 20 for the final day's flying.

These are the tasks to be flown, subject to varying wind and weather conditions.



Derek Evans

The Pier Run

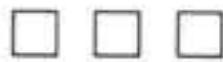
The aim here is to make the fastest time round to two pylons on a run from Nansen Hill to Sandown Pier. In this task it is still possible to make points even if only one pylon is rounded.

It is a dramatic task which involves pilots soaring the hotels on the sea front at Shanklin.

The pylon task

This can be flown from Afton Down, Blackgang Chine, Brighstone Down, Compton Down, Culver Down, Stenbury Down or St. Catherine's Down, if available.

The aim will be to fly a course round a series of pylons, with scoring similar to that in the Pier Run.



Ensuring fair play in the tasks will be Chief Marshal Mike MacMillan and his team and the stewards and appeals jury, consisting of BHGA President Ann Welch, Vice-chairman Reggie Spooner, John Nielan, chairman Roy Hill and treasurer Percy Moss.

Pylons consist of a "T" shape in orange Day-glo and marshals check the pylon has been rounded correctly by means of a mirror and plumbline at the cross of the "T", before waving a flag to signal the pilot.

Crash landings wipe out a pilot's landing score.

There will be a notice board at the competition HQ, Channel View Hotel, Shanklin, which details latest scores each evening and the site being flown each day. Secretary of the event is our Principal Executive Officer, Barry Blore.

Cross Country

The task is for the pilot to fly in the fastest possible time to a goal. There are different landing zones at varying distances from take-off—the more distant the zone in which you land, the more points you score.

This task will be flown from Afton Down, Brighstone Down, Stenbury Down or St. Catherine's Down, if available.

Blackgang Run

This is a beautifully simple task which involves flying in the fastest possible time the ten miles from Compton Chine to St. Catherine's Lighthouse, or there and back, depending on conditions. The pilot must then land on a target to achieve extra points.

The Luccomber

This task is similar to the Blackgang Run and involves the seven miles from Luccombe to St. Catherine's Lighthouse.

The Needles

A similar coastal "race" task, this time involving rounding two pylons on a four-mile course above Alum Bay.



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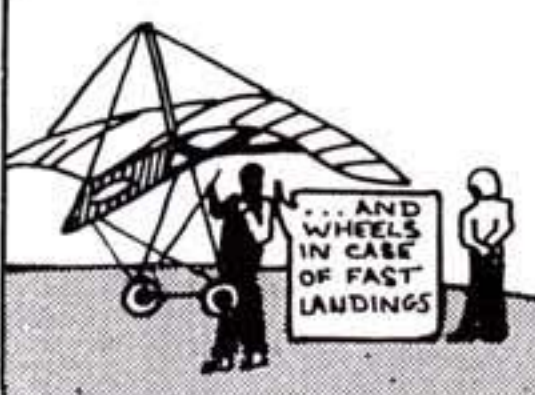


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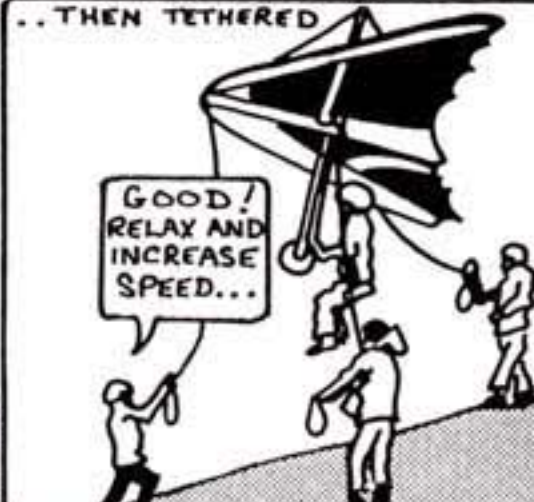
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When you are planning a holiday, phone or write to the Isle of Wight Tourist Board Information Centre in Newport for details of the tourist amenities, places of interest and accommodation. For a copy of the annual guide please send 50p.

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| † SANDOWN | Esplanade
South Wight Borough Council | Tel: 403886 |
| † SHANKLIN | High Street
South Wight Borough Council | Tel: 2942 |
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The Red Arrows, Aerial displays
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Beach and Water

Peter Stuyvesant Water Sports Gala,
Shanklin Sailing Club, Shanklin Wind-
surfing, Hovercraft, Trade Boat Ex-
hibition, Shanklin Rowing Club,
I.o.W. Tin Bath Race.

Esplanade

Horse-drawn charabanc, Wight
Bowmen display, Men of Wight
Morris Dancers, Medina Marching
Band, Custom Car Club, Keystone
Kips, Shanklin Fire Service display.

Pier Exhibition

National Trust, I.o.W. Society,
Council for the Protection of Rural
England, I.o.W. Tourist Board, RNLI,
World Ship Society, NSPCC, W.I.,
Independent Order of Foresters,
Church of England Childrens Society,
Leukemia Research Society, I.o.W.
County Archaeological Committee,
County Archives, Alders Floral Craft,
Video show (Continuous)

UPSTAIRS: Peter Coombs painting
exhibition including pictures to be
auctioned on Monday May 3, by
Steve Ross M.P.

Car Park

Trade marquee, R.A.F. static
display, Traction engine, Mary Rose,
Gipsy caravan, Barrel organ, Boat(s),
Hang gliders, Microlights, Vectis
Cycling Club, Peter Stuyvesant
Special Events Unit, Hovercraft,
Sand sailing boat.

Theatre: Pier (Wet weather options
daytime)

Films: Isle of Wight film, RNLI
slide show, World Ship Society Film,
Vectarama Audio Visual.
Sunday p.m. Teagues Organ
Concert (all proceeds to LDC)

Evening entertainment

Friday April 23

Fisherman's Cottage Club, Esplanade,
Shanklin. Spasm Band 9-1am.

Saturday

Antiques Fair 11 am-11pm.
Antiques Roadshow, 7.30pm-11pm.
Channel View Hotel, Shanklin. Disco
at the Redcliffe Bars, 9pm. to 12.30am
Live entertainment, Beacon Bar,
Cliff Tops Hotel, Shanklin.

Sunday

Hang Gliders' Disco, Channel View
Hotel, Shanklin.

Monday

Beachcomber Bar, Shanklin Hotel,
Disco 9-1am.

Tuesday

Fisherman's Cottage Club, with
Spasm Band 9-1am. (This evening is
sponsored by Peter Stuyvesant).

Wednesday

Fat Freddy's, Heavy Rock Band,
Shanklin Pier, 8-12pm.
Live Entertainment, Holliers Hotel,
Old Village, Shanklin 9-1am.
Disco, Plough & Barleycorn,
Shanklin, 8-12pm.

Thursday

Live Group at the Clarendon Hotel,
Shanklin, 9-1am.
Disco, Keats Inn, Shanklin 9-1am.
Folk Night, Shanklin Pier 8-12pm.

Friday

Shanklin Festival, Civic Reception,
Cliff Tops Hotel, followed by music
and dancing to Glenaire Duo, Beacon
Bar.
Disco, Shanklin Pier 8-12pm.

Saturday

Dancing, Channel View Hotel
Ballroom and Beacon Bar.
I.o.W. Youth Orchestra, Shanklin
Pier.
Redcliffe Bars, Disco 9-12.30am.

Sunday

Closing Ceremony and prize giving,
etc, Foster's Draught British Hang
Gliding Open Championship, followed
by dancing at Channel View Hotel
Shanklin.

Monday

Shanklin Festival, Final dance and
Grand Draw with Barber Shop
Chorus at Shanklin Hotel, 9-1am.
Live Group, Clarendon Hotel,
Shanklin 9-1am.

Tuesday

Fisherman's Cottage Club, Live
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Confusion, but threat lifted at Dunstable

BEDFORDSHIRE County Council has dropped plans to appeal against the acquittal by magistrates of three hang glider pilots charged with flying in breach of local bye-laws at Dunstable Downs.

The decision, writes National Sites officer DAVID BEDDING was thanks largely to lobbying by Chris Ellison, of Dunstable Hang Gliding Club, and went against the council's own Policy and Resources Committee.

Despite the decision, the council has erected "No Hang Gliding" notices in what is seen as a move to avoid any legal liability for any accidents.

David writes: "Chris went to work contacting those who would take the decision — not easy when you realise that a ratepayers' action group was bombarding councillors with views on the rates that would be set at the meeting for the coming year! The decision on hang gliding was a very minor matter late on the agenda of what promised to be a long meeting.

"Coun. R. Upchurch found time to listen to Chris, and absorbed the essential facts. Although he has no involvement with hang gliding, he responded to responsible representations.

"He opposed the recommendation of the powerful policy and resources sub-committee and the Full Council supported him.

"Clubs have worked hard to protect and enhance our take-off and landing areas this year. At the moment I feel Chris Ellison is top of the Sites League!"

Despite the notices, Dunstable Downs ARE being flown, subject to these strict guidelines from Dunstable Chairman, TERRY PRENDERGAST:

The fact that Dunstable Downs have been re-opened does NOT mean that the site is no longer a sensitive one.

We still have to arrive at proper working agreements with Bedfordshire Council and London Gliding Club, not to mention the farmer of the bottom landing field.

It is vital that our visitors, possibly without realising it, do not do anything to upset our delicate situation.

Secondly, the site has not suddenly become "free for all". Although we have won £300 in costs, the legal costs to ourselves and the BHGA in defending our and your rights on the

Downs have been about £1,500 so far. It may not all be over yet.

- *To enable DHGC to make the most of its present strong negotiating position with the county council it is essential that ALL hang gliding pilots flying from the Downs are current BHGA members.*

- *To counter LGC's main stated argument against hang gliding, which sees uncontrolled hang gliding as a threat to air safety, it is essential that DHGC is seen to be in control of ALL hang gliding activity on the Downs. On flyable weekends and holidays, a DHGC Site Marshal is present on the Downs.*

Visiting flyers must first sign on with the S.M. before rigging up. The S.M. will decide the number permitted in the air at any time according to conditions and will advise visitors on how to keep clear of the LGC circuit and landing patterns.

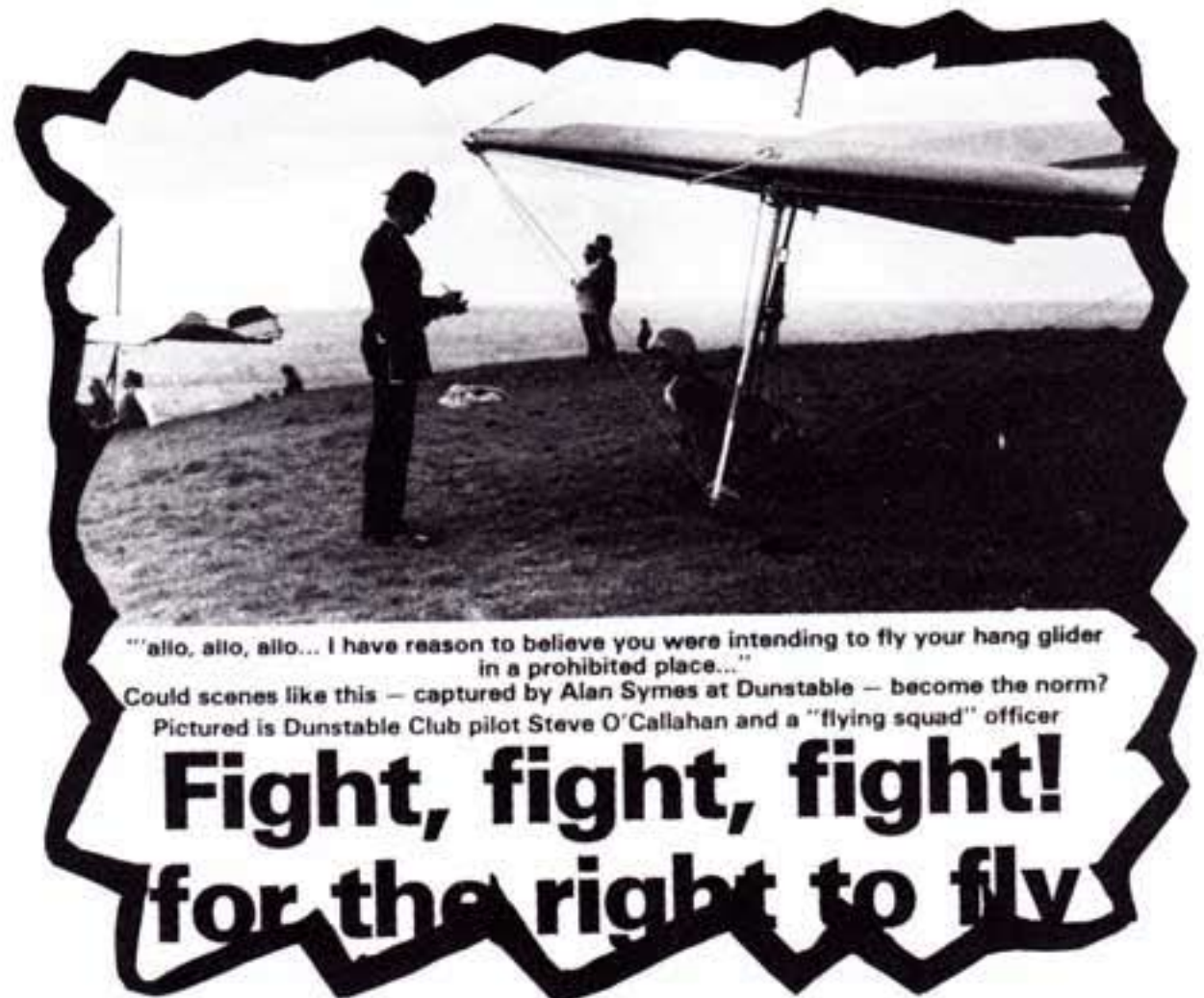
Midweek visitors must first contact Terry Prendergast Steeple Claydon (029673) 8033 or Alan Lane (Luton 598439) to ensure that an acting S.M. is available.

- *In order to pay the farmer and support the fighting fund, all visitors who fly will be charged £1 for a day (or £2 for seven days) for temporary DHGC membership.*

- *To assist in the continuing negotiations with the farmer at the bottom, visitors are requested to land as close to the base of the hill as possible, and to leave the crop by the shortest route.*

- *Finally, in order to avoid aggravation from the police, do not park in the "unofficial lay-by" near the bowl: if using it at your own risk to unload or reload your kite, please clear the area as soon as reasonably possible to make room for others to unload. Park in the car park.*

In conclusion: Dunstable Downs are great! Ample free parking at top. Refreshments available at weekends. Plenty to see. Bring your spouse and kids for some free fresh air and exercise. Or send them to nearby Whipsnade Zoo while you enjoy your flying. See you soon!



"allo, allo, allo... I have reason to believe you were intending to fly your hang glider in a prohibited place..."
Could scenes like this — captured by Alan Symes at Dunstable — become the norm?
Pictured is Dunstable Club pilot Steve O'Callahan and a "flying squad" officer

Fight, fight, fight!
for the right to fly

Flashback to November Wings! and the day "The Law" stepped in at Dunstable

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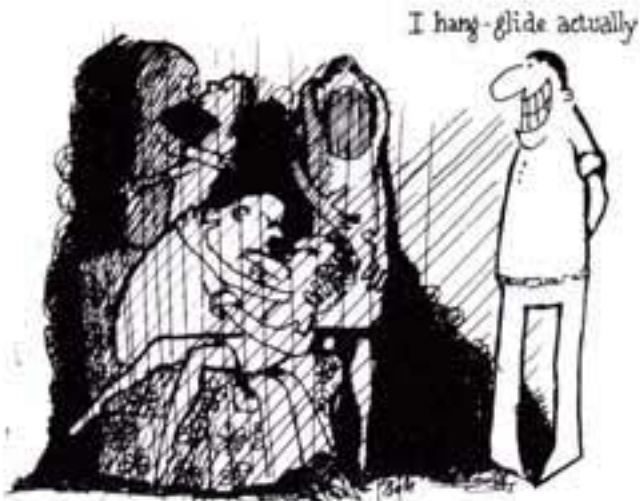
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The big, brave conversation stopper and "The Void"



... at a party you can stop the conversation ...

by Philip Pask

WHEN the Pilot 1 certificate drops through the letter box you know you've made it — from now on when you go to a party you can stop the conversation with "I hang glide, actually."

The purchase of an "intermediate" hang glider quickly complements your new status, and just as quickly you find out that in the hang gliding pecking order you are a very small chick indeed.

This period between Pilot 1 and gaining sufficient experience to soar prone, I have christened "The Void" as you are at your most vulnerable and also at a loss as to what to do next.

The next move is to join the local club where your enthusiasm may not always be matched by that of the membership — to them you are an awkward, unpredictable and potentially dangerous unknown. You may have joined the club, but you are still quite definitely not "in".

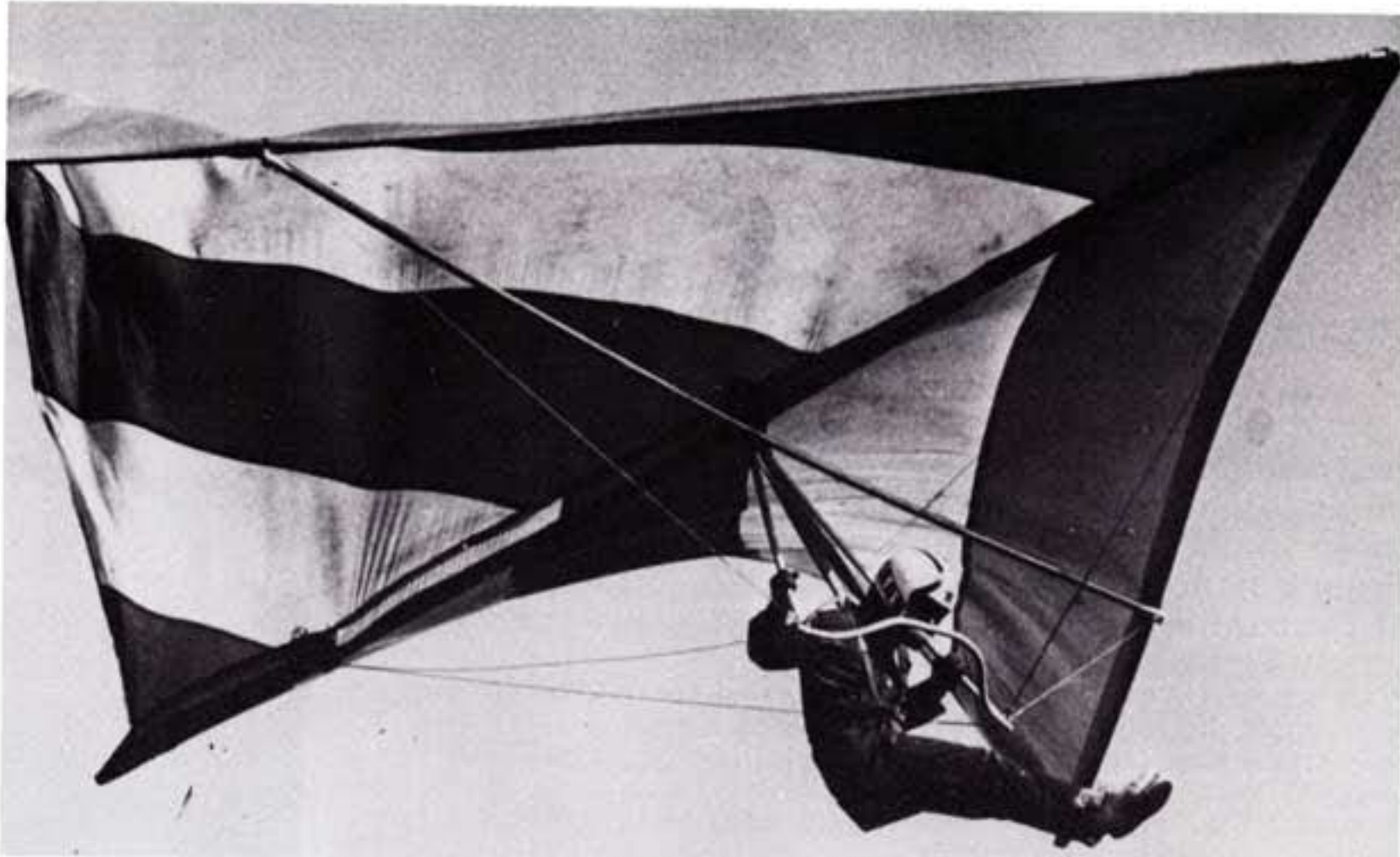
Hours in the air are the only way to conquer the void, slowly and surely building up your experience and knowledge. Study your club's site guide and ask a club official if you are not sure of anything in it.

It will seem that everything is against you, the wind too strong, or in the wrong direction, no bottom landings when you need them most, and advice only available if you ask.

This is a time for patience, determination, and always asking advice. Get your advice from a reliable source and make sure it applies to seated flying — remember your performance is limited in comparison with a glider flown prone.

It's tempting to go off on your own to fly a less crowded site when the more experienced pilots are hogging the lift, but don't be tempted — fly the right site but get there earlier, or in the week when it's not so busy.

As I write I'm in the middle of my own particular void, but I'm improving all the time. I managed to soar for the first time recently — 12 minutes in the air — the end of the void is in sight!



'OK, now it's your turn!'

The Early Days

Another in our occasional series that takes a look back to our roots

IN early May a friend and I were very involved in motor cycle road racing and our sole aim in life seemed to be how to achieve the ultimate in performance of our 750cc Nortons — until that Saturday morning in May.

Just chatting, waiting for the next race Alan, an electronics engineer, shot across to his van as though he had taken short, and returned with some American magazine that reported that a man had flown without the aid of anything other than what appeared to be a kite.

Alan said: "It looks great, shall we find out more about it?"

This merely confirmed my suspicions — he was a boffin nearing the insane but as we had always been keen on flying we decided to make enquiries.

Following some research, we came up with the name of Len Gabriels who lived at Rochdale. The next Saturday we called to see Len, who had evidently built one of these flying machines, only to be told that he "was on the hill". We eventually found Len portraying "the Pied Piper" at the top of this conical hill, his wing fluttering in the slight breeze. We became more and more excited the closer we came.



Len welcomed us and proceeded to explain how to fly it and then said, after about four minutes, who's first then? I thought it was time for me to step in before my insane pal accepted the offer.

I explained to Len that we didn't know anything about these kites and that we had just come down to try and learn a little about how they fly, to which Len replied: "I've told you all there is to know, you just have to try it now."

"I'll show you how easy it is." He lifted the big wing and charged off down the hill in amongst about 100 excited kids and "eureka," it lifted, the kids were shouting and screaming and Len set the wing in a superb glide to the bottom.

Within minutes the children had carried the kite to the top and Len said: "What could be simpler simpler — who's first?"

By this time, I realized that the excitement was getting the better of Alan as he turned to me and asked if I was going first? I replied that I would only go if he went first!

Alan, all fingers and thumbs, fastened himself in and after a final briefing from Len ran down the hill and yes, became airborne. I realized at this point that there was no turning back for me. Alan had a super glide, although somewhat less steady than our instructor — more a variation between full speed and stall all the way down.



Alan returned to the summit, followed by the infantile slaves with the kite. Beaming all over his face, he said: "We'll have to build one."

Less than confident, I strapped myself in, and before too much thought entered my head I rushed towards the edge of the hill, and with that magnificent feeling of flying as soon as my feet left the ground I FROZE SOLID. Len shouted: "Pull the bar!" I did — the speed increased, Len said: "Ease it out!" My flight resulted in about eight stalls culminated by a "controlled crash". Nothing broken apart from Len's seat. We had been initiated, without really trying — we only went to see one!

Back at Len's we got some plans from him, and as kits were not available then, we scoured

**Words —
Stewart
Hodgson**

**Pictures —
The
Northern
Echo,
Darlington**

- **Bottom** — High jinks on Roseberry Topping, a conical hill that no-one flies any more.
- **Left** — Cor! what a long way down...
- **Right** — Alan Kitching is the wireman, Stewart is the man behind the trials helmet.



the country to try and get the aircraft quality alloy tube that was needed.

In about two weeks we had all the tubing and brackets complete, but the big job was the sail — we had to stitch the ripstop nylon into a shape resembling the frame. A friend of mine had a sewing machine which we borrowed and sewed the sail in my father's greenhouse.

After about three weeks we set off for Carlton Bank, followed by droves of interested parties ranging from concerned parents to budding aeronauts to medical practitioners wishing to see how much the human frame could stand.

We decided to spin up for who went first — I lost, so had to go. The heart started to thump harder as I was strapped in, so without too much delay, and to the shouts of "good luck" I ran towards the edge of the hill like a lemming, still not airborne.

I continued to run down the hill. It was at this point that we realised that if there wasn't a breeze up the hill, British standard bandy legs were not an adequate source of propulsion in order to achieve the necessary speed for take-off — this resulted in the nose plate hitting the ground when finally the glider was going faster than I could. (In the early days, we were not without our problems as it was trial and error, which proved expensive, time-consuming and very painful).

As can be appreciated by most novice hang glider pilots, an abortive take off such as this results in two bent A-frame sides and two extremely painful shoulders which link one pair of bruised biceps to the machine. As soon as the nose touched the bracken, the human ballast was catapulted through the A-frame only to be arrested a split second later by the harness.

After two or three dozen flights we finally had the hang of gliding down, sometimes up to one mile, much to the amazement of the interrupted fell walkers who decided to wait to see history repeat itself as in the old movies.

As we progressed to the stage of soaring with our rather basic kite which did not boast a king post, we discovered possibly the greatest danger we were ever to encounter: **ADVICE** from all those bystanders who had never seen a hang glider before but instinctively knew all about them, coupled with all the specialist meteorologists who could only have been from the Civil Aviation Authority (or so it sounded).



Yes, you've guessed it, we took the advice,

Alan and I thought the wind was too strong, but convinced by the experts, Alan reluctantly strapped in and after about two paces when our (helpers) let go, the machine shot skywards for about ten feet swung around and landed inverted in a gorse bush with Alan hung over the control bar like a drunken octopus.

At this stage we became more confident in our own decisions, and about a week later we had the first soaring flight with **ACTUAL LIFT**. The wind seemed quite strong so we transported the glider to the top of Easby Hill, as the wind was directly on to the face. We had realised that this was far from a high performance glider and to obtain any lift at all we figured we needed approx 40 mph wind. I strapped in and with three gleeful helpers psyched myself up. The wind seemed ok, although the sail was flapping an awful lot, I pushed the bar away a little and shouted "right", the glider shot into the sky as though it had been tethered on springs. I went up to about 300ft which seemed like eternity. Mild panic started to set in when

I realised that I had all my weight forward and the glider was still climbing. I even pointed my toes to try to achieve that extra weight shift. Oh for steel toe caps!

I drifted towards a wood at the right hand side of the hill and with both hands pulling on the left hand A-frame side, gradually the flying machine started to respond. Once out over the crest of the hill the glider started to descend and in one more controlled crash my feet were back on terra firma.

From this first flight with lift, which incidently we have on film for posterity, we progressed steadily for about two years. The road racing was becoming increasingly demanding on our time so we decided to allow a few years for technology to improve both the safety and performance of hang gliders.

Later when I first flew again with the help of Dick Christon, from the North Yorkshire Sailwing Club, I could not believe the strides that had been made in performance in such a relatively short time — long may it continue.



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This year's British hang gliding competition season opened this, Easter, weekend with the first League at Long Mynd. Here ALAN METCALFE looks at competition flying through the eyes of the willing dogsbody...

CONFESSIONS OF A MARSHAL



AN open invitation for marshals for the second league competition last year was thrown out by Jim Brown. With free packed lunches and a bit of petrol money for bait I decided to give it a try.

The little I knew about the League was from the pages of Wings!, which seems to consist of tabled results from tasks, and the running league positions, as they change throughout the season. I went, mainly out of curiosity as to what the League was all about, and also to see just what the fifth generation gliders were capable of.

We arrived at Cringle Moor, North Yorkshire, to find it shrouded in mist. John Fennel was organising a sweep on the Derby for BHGA funds, while John Hudson was using his sales pitch demonstrating how to set up a barograph from a calibration chart. This proved a bit too complicated for some of his potential customers.



When the mist finally cleared, I was given the job of climbing up to the top of Cringle Moor to run the pylon for the first task. The first batch of fliers were the top six from the previous year.

Bailey and Co. made easy work of the height gain part of the task. Each having got the flag for height, threw the bar straight out for a steep tight bank to run round for the home run. Once round, the bar was rammed down to the knees as they screamed like a bat out of hell to the finish. I was ecstatic for the rest of the day just watching the amount of speed these new glider were capable of.

The second day saw me pottering round to Hasty Bank in my little yellow Mini, to set up a pylon at the end of a ridge run. I sat for what seemed ages, wrapped up like a well lagged Mr. Michelin, waiting for the task to start. Because the radio was not working a glider was sent down to check all was ready. When the task did get under way, the quality of pilot skill was amazing. When the top group arrived at my end of the ridge, the wind had dropped off just enough to demand intense scratching skills.

With only the top 50ft being clear of trees, the air turned blue as six frustrated pilots fought to gain the last 30ft. of height to take the flag for the home run.

Pictures — Alan Metcalfe
Graphics — Bill Lehan



May saw the league in the lakes. The first day was declared open XC as well-formed cloud streets were generated out in the valley. Unfortunately, the side of the hill we were on was in the shade and it was only in mid-afternoon when the sun came round onto the face, that things started to move. Once the thermals came through, kites started to take off in large batches. The outcome of

this was that one or two near misses were seen, as someone had forgotten to declare left-hand 360s only.

The second day the heavens opened, so the day was spent in the club house of a local caravan site. The competitions committee decided to hold a meeting in the middle of

turn page...



"What's he got, what's it do...?" — the great League crib



Queueing for take-off

three pool tables from which the occasional ball took to the air. Space Invader, Cosmic Attack and pin ball machines continually whizzed, banged and pinged; two table tennis games were in progress along with a juke box. Just for added chaos, paper aeroplanes from some of the pilots' kids did little to aid the meeting.

Day three was a complete contrast, being dry and warm. The task set was to take off from the left-hand spur of the bowl-shaped site, out to a pylon in the valley floor, back up to a pylon on the right-hand spur, then across the bowl to round my pylon well back up the hill directly behind the take-off which was also the finishing gate.

All seemed to go well until Len Hull approached on his Sealander. He seemed to be getting lower, the nearer he came, but I thought, "they have to be good pilots to be in the League". The next thing was I had to dive flat on my stomach to avoid being hit, and was concerned to feel his bottom bar brush my backside as he landed less than a yard away from me!

No apology, just an "Er, what happens now?" This seemed to mark an open season on me as a target! Graham Slater rounded me quite close on a blue Demon, and turning my back on him thinking he was on his way, was promptly walloped on the head by his wing tip. Andrew Wilson tried to dive-bomb me throwing me flat on my back, and Natalie Wilson, not to be out-done, tried the same trick, landing only yards away from me.

The Dales League meet only required marshalls on the third day. I was once again pylon marshal, this time out in the valley, and saw a few bottom land after failing to climb back up the ridge to the top. Keith Reynolds flew past and told me to stand up as he wanted to hit me!

I was beginning to have suspicions as to whether there was a private contest on as to who could knock me flat the most times.

The League Final was in South Wales a week after Mere, and was an 11th hour organisation job, this time for Chris Johnson.

The first day was planned as a ridge run with myself as an end marker at the turn point, stood at the foot of the ridge below the tree line. The league leaders heat seemed to catch the worst of the inconsistent conditions forcing some to land out, among them Graham Hobson who, in trying to clear the tree line caught a downdraught, which spun him into an uncomfortable landing among the pine trees. A quick shout to him revealed he was okay and I called Derek Evans on the radio for someone with a saw.



...the downpour of three cu-nimbs...

Saturday saw better conditions with tasks set to provide XC options. At the "do" in the evening the beer mat frisbee break out was not in fact started by Audrey Evans as once suggested but by a certain current BHGA Training Officer. They can get a bit rowdy these League pilots after a couple of shandies!

Sunday saw a classic last task of the day, to decide the final league positions. A ridge run was set with me at the far end (as usual!) which, I might add, involved sitting through the downpour of three cu-nimbs before it was all over. The final heat had to run the ridge three times.

The first time they came along, they looked like a fleet of hunchbacks from Notre-Dame, loaded up with ballast. They were all cutting it fine at the turn point.

The old master Rob Bailey had the best technique of turning slightly before the pylon and drifting over the line facing the return direction.

A warning to newcomers to the league this

year: Johnny Carr is the biggest wind-up merchant in the league! The pre-task wind-up is an absolute scream to watch.

At the Pennine league in one heat, Tony Hughes was lined-up first at the take-off, in front of Bob Calvert. With only a couple of minutes to launch, Tony parked his glider tail-down to screen him from the view of the pilots behind him. He quickly stripped off his flying suit, pullover and jeans to reveal a skin tight tee-shirt and shorts combination (similar to a Victorian bathing suit). With his "ten seconds to take-off" called, Tony lowered the nose of his glider and launched leaving behind a panicking Bob Calvert trying to strip off his drag-inducing clothes within the thirty seconds allowed between take-offs!

So what does 1982 hold in store? Parachutes are now a standard requirement, because some pilots were deliberately flying without one to cut down drag, to the disadvantage of the more safety-conscious fliers.

Drag is definitely out. Michael Carnet started the quest for low drag, with uprights, king post and tail fairings, along with a smooth plastic-coated prone harness with wires replacing the webbing straps.

Tony Hughes had a short back and sides hair cut, shaved off his moustache and flew in the thinnest skin-tight suit I've ever seen. He has even talked of trying to get hold of a special ski helmet with a faired back (as seen on a well-known razor advert)

Double surface is certainly on the increase. This obviously means an increase in glider weight and the league "caddie" will become a common sight. Bob Calvert started the idea with an assistant to help carry his glider, equipment and ballast, at the last couple of competition meets. I have been approached to caddie by a couple of pilots — the idea is certainly appealing with petrol and accommodation paid for and with a chance for me to concentrate more on photography than marshalling, it appears to be a cheap way of attending the league meeting.

So if you hear the appeal for marshals at your local club meetings, do volunteer. The competitions are both entertaining and instructional with a chance to see just how the top pilots perform on the state-of-the-art super ships.



...Tee shirt & shorts combination...

— Scottish Open —

DETAILS will be finalised soon for this year's Scottish Open, but for those who like to be organised well in advance, please note:

Dates: Friday 25 — Sunday 27 June

Place: Glenshee area

Accommodation: camping, B&B and hotels available; information will be provided to entrants.

Entry requirements: P2 or Instructor/Observer — backed evidence of P2 standard.

Limits: maximum 50 contestants, P2 will gain preference if more than 50 apply. Otherwise, first 50 taken.

Fees: £8, but £6 for Scottish Federation

members (This does NOT include chairlift tickets.)

Contact: Bob Dunthorn, Margaretta Cottage, South Esplanade West, Torry, Aberdeen. (0224) 877899.

The flying, as before, will be cross-country if conditions allow. Trophies will be awarded for the top competition pilot, top Scottish pilot and longest flight.

This is an increasingly popular competition, so you are advised to apply early to make sure of a place. Anyone who would like to watch the competition and assist as a marshal should contact Bob Dunthorn.

CLASSIFIED ***** CLASSIFIED *****

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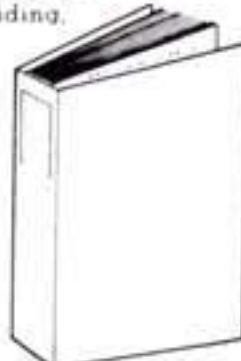
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031-334-6356 - evenings.

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Glider market

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CIRRUS V B. Excellent condition. Complete with prone harness and spares. Rigged for seated and prone. Can deliver. £250 ono. Livingston 33082.

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SKYHOOK SUNSPOT (medium). Good condition, complete with Hiway prone harness. £200 ono. Tel: Sittingbourne (0795) 70163.

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HIWAY SPECTRUM mk II (large). One owner, multicolour sail, nice flyer, B bar, seated harness. £250. Pete Roberts, Penn 5784 (Bucks).

MIDAS SUPER E, exceptionally good condition, classic Midas penetration and soaring, includes prone harness. Must sell to afford Windsurfer. £200. Aylesbury 27648.

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ATLAS 16. Good condition. Light blue sail with black double surface. Phone Dave on Berkhamsted 74868 to discuss test flight. £475. ono.

VORTEX 124 Excellent condition. £370. Also new seated harness available. Phone 01 688 5845. evening/weekend.

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Wanted



ATLAS WANTED. 13st pilot requires nice machine with low airtime. Phone Harold on 021 743 7259 evenings.

Lost & found

GLIDER STOLEN

Light blue/white
Typhoon (T881237)
from Peterhead after
35 miles by owner
Jes Flynn. Any info
to Lanbryde 2342.

Robert Bailey - fourth in the Illawarra International in New South Wales - finds that when in Australia one should do what the Aussies do.....

'OK Cobber, Don't fly anywhere'

ARRIVE Sydney airport pale-faced and untanned, where I'm met by **Bill Moyes.** Real service.....fantastic after three days on the plane.

Rob De Groot has just done 156 miles cross country, but it's "hush hush.....don't let Big Brother know." We soon see why.....

Day goes on...Steve Moyes tells me about the Department of Transport being real tight about flying.

I'm pretty hooked on micro-flying here in Britain and telling them what fantastic fun it is, but Phil Matthewson tells me there's just no way at all you could fly a trike in Sydney.

We have some coastal flying on the first day at Stanwell Park - incredible place with 600ft. escarpment, the site for the comp.



I have the chance to fly down the length of it - really good, though a bit tricky. Like a Rhosilli with mile-wide gaps and it comes back inland at points. Although it's on the coast, it thermals very well. The sun in Australia is straight up in the sky and some really punchy stuff comes out of the gullies.

The next day is when I have my little encounter! All these big distances being done, we decide to drive down to Canberra to try and do some distance flying from a place called Pig Hill.

Get up early in the morning. Jeff Scott, Steve Moyes, Tim, Nick and myself take turns driving down the bumpy road. Get to take-off and suss out the air maps. Local instructor Tim clues as to where the thermals might be and which way not to go - into the forest back inland.

by Robert Bailey

Steve also points out airspace 20 miles out from Canberra and 6,000ft. ceiling.

Steve's off first but goes down and misses out. Jeff goes and catches one - a real cracker...punchy small one.

I follow him off and miss that but catch one low down and I'm able to get it back up - really good to be flying in hot air again. I circle back and decide to head off cross country - it's only 2 o'clock so it seems a good idea.

One hour later (to cut a long story short) after getting down low and up again over scrubland and really enjoying it, I see this jet coming over the Blue Mountains to my right. I think I'd better let him see me, so I do a couple of circles.

He comes on and looks like he's on the approach to Canberra and he goes on about a mile away at my height (about 6,000ft.) and joins the Canberra circuit.

Little do I know whether he's seen me, nor whether he's panicked or never seen another aircraft in the sky, because Australia is so big and quiet.

I don't know the answer, but he obviously informs air traffic control at Canberra who in turn pick me up on their radar and inform the local police they reckon I'm in their airspace.



Tricky top landing approach at Stanwell Park, Illawarra. The monument is to box-kite flyer Laurence Hargrave and the kite in the foreground is a replica of one of his machines.

Meanwhile I fly on, blissfully unaware of the frenzied activity going on below, for another hour and six thermals.

Then I come in and make an approach and land at a place called Tharwa, flying low over typical outback country looking for kangaroos on the way down, but all I can see is kookaburras — quite fitting really, because straight away a Police bike arrives at high speed.

I'm greeted with "Don't go anywhere Cobber!" I point out that I can't really, seeing it's flat and I need a hill to jump off. He doesn't get the joke and starts writing things down.

Another six motors arrive — vans, police cars — and soon a whole posse of Police are standing round discussing this pilot who's de-rigging his glider.

They ask me to come over for a chat, but I suggest they come to me as I'm de-rigging my glider. I was treating it a bit like a joke as I was happy to be there — it was sunny, I was in my shorts and flying togs and they were all so serious.

I'd an idea why they were there — it must have been the jet. But they wanted to know how near it was and what airline it was and they decided they'd better take me down to the police station.

So, de-rigged, it's down to the police station for talks, ice cream and coffee.

Eventually they decide I'm just a mad Englishman and let me go. They were very keen that I didn't fly around again in Australia.

I kept pointing out how we fly in Britain — we look out for planes, they look out for us, and the sky is a big place.

But all they would say was Australia is a safe place to fly. So safe, nobody flies! Crazy! Anyway, I heard nothing more until a few days later it was in the papers. I was told it would be better if it was played down and it would go away quietly.

Then it all began again in the papers when I got home.



Local pilots Steve Gilmour and Ricky Duncan, first and third in the comp.



● How the Daily Mail picked up the story



Crossing the gap at Stanwell Park town is Dick Heffer, a former British League pilot.

Who's who continued...

Mike de GLANVILLE ...35-year-old full-time flier from the Alpes Maritimes, France. He is one of the world's top fliers, being European Class II (rigid wing) champion in 1980, French national champion in the same year and runner-up last year. He did the best French distance of 108km (67 1/2 miles) last year and has flown more than 80 miles in the USA.

Helmut LORENZONI...21-year old who was Austrian champion in 1980 and a member of the Austrian national team.

He claims the world "out-and-return" cross country record of 105km. He will be flying the latest American Wills Wing glider, the amazingly-named Duck.

David LOXLEY...25-year-old member of Northampton Hang Gliding Club, flying a Flexiform Sealander, the first modern glider to feature a "bird-like" tail incorporated in the wing.

John MEREDITH ...25-year-old Solar Wings employee — he'll be flying a Typhoon "S".

John PENDRY ...is a 24-year-old microlight aircraft builder from Wales where his local South East Wales Club awarded him a cup for outstanding achievement in 1980 after he flew 21 miles in wave lift. Last year he flew 53 miles in France.

Dave PERRIN ...a 27-year-old sailmaker from Hove, Sussex, he flies a Lightning II from Southdown Sailwings.

Albrecht SCHMID ...28-year-old from Donzdorf, Germany. He flies a Falke V and has competed in the 1975 World Championships and the 1976 European championships.

John SHARP...Northampton Hang Gliding Club member with six years flying experience. He plans to fly a double-surface Cyclone modification.

Graham SLATER ...Finished third to take the Bronze Medal in last year's World Championships in Japan, a year which also saw him finish third in the British League. He lives in Brighton where he manufactures power units for hang gliders. He is 28.

Allan SMITH ...one of this year's newcomers to the British League, thanks in large measure to his successful first non-powered crossing of the Solent last year which helped him to eighth place in the Cross Country League, the qualifying competition. He lives in Weymouth and is 30 and will probably be flying a Comet.

Mark SOUTHALL ...manufacturer of the Typhoon glider, he'll be flying the "S" (Super) version in the Open. He is a League pilot and back in 1976 he held the British cross-country record of 12 miles. He lives in Marlborough, Wiltshire.

Gert van SPYKER...24-year-old hang gliding instructor from Amsterdam, more famous for its tulips than mountains... The Dutch went to Austria for their championships last year and Gert came second. He has notched four hours duration above the Dutch coastal dunes and flies a French-built La Mouette X-ray.

Nick STANSFIELD ...23-year-old hang gliding instructor for Robert Bailey, he lives near Leeds and is an up-and-coming cross country pilot. He flies a Comet.

John STIRK ...from Ilkley, West Yorkshire, John is British distance record holder after flying 83.39 miles from Wensleydale, Yorkshire, to Hawick in the Scottish Borders last April, an achievement for which he was awarded the BHGA President's Trophy.

He is also the only pilot to have gained the FAI Silver Medal entirely for achievements in Britain... he made the required distance, height gain and duration, all on that record breaking flight. He is a 31-year-old paper mill worker and last year flew a Typhoon.

Jos VERMELIEN ...33-year-old from Amsterdam who has made a four-hour flight on the Dutch dunes. He flies a French-built Pacific Wings Vampire.

Gerard THEVENOT ...four times French and twice European champion, Gerard, 28, lives in the Haut Jura near Dijon and is designer of the highly acclaimed La Mouette Atlas and Azur designs. He will be flying an Azur.

Dennis THORPE ...from Hove, Sussex, expects to be flying a Lightning II.

James Peter WHITNEY ...27, from Portsmouth, flies a Comet.

John WILKINS ...33-year-old taxi-driver and garage owner from Leeds, he flies a Comet.

Colin WILLS ...54, from Sutton, Surrey, flies a Lightning.

Andrew WILSON ...26-year-old captain of the British Team at the Owens Valley Classic last year where he finished sixth. He also flew for his country in Japan. He lives in Southampton and flies a Comet. While in the Owens, he flew 90 miles cross-country, 65-miles to a declared goal and reached an altitude of 18,400 ft.

Natalie WILSON ...25-year-old New Zealand born sales representative, she was second in last year's Women's League and flies a Comet.

Harald ZIMMER ...38-years-old, he was 17th in the 1979 World Championships and second in the German championships in the same year. He flies a Fafnir glider.

PRIZE CrosStubeWORD

No.7 by Satan Bottle

THIS month's puzzle is mainly cryptic with a liberal sprinkling of hang gliding and aviation clues. As usual the winner will be the sender of first correct solution picked at random from all those arriving by the closing date, which — because I shall be on the Isle of Wight — is Tuesday May 4 (rather later than usual).

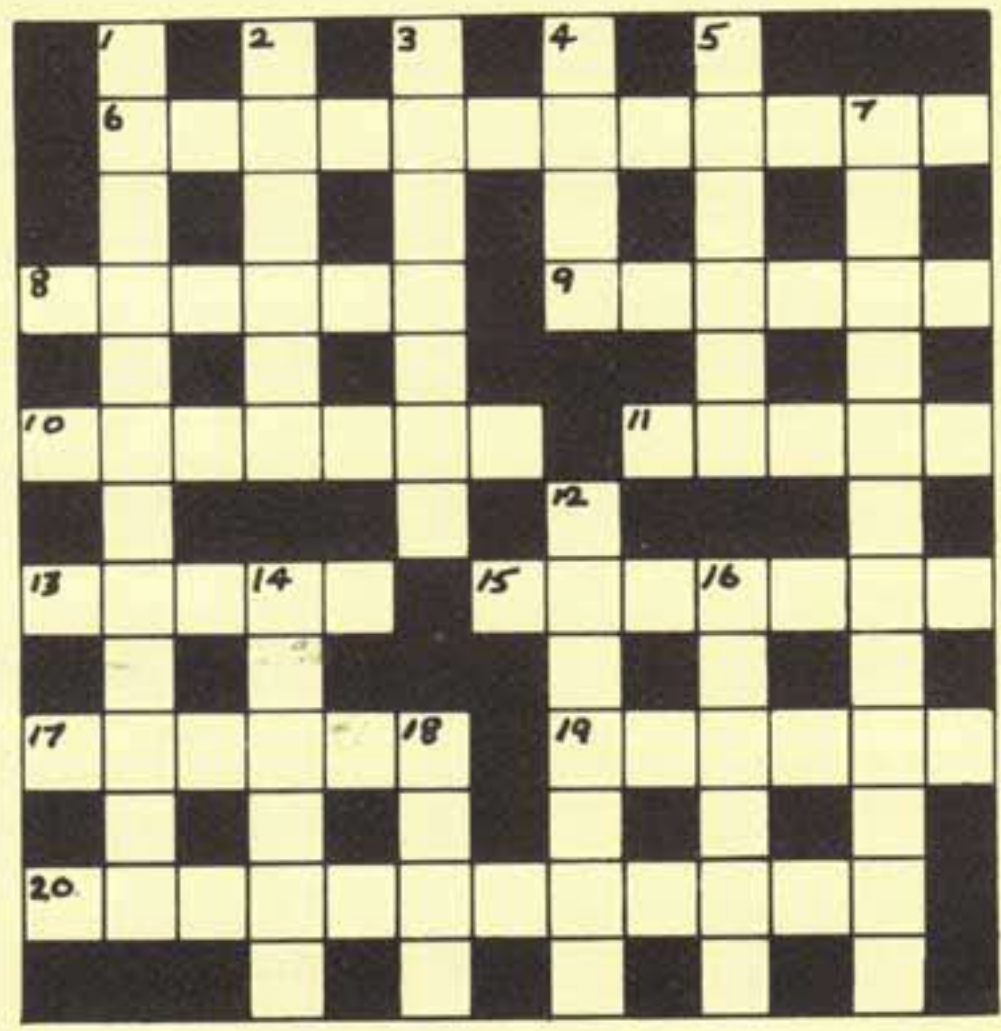
The winner will receive £10 credit from Mainair Sports. You can trace or photocopy the grid, or write out your solutions clearly if you don't want to cut up your Wings! Solutions to Stan Abbott, 72 Hartley Avenue, Leeds LS6 2LP.

CLUES

Min sink

- 6) Confusing, yet a vibrator powers your climb rate guide. It's no good when it's flat! (5,7)
- 8) Country journalist returned to terra firma (6)
- (9) Bridget Bardot and you, we hear, in pig's house are Hiway trainer (6)
- 10) Adopts down-under lager! (7)
- 11) Whirlwind, cyclone, or just a Solar one (5)
- 13) Faith is a little sheep, we hear (5)
- 15) A lord in the Honours List? Earring holder! (7)
- 17) Crazy vole has rat's head and tail — they're devoted to each other (6)
- 19) So nine in trouble crash land (4,2)
- 20) Representative returns to dismissal, perhaps — it means sticking at it (12)

- 3) Little Robert comes up above Russian returning from the Pole. John and Jim's epic flight ended here. (7)
- 4) Approaching head-on over the ridge, you do it on the right (4)
- 5) Headless bird sits on statue. The thing brokel (2,4)
- 7) Rob, yet bail re confusion of cross country champion (6,6)
- 12) He makes a mistake, we hear. They maketh a man. (7)
- 14) Attorney General loses his head but has a point, while being unwilling (6)
- 16) Fault in wood is not winning (6)
- 18) Vortex nose in stamped envelope. You may need to do this if you want an Alien! (4)



Luffing

- 1) His first one might well be flying. Pilots adore (8,4)
- 2) Journalist in short appraisal is cash advance (6)

STILL WANTED

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Last month's winner

— Jeff Metcalfe, of Leicester.

February Red Funnel comp. winner, Eddie Horsfield, Thornton Heath, Surrey.

Canaries ... continued from page 27

Unfortunately, I had to go back to Britain the following day, and Martin takes up the story.

After leaving Geoff at the Airport, myself (Martin) and the German flier Karl, set off in our rented Fiat 133 car, back towards Las Palmas. We discussed the conditions and after deciding the wind was moderate northerly, we drove to Los Colorados, a mere 600' high rock face, situated at the very tip of the Las Palmas peninsula, facing north into the Atlantic.

The take-off point was 200 yards to the left of the main ridge and was somewhat lower, being only a 100' high glorified rubbish dump, facing the sea. I quickly rigged, and picked the glider up in anticipation of a very smooth flight, wind being 12-15mph. I launched and quickly ascended to about 100' ATO.

The lift was only moderate but very very smooth, enabling me to view the surrounding areas with ease. As soon as I levelled off, with my Hummingbird vario silenced, I decided to cross the gap to the main 600' high ridge. This 200 yard dash, which I had previously been warned about, was an area of severe sink, preceded by a large rounded outcrop of rock, which created a large rotor.

Once on the steep rugged ridge, I climbed steadily in ultra-smooth ridge lift and peaked out at 1,300 ASL after about 20 minutes which I couldn't believe, being only ridge lift.

The view was very spectacular, looking back over the ridge at the city of Las Palmas some two to three miles away. Karl was still busy rigging at the take-off point, so after several

more minutes soaring, I burnt all the height off and made a top landing near an all weather football pitch, just behind the take-off area.

Karl took off several minutes later, and told me of his intentions to fly over the back to Las Palmas and land on Playa de las Canteras, the main holiday beach of the city.

Karl, flying seated, ascended quickly on his Lancer, as the wind was now slightly fresher. He too crossed the gulley successfully, and climbed to about 1,000' ASL. I saw him turn downwind and disappear into the distance. I shortly took off for the second time and again climbed to over 100' ASL. Looking across the Bay, I couldn't see Karl or his glider, but realising I had plenty of height, I decided to have a go at reaching some large high-rise hotel blocks some three miles away at the far end of the Playa de las Canteras.

I started to cross the town and soon arrived over a very crowded beach with about 400'. I still could not see Karl or his glider but decided to press on. Having previously read in Glider Rider about soaring skyscraper blocks in Florida, I decided to fly to a group of hotels on the edge of the beach frontage, all of which faced due north. I reckoned the buildings rose to about 100' or so, and all of them sloped backwards in large terraces, forming a perfect concrete ridge.

To my delight, I found them to be well soarable and flew a quarter-of-a-mile stretch of concrete about 150' — 200' above the beach. This was the biggest ego trip on a hang glider I have ever

experienced — seeing all the tourists waving from below, even the local Spanish cops. Flying low at the far end, I disturbed a beautiful naked "body" sunbathing in her "private" apartment! The lift band was small but easily detected, with my vario, and by staying well in to the terraces.

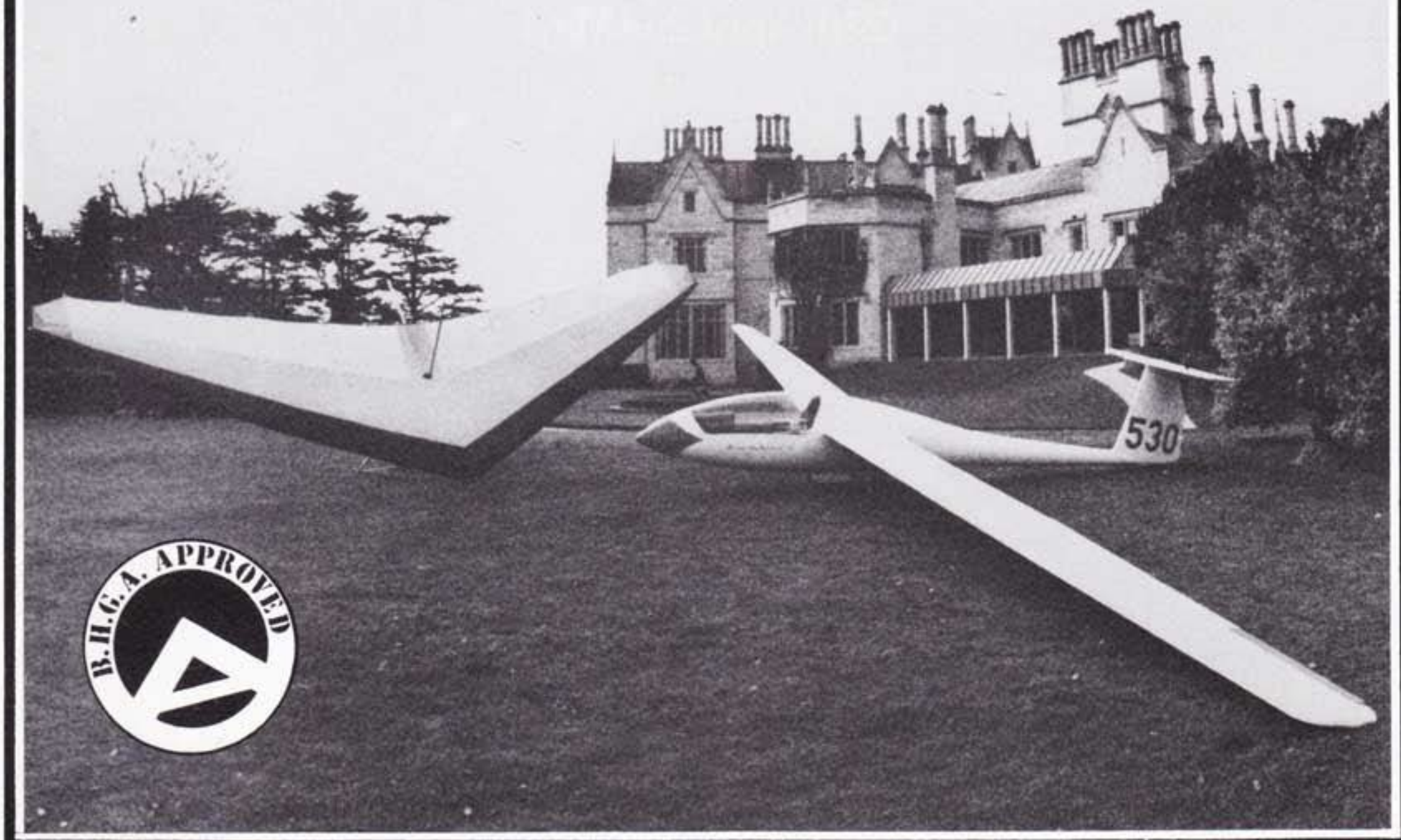
After about half an hour or so soaring over the Intasun punters, I flew out over the sea and burnt off height during a couple of 360s making a nice approach to do a perfect stand-up landing on the beach, to the applause of a few hundred people (magic!). 20-30 people me carry my Storm to the concrete broadwalk so I could de-rig. Usual questions were asked: "Where did you come from?". "Have you ever been killed?" Karl appeared from nowhere and told me he had lost it, and unfortunately had to make a not too dignified landing, further up the beach.

I repeated this performance the next day and found it was just as predictable. My Storm was well suited to flying these hotels and was quick to respond to tight turns in lift

We can both say that flying in Gran Canaria was an experience not to be missed — the hospitality and help of the Spanish pilots was incredible, and although only about two people on the whole island speak English, it is possible to communicate enough to buy beers after a hot day's de-rigging. In fact, the beer is excellent and very, very cheap. We are both going to learn a little Spanish before returning in the non-too distant future, and try and do all the flying we would have liked to do.

Adios Amigos
Martin & Geoff.

A Study in Excellence



Photograph by John Wadsworth

Nimbus V courtesy of Mr. & Mrs. Phil King

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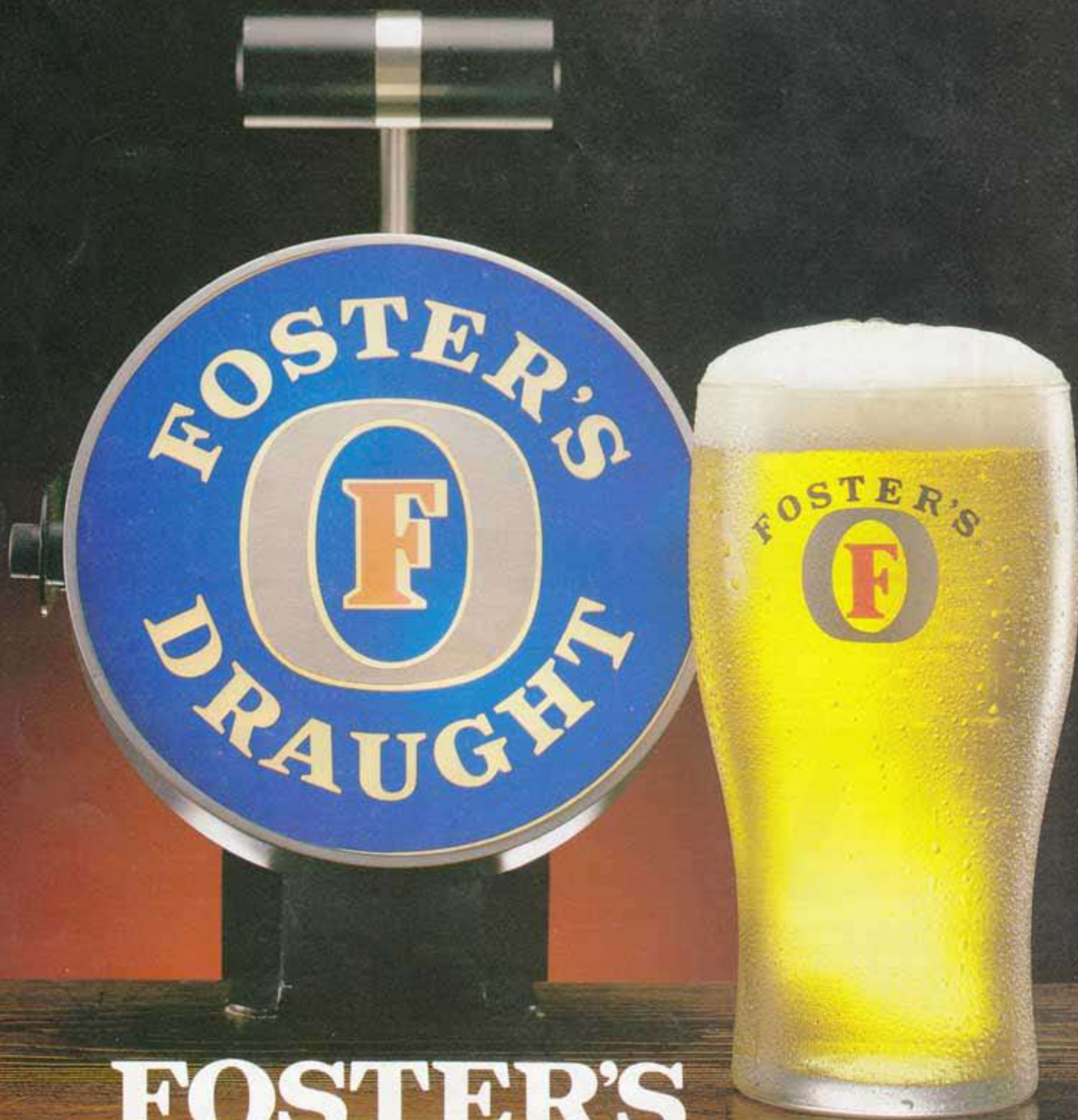
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