

# Wings!

AUGUST 1981

*Magazine of the British Hang Gliding Association*

## Owens Valley...



### Hang gliding 1981

US flier Chris Price and the UP Comet pilot "pod" that took Owens Valley by storm



Involuntary loops; attacked by eagles — it all happened at this year's XC classic, as 6th-placed **ANDREW WILSON** — rising star of British hang gliding — tells inside

# Mainair turns to power . . .

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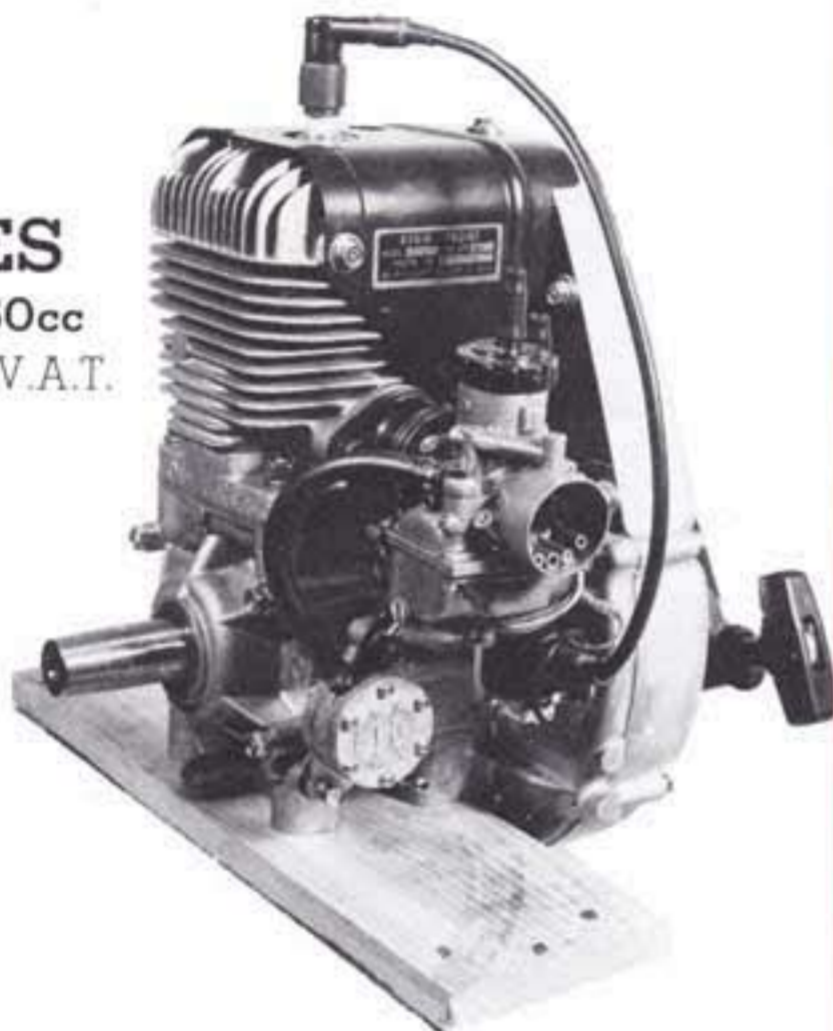
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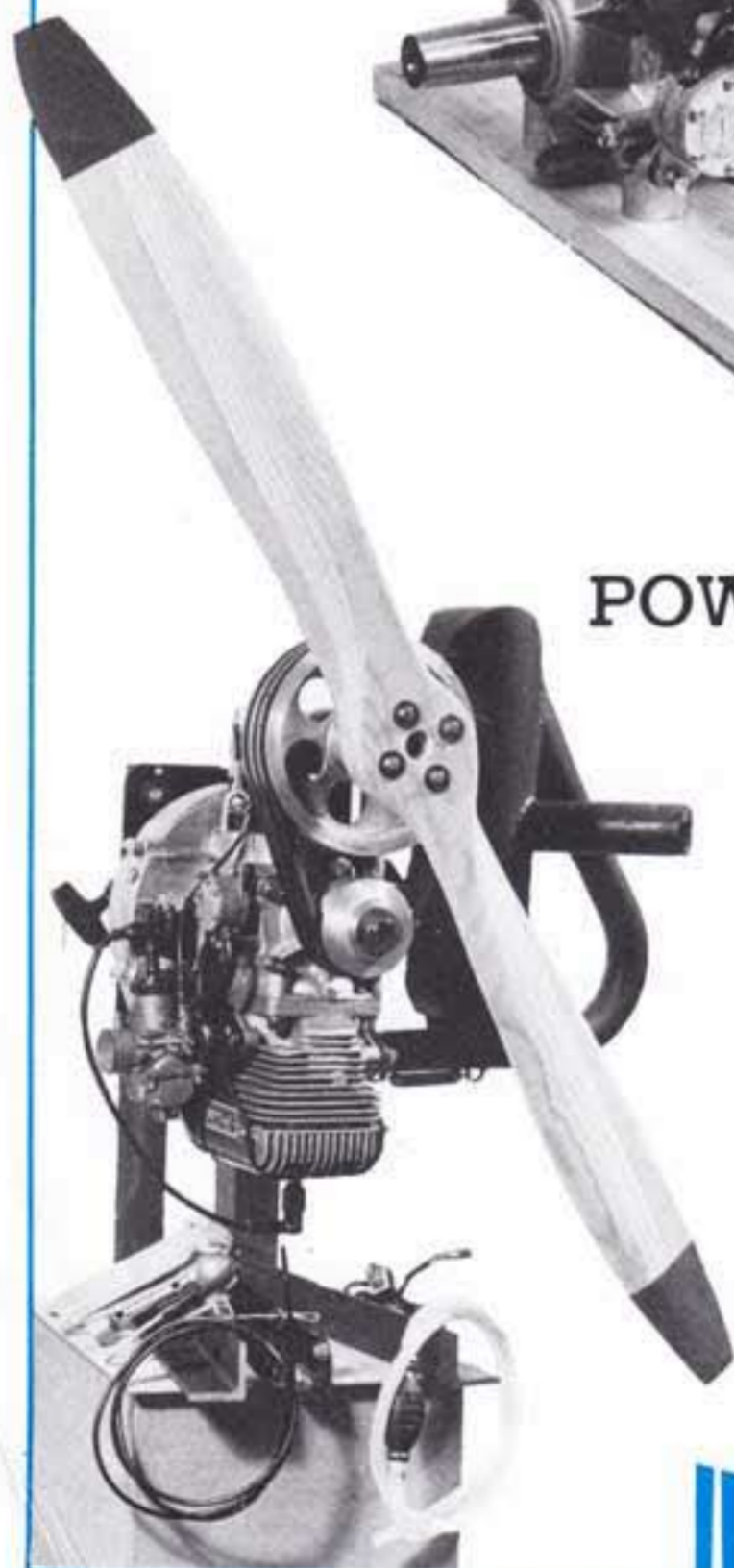


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## MERE DATE CLASH

AN unavoidable clash of dates sees this year's Clubman's Mere coinciding with the British League Final in September.

Only possible dates for Mere were September 4-6, while the League, at Long Mynd, runs from September 5-7.

Preparations were too far advanced to organise a combined event.

A request to Competitions Committee to run Mere in return for £500 was turned down, Competitions Chairman Derek Evans told BHGA Council, as the committee felt BHGA membership already believed competitions were a drain on resources.

Next month in hang gliding — page 31.

## Beppu — bound

With this year's American Cup cancelled, all competitions funds are now geared towards sending a full team to the world championships in Beppu, Japan, in October.

Although FAI rules forbid the exclusion of teams from any country, it is understood visas will not be forthcoming to South African fliers, thus safeguarding Sports Council grants to the BHGA, which forbid participation in events involving South Africa.

## NEW NAMES IN THE POWER GAME

### Dales and Cumbria comp. ban

The Yorkshire Dales and Cumbria have both been turned down as possible venues for the European hang gliding championships to be held in Britain for the first time next year.

The veto follows fears of overuse jeopardising the hard-won rights of club fliers.

Competitions committee is awaiting replies from the Malvern and North Yorkshire clubs, while Wales has emerged as likely favourite.

Also on the cards is Glenshee, scene of the Scottish Open, but the Cairngorms are unlikely to stage the event if a better cross-country option can be found.

## American Cup fears

REVIVAL of the American Cup next year will depend on whether TV and major sponsorship can be found.

Tournament chairman Tracy Knauss — in an interview with Glider Rider magazine after the cancellation of this year's event — said:

"The stockholders of Sport Aeronautics have financed the competition for the past three years, but realise that without subsidy, the Cup can't fly again."

All efforts would continue to try and ensure the future of hang gliding's premier international showpiece meet.

### Gliding comp.

The London Gliding Club has a competition at Dunstable — August 22-31 daily from 9.30am to 7pm — which has been NOTAMed and it is recommended no hang gliding take place between these times.

### Course

Another instructors course will be held at the Welsh hang gliding centre, Crickhowell, September 20-25. Contact Bob Harrison, training officer.

## Milton 'a scapegoat' — Aycliffe

LES Cole — the man who pulled his new town development corporation out of a £25,000 hang gliding sponsorship deal — told Wings! he feared at the time Brian Milton could be made a scapegoat.

"There was a large danger of Brian being pilloried," he said. But added: "He was not in a situation of which the BHGA did not approve — they put him there."

He denied any pressure on Aycliffe from any other outside body to pull out of the deal which led to Milton losing his BHGA posts after the findings of the Spooner Inquiry.

Full report on Spooner findings. Pages 22 and 23.

**TWO** new names have appeared on the fast-expanding microlight scene – Hornet and Nimrod.

Nimrod is the name chosen by Airwave Gliders for their specially-strengthened and adapted Comet, designed to fly with the new Hornet trike unit.

Hornet is the brainchild of Dales Club pilot Richard Wolfenden and partner Graham Priestley who have started turning out the new 250cc Fuji Robin-powered machine from a small factory/shop in Bradford.

They claim to offer two attractions not found with other trike units – the Hornet is designed to take a canvas or fibreglass cockpit and also has a specially-designed car trailer.

As well as marketing the South Down Sailwings Lightning trike, Hornet aim to offer a complete microlight repair service for any make and an accessories shop catering specifically for the needs of the power pilot.

The hornet unit actually made its debut flight beneath an Atlas from a field near Halifax, with a heard of bullocks in hot pursuit.



Richard, seated, and Graham with Hornet

# Wings!

Edited and designed by Stan Abbott

Published in the second week of each month. See page 31.

Cover picture, by Bettina Gray, shows Andrew Wilson approaching the Mina goal at Owen's Valley

News travels fast, but not always correctly – Larry Tudor did not make the world record-breaking flight reported last month. But he did win the XC Classic.

Full report page 15.

★★★★

A planning row threatening a new windsports and microlight aviation centre in Yorkshire has been resolved to the satisfaction of owner John Hollings – background on page 28.

★★★★

This year's Scottish Open at Glenshee – was won by Bob Calvert after a bitter wrangle over the rules, of which arch-rival Rob Bailey claimed to be the main victim. Scot Donnie Carson set a new distance record. Reports pages 12 & 13.

★★★★

XC League, page 10. Power – solar and otherwise – page 14.

★★★★

PRIZE crossword, page 29.

Small ads and Glider Mart, page 18.

Your letters – Airmail, page 21.

★★★★

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**REMEMBER** – more advertising means more money means more editorial space.

## LATEST

### Serious accident

LONE flier Paul Cranshaw is fighting for his life in a hospital intensive care unit as Wings! goes to press.

There were no witnesses to the accident at Farleton Knott, near Kendal, on July 25, but a police appeal brought reports from motorists on the nearby M6 that his Atlas may have been in a spiral dive.

Paul, from Preston, is understood to be Pilot Two and a Pennine club member. He has head injuries.

Wind was WSW, light to moderate. A full investigation is under way.

A Lancaster Royal Infirmary spokesman described his condition as "poorly" but stable.

### Blind man grounded

TOP flier Robert Bailey has pulled out of a proposed dual flight with a blind man aiming to raise money for charity.

"The more I thought about it, the worse it got," he told Wings!. "There are just too many things that can go wrong."

He said he had received pressure to pull out but this had not affected his decision. Background, page 7.

### CoAs

Certificates of airworthiness have been awarded to the Highway Demon and Solar Wings Typhoon.

# NO GO ZONE

A MASSIVE no-go area for fliers is planned to cope with the introduction to the RAF of the Tornado strike aircraft.

## Carnet in trouble

MICHEL Carnet – expatriate Frenchman and now British League leading light – has been recommended to join the Southern Hang Gliding Club following a complaint to the BHGA disciplinary committee.

Carnet was alleged to have flown at cloudbase near Shoreham airport in breach of local rules, but the SHGC complaint against him was incorrectly dated.

He was taking part in a league event on the date in question although there was "some substance" in the allegations, BHGA council heard.



Michel Carnet

### Royal Wings!

Council have pruned the hefty cost of complimentary copies of Wings! sent to various people – known and unknown – worldwide.

Among beneficiaries to survive unscathed are our own Royal household. Buckingham Palace will continue to get its three free copies.

### Cash in hand

Treasurer Percy Moss reported finances were £5,000 in hand so far this year – better than last.

### Complaints

Training officer Bob Harrison has visited Skysports hang gliding school following customer complaints, BHGA council heard.

Council is to receive a confidential report on all schools by Christmas.

### Five gone

The world aerial pentathlon – from which BHGA support was withdrawn on June 1 – will not now take place this year.

## Stalls, stalls, stalls...

THE number of accidents this year involving stalls prompted a call to council by accident investigator Diane Hanlon for increased use of airspeed indicators.

Diane will liaise with training officer Bob Harrison who expressed misgivings about the usefulness of ASIs.

There had been 49 reported accidents by mid-July and another 14 at schools – about the same as last year, said Diane.

There has been one report of accidental parachute deployment, bringing the observation that the tension on the locking loop gets progressively less nearing repacking.

# Black weekend

THE weekend of June 21/22, 1981, was a bad one for accidents, writes BHGA accident investigator DIANE HANLON.

Flying conditions were unusual — parts of the country pilots sat around in light winds, other parts pilots experienced strong thermal activity.

Part of our training is to assess weather conditions. Unfortunately pilots had difficulty assessing their ability to deal with those conditions.

Another contributory factor is infrequent flying, whether through injury, pressure of work or bad weather conditions.

## Reports

If you haven't flown for a while: wait for ideal conditions even if it means waiting another week or so.

I have received four accident reports for this weekend, although I am led to



Diane Hanlon

believe that more occurred. The grapevine suggests the figure was nearer 11 — Ed.

We can not begin to prevent accidents unless all are fully reported.

How can we assess what mistakes pilots are making? How can we improve or even detect faulty equipment unless we receive all the facts?

The only way we can prevent accidents is to know why they are happening.

If you should be unfortunate enough to have an accident then please allow others to learn from your mistakes.

• CARLTON BANK, North Yorkshire. Pilot hit rotor top landing on the Northerly Model Ridge — broken ankle.

The only information on this accident was received from the North Yorkshire Police — not enough information to come to any conclusions.

I understand the pilot — Graham Geary, a university lecturer and member of the Durham University club — was attempting to land well back from the edge of the ridge on this extremely safe top landing site.

It seems he for some reason made is approach behind a small copse and was rotored from about 20ft. It would be hard to find another rotor generator on this site. — Ed.

• WINTER HILL, Pennines. Colin McCormack, flying a Flexiform Vector prone, stalled through lack of airspeed — broken neck and arms.

## MANY MISHAPS — FEW REPORTS

• LORD'S SEAT, Peak District. Pilot flying Skyhook Silhouette seated flew into electric cables and suffered a sprained ankle.

Remarks: He failed to familiarise himself with the site and its hazards. If you are flying an unfamiliar site ask if there are any hazards you should be aware of before flying.

The following eye-witness report of this incident is taken from the Sheffield club newsletter:

Conditions were very good with bright sunshine and a light northerly wind and plenty of thermal activity giving height gains of up to 3000 ft. A number of people went cross-country the best being Cliff Foster who managed 20 miles to Wetton.

# SIMPLY YEARS AHEAD — SKYDECK

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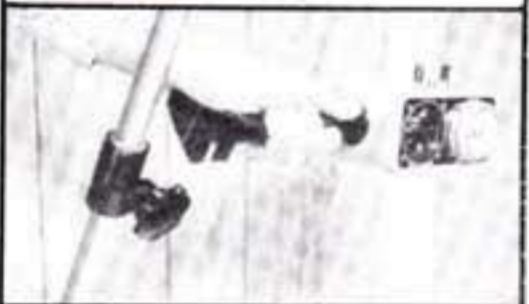
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# SKYDECK

# in summer

I was derigging at the bottom when I saw Rob Coles from Sheffield University club flying his silhouette in a somewhat erratic fashion through some fairly vicious thermals at low level.

He flew over me at a height of about 100ft. and I turned to see where he was going to land.

I then saw a blue flash and shower of sparks followed by a cloud of blue smoke and heard a loud crump.

He had not seen the power lines until he was three feet away and his front wires were just sliced straight through and all the plastic covering burnt black.

The glider then fell tail-first and landed upside-down but miraculously was also undamaged apart from needing new rigging wires.

The crash resulted in a total power and water failure at tea time in Edale and it was not restored for a number of hours and it had some serious side effects such as the loss of draught beers in both pubs in the village. Needless to say we would not win any popularity polls in Edale.

The conclusion — published in both the Sheffield and University newsletters — is that pilots made the simple error of turning DOWN the sloping landing field.

Pilots should track over the

## SAFETY



wall at the top of the field and when down to a maximum of 50ft., make a fast cross-wind approach in either direction depending on whether the wind is off the east or the west.

• PULE HILL, near Marsden, West Yorkshire. Phil Smith, flying a Skyhook Cutlass. Stalled. Broken leg and ribs. Chipped vertebrae. Awaiting further information.

Phil was apparently flying a glider loaned by Mark Sylvester and took off from the so-called "pimple" at Pule.

Consensus is that he either got a strong thermal under one wing or encountered rotor rolling along the face, as the wind — 25mph and gusting 30 — was slightly off the main ridge.

Although he input full opposite weight shift he did not have sufficient airspeed to prevent himself turning back in to the hill.

There is one other accident I have knowledge of but I'm still awaiting details — Sunspot. Pilot's face badly injured through ill-fitting helmet. Sorry — these are the

only accidents that have been reported to me, still its enough!

From the Peak HGA newsletter —

• Possible leading edge failure causing kite to invert. As the pilot involved has not yet written a report as to what happened we will leave out the exact details but look for the reason why the glider tuck.

It is reported that the conditions at the time were strong gusty winds, associated with rapid cloud development and thunderstorms.

The pilot took off and gained considerable height and then decided that he wanted to get down fast.

To do this he did steep turns at speed and the kite went under.

Here I think there may have been two errors of judgement — the first is taking off in front of a squall and the second, attempting high speed radical manoeuvres in stormy turbulence.

If you have, or witness, an accident — report it. Diane Hanlon's phone number is 051-652-5918.



Picture by Bettina Gray

Hobson — beaten

## Hobson's lost Sod

THE coveted "Baildon Sod" glide angle trophy — won last year by Graham Hickson — is back in Yorkshire hands.

The fourth Baildon International Allcomers once again saw still conditions and competitors were called upon to run hard.

This year's classic L/D was won by Robert Bailey on a Comet.

The sod represents a piece of turf from beneath the boot of the winning pilot at the first competition.

The event at the training site near Bradford took on a real international flavour as second-placed Hobson brought a German pilot — Herr Enno — with him, who took third place.

A sweepstake raised £10 towards the tandems for the blind appeal.

## So sheep can fly!

IT'S finally happened! The following is from the Wool Record and Textile World.

Wild Soay sheep, native to St. Kilda — 45 miles due west of the Scottish outer isles — are reported to have wintered reasonably well despite weather so severe at times that the island's military personnel were confined to barracks.

The detachment's Commanding Officer said that while confined to quarters he actually saw one of the sheep blow past the window, several feet off the ground as winds gusted up to 209 m.p.h.

Pennine newsletter

## Roses pact

The Dales and Pennine clubs have reached a joint agreement eliminating the need for associate membership to fly each others' sites. The Dales Club will now meet half the annual site fees paid to the National Trust for the use of Nont Sarah's, between Huddersfield and Rochdale.

# A very lucky escape indeed

AT Cringle, North Yorkshire, Dales pilot BRIAN DOBSON encountered near disaster and wrote the following report to demonstrate how snap decisions made in the air can be so wrong, and how one that day nearly had tragic results.

His companions, the Fell Rescue and the police were put through a great deal of anxiety until they discovered his fate a 11pm.

"I took off with the wind 30 degrees off the face on the Model Ridge, flew over to Cringle and had a pleasant flight. I flew back to the Model Ridge when mist began to close in on the top of Cringle.

### Clear

"An hour later it began to clear, so I took off again and flew back, but as I arrived at Cringle, it began to close in again.

"I began to work height; it got thicker and soon biotted out all signs of land. I knew

I had the cliffs behind me and trees to my right, and a ravine beneath me.

"SHOULD I HAVE FLOWN OUT AND DOWN? — YES!

"I decided to continue to work the good lift in the hope that it would clear and allow me to get back to the Model Ridge. Twenty minutes later, the mist still thick, and knowing I must have around 4-500ft on, I turned to run with the wind, to where I thought the Model Ridge would be, I came round very steadily into the wind and landed.

"I'm in the middle of the moor," I thought. "There were no paths, only bracken, and I couldn't see more than ten feet ahead. I walked with my kite for about an hour, keeping the wind on my left shoulder.

"I found a landmark (seat), put the kite down and began walking downhill until I found a farm house, where I rang the police in case anyone had reported me missing.

"I realise how lucky I was to have landed safely on the top of Cringle, blind, amid all the notorious rotors, still in one piece!

From Dales newsletter.

# More trouble at Dunstable

THREE British League pilots showed "shameful lack of airworthiness" by flying in the approach path of sailplanes at the troubled Dunstable site, alleges the British Gliding Association.

## No flying

The Meon Valley Soaring Association is holding an open competition at the Sky Surfing Club's Butser Hill site, near Petersfield, Hampshire, on August 16 and hang glider pilots are asked not to fly on that day. The MVSA "will be glad to reciprocate" when Sky Surfers want the slopes for competition.

BHGA airspace co-ordinator Ted Frater said the action flew in the face of BHGA assurances to recognise gliders as primary airspace users where they were "there first".

"I am afraid we are back to where we were 12 months ago," he told council. Sites officer Dave Bedding said the problem arose when bouyant lift gave way to heavy sink.

# Women and hang gliding

**COMPETITIVE women's hang gliding in Britain has really taken off with the Brian Milton-inspired women's comp now established at League events.**

Yet in the sport in general in this country women are vastly outnumbered.

France's Caroline de Glanville flies for her Country — no British women has successfully yet crossed all the hurdles that lie before League entry.

high enough for automatic entry" (Wings! January 81)?

This is what Robert Bailey had to say after Grouse Mountain in last September's Wings!: "The girls have been put in a separate category which they got up a petition about, but I didn't sign it. I think they should be separate."

Or what about the albeit tongue-in-cheek words from Rex Grogan — Mercian Club — in last October's Wings!: "It must be recognised at the outset that women and hang gliding are mutually incompatible."

On the other hand, elsewhere in this issue, John Hollings claims getting on for 80% of people attending his Windsport courses are young women...

WHY? Answers, observations and your own experience to me as quickly as possible please.

I'd like to open a debate in the pages of Wings! among women — and men — fliers.

by Stan Abbott

Is it society at large that discourages women taking part in "macho" activities like hang gliding. Or are there attitudes in the sport itself which put women off? Is it just bloody hard work carting 70lb of aluminium and dacron up a 1,000ft. hill when you weigh less than twice that yourself?

Will there be a fuss over League entry when a woman qualifies "on pure merit by competing in Dave Harrison's XC-League and placing

# Not so OK, Brian!

THERE'S a very useful word that's established a firm place in the hang gliding dictionary over the years — "Release!"

It's a handy word because it enables the pilot to communicate with his ground crew in quite unambiguous fashion — it really comes into its own in cliff-flying when the ground crew hold the flier's life in their hands.

Flying the cliffs at Cayton Bay, near Scarborough recently, a local pilot — flying seated — decided to

substitute a new command for the more traditional "Release!"

As he yelled "OK Brian" the noseman got the message and released. The wingmen — myself and a guy called Steve — were left with finger-ends twanging and should by rights still be hanging on up there somewhere.

Clearly, the advantage of "Release!" over "OK Brian!" is that the odds against all three ground crew being called Brian are in the range of 1,000,000 to one!

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# Explaining the 'French Connection'

The curious French "floating hang point" device featured in Daedalus Oddments (June Wings!) has been dubbed the "French Connection" by Dales newsletter editor Pete Anstey.

Pete recorded this hilltop interview with John Hudson of Mainair Sports.

**JOHN:** As the pilot moves his weight forward, the device automatically moves his hangpoint forward. As he moves his weight back it moves the hangpoint backwards.

It is equivalent to hanging on a thirty foot line, in terms of bar pressure. Imagine it as a leverage effect in terms of weight shift. One gets zero feedback from the glider, and it's reputed to make pitch handling outrageously light.

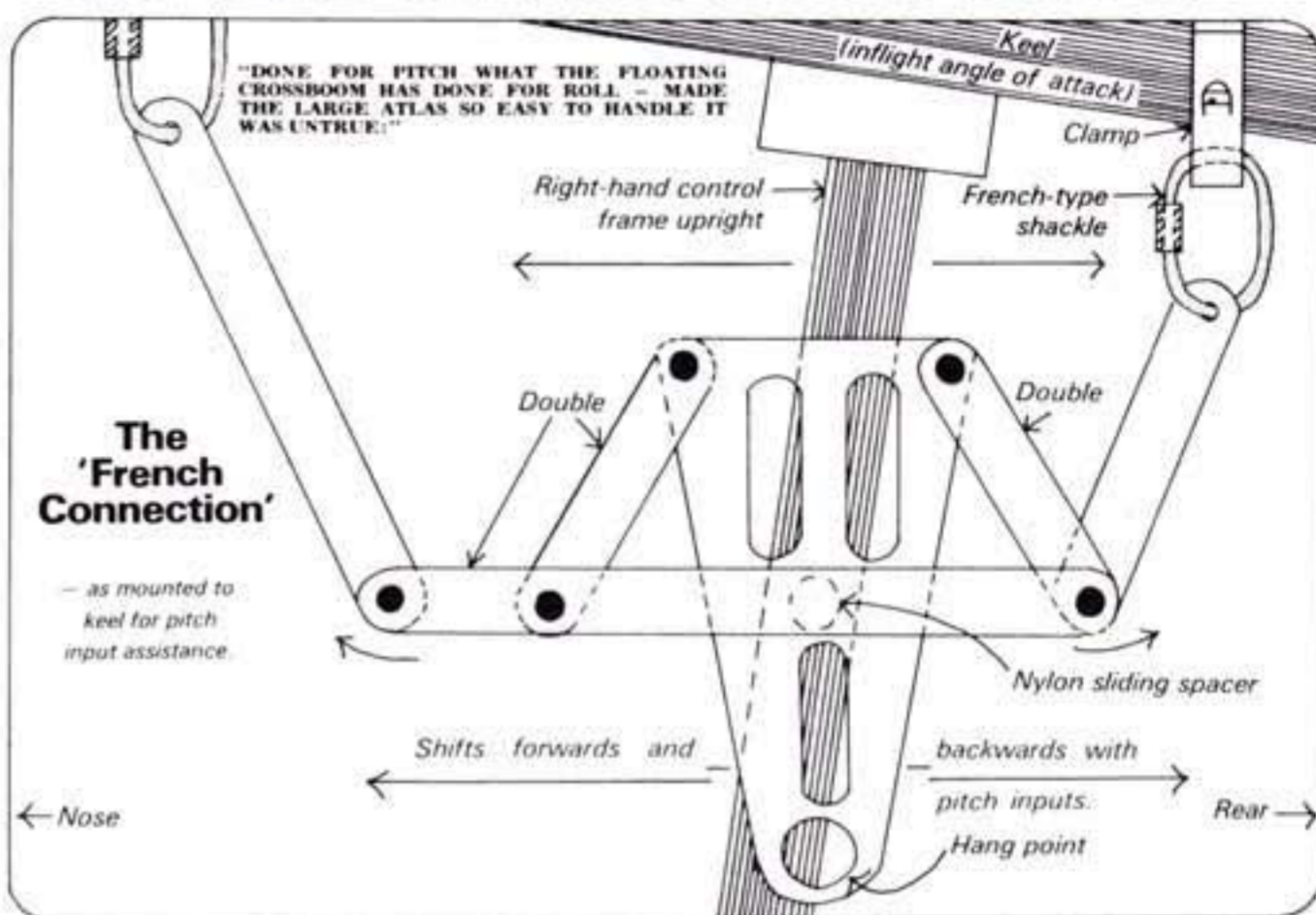
It was designed by a Frenchman who is unknown to me. He hasn't patented it, but Mike de Glanville and others say that within a year it will be a standard fitting on all gliders, because it has done for pitch, what the raised keel pocket and floating crossboom has done for roll.

**PTA:** Have you seen anyone clamping it onto the crosstube of a fixed crosstube glider to give the effect to the roll input?

**JOHN:** No, but the French have used it on an Atlas, and they said that it made the large Atlas so easy to handle it was untrue.

**PTA:** Thanks John.

# Connection



**A NATIONAL radio news bulletin announcing a blind man's plans for a solo glider flight caused more than the odd flutter among BHGA hearts.**

Hang gliding needs that kind of publicity like it needs a kink in the crosstube. "Stop this folly!" was the order from chairman Roy Hill.

Which BHGA-registered school was co-operating in such a potentially disastrous venture?

## Blind man's flight foiled

DOVE POWELL  
SECRETARY OF  
WELSH FEDERATION

Has changed his address, it is now:—  
64, Beech Grove, Brecon., Powys.  
Tel: Brecon 5725

Was there any way in which the single-minded blind lawyer Wan Yeo, from Morley, near Leeds, could be persuaded to abandon his venture to raise funds for a blind association in favour of something less risky? Secretary Chris Corston had already been unsuccessful.

### Bus

A little investigation revealed — disturbingly — that Mr. Yeo was under instruction from one Frank Pape, a Leeds bus conductor and President of the Wolds GLIDING Club. A non-BHGA member, Mr. Pape claimed to have been introducing interested groups to hang gliding over the past ten(!) years. Some very gentle diplomacy by Dales club chairman Noel Whittall lured Mr. Yeo away from his cowboy instructor and on to an all together safer path. He is now set to make a dual flight with Robert Bailey and proceed as far as safely possible along a hang gliding instruction course — probably to a solo tethered flight.

The story began with a tentative approach to the Dales club from an organisation seeking to raise money to buy tandems for the blind.

They had approached Mr. Yeo asking him to make a charity tandem ride to Bridlington. Mr. Yeo said he wanted to do something less energetic and more exciting and suggested parachuting.

His parachuting ambitions apparently thwarted, the Dales club considered his unusual request.

Meanwhile, someone had referred Mr. Yeo to the enigmatic Mr. Pape and his solo flight plan made Radio One Newsbeat and newspaper headlines like "Blind hang glider!"

— *Bradford Telegraph and Argus* "A 52-year-old blind man plans to hang glide from a 60ft. cliff to raise funds for a blind association."

"Lawyer Wan Yeo said: 'Fortunately I'm blind and won't be able to see anything. Otherwise I'm terrified of heights.'"

Talking Mr. Yeo out of his flight proved not an easy task. "You have no knowledge of this blind man," he told Wings.

### Free

"The blind must be free as individuals to decide for themselves and not have people making this sort of judgement and saying all blind people should stay in a corner in an armchair and not hinder other people and not walk under buses and so on."

He accused the BHGA of forsaking its adventurous roots and becoming "establishment".

"It used to be said a blind man would not make a good advocate until I proved otherwise," he said.

Mr. Yeo claimed some knowledge of aerodynamics, having served in the RAF before losing his sight 14 years ago, and having that very day taken the controls of a sailplane over Yorkshire.

"I have done some practice sessions with the hang glider and while I find it a cumber-

some brute at ground level, it is something you step off into."

Mr. Pape, it seems, had planned to use the sensitive Hole of Horcum site for Mr. Yeo's leap and had been introduced to Mr. Yeo as "the man who runs the Leeds transport hang gliding club."

He said he had already progressed his pupil as far as 20ft. hops on his own training slopes in Leeds.

"We are building him up until he can jump off a cliff."

"I have been a glider pilot since 1967 and I have been hang gliding for ten years," he claimed.

His equipment consisted of two "reglos" (sic) and a "more modern" Skyhook 2B.

He eventually conceded that Mr. Yeo's later training might be better done through a registered school, but added: "With all due respect it's nothing to do with you."

### Problem

"There is no problem as far as I am concerned. You chaps are going on about the danger attached to it — this laddy has tremendous tenacity and we are taking him very slowly."

"He has tremendous ability — he actually flies a conventional glider at the correct airspeed and with wings straight and level."

With the successful intervention of Noel Whittall, Mr. Pape — completely unknown in hang gliding circles — has hopefully faded from the scene.

It is sad he had to build up Mr. Yeo's hopes and have them broadcast so wide.

# 168m. across

ONE day in May it all came right for hang glider pilot Jim Lee.

Although he was late in the day reaching his Sandias, New Mexico, mountain take-off — and despite leaving the mountain without the preferred 12,000ft. ASL, he went on to better the world unofficial distance record by a cool 50 miles.

Despite early reports to the contrary that 168-mile record is still believed to be intact

after the Owen's Valley XC Classic — says Lee: "You don't need mountain ridges to fly cross-country."

Top pilots here who still see 200 miles in Britain as an outside possibility will be quick to agree.

Lee tells the full story of his six hours ten minutes epic journey in July's GLIDER RIDER magazine — this abridged version is the first British publication of his story.

The Sandias rise 4000' from the desert floor, topping at 10,678' ASL.

The turbulence at Sandia Peak has been equated with that of Cerro Gordo and Telluride.

The flight service was calling for light winds, with an instability factor of -2.

A high-level inversion restricted the tops of the cumis, and kept them from developing into cumulonimbus east of the Sandias.

The winds on launch were 15-20 mph and out of the southwest, as usual. However, the

primary ridge wind socks indicated a stiff northwest wind.

Gil Kinzie eased my nerves by launching first. I launched and finally found myself in good lift with a ragged cumulus forming above.

After trying hard to stay with it, the thermal was gone, leaving me 4,500' above launch. I'd been over the peak for 50 minutes.

## Cloud

I pointed my Comet downwind, and was off like a sack of bricks in the 1,000 plus fpm sink. As I fell towards Cedar Crest, five miles away, it was easy to imagine the laughter at this bungled X-C attempt.

At about 1,000' ragged lift was encountered. It was nothing to climb in, and it drifted me away from civilization fast. I veered toward a large plowed field and bingo — real lift!

Climbing rapidly, cloudbase was reached at 16,800' ASL for the first time.



Picture — Ken Gallard

Jim Lee — dressed for distance



America is a big, big place!

## INSURANCE

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

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

### PERSONAL ACCIDENT BENEFITS IN THE EVENT OF A HANG GLIDING ACCIDENT

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

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

### WEEKLY BENEFIT

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

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

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

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

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

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

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

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

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

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

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

### LIFE, ENDOWMENT, HOUSE PURCHASE AND PERMANENT HEALTH INSURANCE

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

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

We have arranged special terms for BHGA Members and we will gladly quote if you will write or telephone:

REGGIE SPOONER INSURANCE BROKER FOR THE BHGA, CLIFTON HOUSE, BATH ROAD, COWES, I.O.W. PO31 7RH. TELEPHONE: COWES (0983) 292305

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

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



# the desert

Ahead, a sailplane was spiralling up a couple thousand feet below me marking my next thermal.

Onward through the fog of cloud bottoms, the sink equalled lift, with 400-500 fpm down air between each thermal.

I directed my attention to a massive curtain of verga which hung from an old cloud system, blocking my intended route towards Santa Rosa.

This was a critical decision of the flight. Likely-looking cumulus existed to the north of the verga, while well-formed clouds stretched out to the south.

The latter meant flying toward an unknown destination. Both routes were cross to the prevailing winds.

Flying into the unknown, I headed toward the flattest-bottomed boss cloud on my new route.

The glider levelled upon reaching cloudbase, which was now 17,200' ASL. Pulling in the control bar, and flying faster, finally with bar to knees, I was lifted into the white nothingness of the cloud.

Having logged only 16 hours in my new Comet, I was leery of being in this position and possibly getting vertigo. But I had allowed it to happen and was really kicking myself.

After slowing the Comet, I checked my compass. The needle was revolving about the dial, indicating a steady turn. I managed to centre the needle by flying in the direction of the turn.

## Relief

I gained 800' to my maximum altitude during my flight of 18,000' ASL.

A fair amount of rime icing was collecting on shoulders, control bar, and vario which was starting to warble like a sick songbird from the moisture.

Four minutes had elapsed since entering the cloud when I suddenly broke into the blue. Still surrounded by the cloud, I looked down through a hole to see the road I'd been following, and was ecstatic to discover I was exactly on course!

It was now apparent that the road did indeed turn east again. What relief! Flying crosswind had been wasteful; every time I exited a thermal, a crab back to the road was necessary in order to avoid an out-landing in the desert.

The old clouds ahead left no hint to the best route.

Fatigue had set in (81-mile mark) when the wing suddenly encountered more sink, some turbulence, and finally started climbing in a decently shaped thermal. Still, I had to hang on to it. "Just get me to that town," I thought as my glider and I ascended ever higher, topping out again over Vaughn at 15,500' ASL.

The road branched, heading in three westerly directions. The southern-most road had good cumis forming over it, but I dreaded more crabbing. I struck out for the open desert.

Flat-bottomed cumis were 30 useless miles ahead, so all lift, no matter how weak, was worked to its full extent.

I'd been airborne for about four hours. The thought of having covered

a sizable distance became distracting. My mind wandered over such items as the impact of a new site record, which presently stood at 89 miles.

Again and again I'd lose the ill-formed lift, get mad, then determined to stick with the lift, to treat that lift as if it was my whole life.

Descending slowly the whole time to 1,500' above the desert floor, a landing again appeared imminent.

Lucking into a smooth, well-formed thermal just west of town, I was able to sit up, drink some water, and try to relax in this high drag position for a few minutes.

Topping out after the long climb at 15,500' ASL, with sights set for Fort Sumner, my eyeballs were peeled for air traffic near town.

## Texas

The time being almost 7 p.m., the air was getting very smooth. But judging by the drift of pilot and glider, the winds were still a consistent 15-20 mph out of the northwest.

Feeling elated at such a magnificent flight, and having had a 22-mile final glide like we've read about in the magazines, I was brought back to reality by sudden turbulence about 2,000' AGL. Shear? An approaching storm I had somehow failed to see?

Thoughts swirling in my head, I was suddenly lifted in a smooth 200-300 fpm thermal, probably the last one of the day for many miles around. Climbing ever higher, I gazed down-wind, noting communities evenly spaced along the highway. The wing topped out at 15,500'.

A city was ahead in the distance — it could be in Texas for all I knew. But I was still in New Mexico, just entering Melrose, with Clovis miles ahead. With 4,000' of altitude over Melrose (after a 34-mile glide from Fort Sumner).

I debated stretching it out to the city, but the thought of not making it, and having to land on an empty stretch of highway in the dark forced me to turn back to Melrose and a suitable landing area.

Pulling out a monocular, I searched for wind indicators on the ground and spotted people in a ballpark in the centre of town.

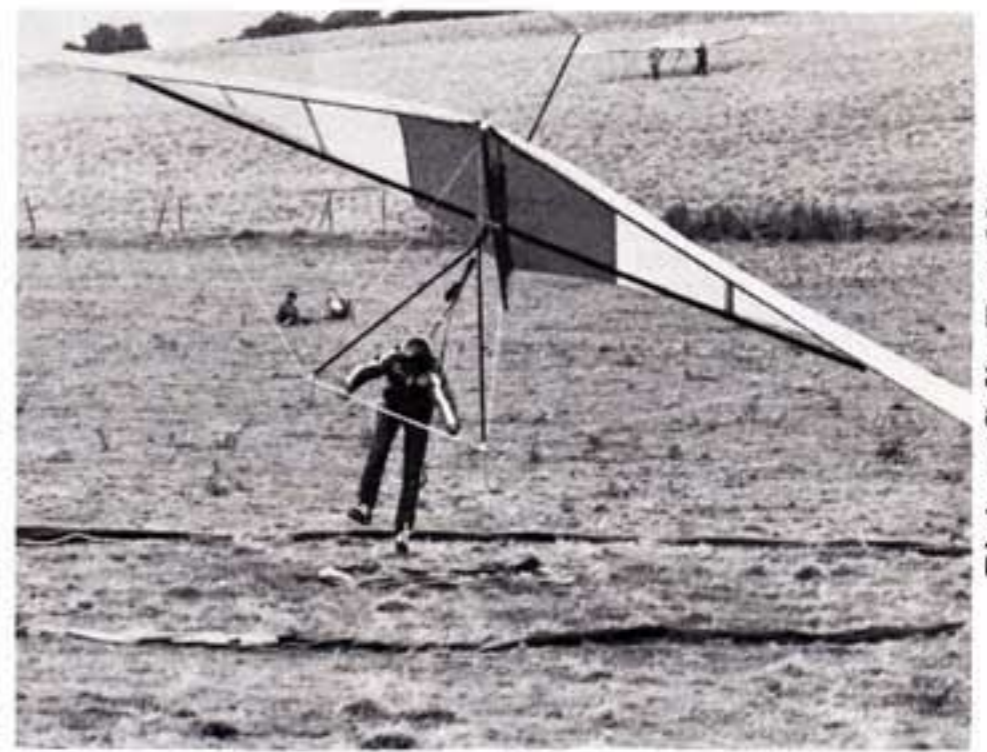
After many wingovers and steeply banked 360s to attract attention I was within range for communication. "Throw up some dirt. Please throw up some dirt so I can land safely."

Levelling out over the outfield fence, already lined up for home plate, I was horrified to see three small kids and their dog dashing directly towards me. I sent the spaniel tumbling.

The average flight speed was 27.3 mph, and the amazing final glide of 34 miles in the buoyant evening air with a tailwind comes out a 24.6:1 glide.

The actual flight path — 176 miles — only eight miles further than the straight-line distance! If I had launched from the Sandias an hour earlier, a 20-mile glide could be added to the total distance, possibly more.

I feel we are capable of exceeding 200 miles with present equipment from virtually any site.



Picture Colin Franklin

David Vortex, on the spot

## Lewis on target

THE South Essex "Sand Divers" arrived en masse at Hollingbourne to find conditions well soarable for their annual competition.

Therese Conroy had done a good job organising, but having arrived in her tiny Fiat camper, loaded to the gunwales with gliders and fliers, discovered she'd forgotten all the marshalling gear and spots.

To give the less experienced a chance, fliers could go for as many or as few pylons as they wished, or just the high scoring spot.

Thanks to Ted Salisbury and the Dover and Folkestone Club and our local sponsors, AJA Electrical and Dominus, for the magnificent trophies.

Results: Task 1 Slalom & Spot, 1st: Dave Lewis — Vortex. Task 2 Speed 1st: Ron Green — Atlas. Overall Winner: Dave Lewis.

Best new pilot: John Young — Solar Storm.

## Broken tangs

BEWARE of lifting the nose of your glider by the top rigging tensioner, warns accident investigator Diane Hanlon.

Frequent bending caused by this can weaken the top rigging tangs and lead to failure.

Her warning follows a report of top rigging failure on a Birdman Cherokee when the tensioner was tightened. She advises replacement of tangs on gliders that have been lifted in this way.

## FLIGHT BRIEFS

### Lottery winners

Winners of the July 500 Club lottery are as follows, with prize money totalling £142 and a like amount for BHGA funds:

J.A. Bowers	£56.88
K. Litten	£28.44
B.J. Bull	£14.22
N.F. Boarder	£8.53
Bill Nunn	£7.11
A. Doyle	£7.11
R.J. Harrison	£5.68
P.H. Cranshaw	£5.68
R.H. Moss	£4.28
R.D. Freeman	£4.28

### More laws

Plans are afoot to bring in byelaws restricting hang gliding at Beachy Head. Eastbourne council was due to discuss the proposal early this month and BHGA council has offered support to the Southern Hang Gliding Club in its fight.

### Free rig

The BHGA glider test rig could be based free of charge at Cranfield for three years, principal executive officer Barry Blore told council.

### Handy

The BHGA is selling 1,500 Instructors' Handbooks produced at a cost of £1,375.

## National XC League July placings

\* denotes National League pilot

POS/N	NAME	CLUB	1	2	3	Av.
* 1	JIM BROWN	DALES	78.1	37.3	21.7	45.7
2	PETER ROBINSON	WESSEX	29.4	50.4	43.0	40.9
* 3	MICHAEL CARNET	SOUTHERN	48.4	31.9	28.6	36.3
* 4	BOB HARRISON	DALES	18.2	49.5	34.3	34.0
* 5=	ROBERT BAILEY	DALES	31.4	38.6	31.1	33.7
* 5=	COLIN LARK	AVON	32.0	28.9	40.1	33.7
* 7	JOHNNY CARR	SOUTHERN	22.3	35.1	39.6	32.3
* 8	RICHARD BROWN	PENNINE	27.0	18.5	39.0	28.2
* 9	JOHN STIRK	DALES	82.6			27.5
10	NEIL ATKINSON	W. COUNTIES	25.8	36.7	14.0	25.5
* 11	DONALD CARSON	OSPNEY INVERNESS	21.4	26.7	21.3	23.1
* 12	JOHN FENNEL	DUNSTABLE	12.4	25.8	29.3	22.5
* 13	MARK SILVESTER	PENNINE	30.7	17.3	17.3	21.8
* 14	SANDY FAIRGRIEVE	NORTHAMPTON	20.6	23.5	18.0	20.7
* 15	JOHN NORTH	PENNINE	17.4	15.8	28.1	20.4
* 16	PETE WATERWORTH	AVON	29.8	11.8	15.4	19.0
17	TONY HUGHES		20.6	29.9		16.8
18=	BRIAN GODDEN	N. YORKS	16.6	25.9	13.5	16.5
* 18=	RICHARD IDDON	PENNINE	17.7	16.3	15.5	16.5
20	CHRIS TAYLOR	CUMBRIA	22.8	8.6	17.4	16.3
21	DAVE BLUETT	SOUTHERN	12.4	12.8	22.6	15.9
* 22	MICK POLLARD		10.7	33.8		14.8
23	CARL TONKS	W. COUNTIES	24.0	11.2	7.1	14.1
24	NICK STANSFIELD	DALES	14.8	27.1		14.0
25	HOWARD ROCKLIFFE		22.9	17.8		13.6
26	RICH. ARMSTRONG	LANARKSHIRE	13.3	20.2	6.3	13.3
27	TOM HARDIE	RAF M. EAGLES	8.7	15.3	12.7	12.2
28	PHILIP HIGGINS	SHEFFIELD	12.9	9.4	10.7	11.0
29	GORDON HOLMES	GEORGE CAYLEY	19.8	7.9		9.2
* 30	LEN HULL	SHEFFIELD	7.7	18.8		8.8
* 30	ALLAN SMITH	WESSEX	26.4			8.8
32	P.J. MASON	W. COUNTIES	11.2	15.0		8.7
33	NATALIE WILSON	SKY SURFERS	8.3	6.6	9.3	8.1
34	MIKE HIBBIT	THAMES VALLEY	23.8			7.9
35	JOHN CLARKE	PEAK DISTRICT	7.1	6.1	9.9	7.7
36	JOHN WILKINS	DALES	8.6	12.5		7.0
37	JENNY GANDERTON	DUNSTABLE	20.0			6.7
38	JOSEPH CULLEN	LANARKSHIRE	11.2	7.4		6.2
39	CLIFF FOSTER	SHEFFIELD	17.8			5.9
40	BRUCE GOLDSMITH		17.0			5.6
41	PETER MACLENNAN	DALES	16.0			5.3
42	NICK GOODYEAR	GEORGE CAYLEY	15.6			5.2
43	IAN RAWSON	PENNINE	15.1			5.0
* 44	JOHN HARTHMAN	SHEFFIELD	7.1	7.8		5.0
* 44	JOHN HIGHAM	SHEFFIELD	14.9			5.0
46	MALCOLM CLEE	SKY SURFERS	14.4			4.8
47	BILL WALKER	LANARKSHIRE	14.3			4.8
* 48	GEOFF SNAPE	PENNINE	13.6			4.5
* 49	GRAEME BAIRD	DUNSTABLE	12.4			4.1
50	MARC ASQUITH	MERCIAN	11.3			3.8
51	ROBIN SMITH	ABERDEEN	8.8			2.9
52	ALAN DAVIES	LOUGHBOROUGH	8.4			2.8
53	JOHN HEWITT	SOUTHERN	8.1			2.7

MORE and more pilots are tasting the joys of cross-country flying and the Cross-Country League provides an additional incentive.

To encourage more people to enter their flights for the league, Wings! will be giving full coverage, concentrating on new XC fliers, big distances and significant flights, like Johnny Carr's ridge run, featured here. Ring Leeds 448303.

To enter the league, send your name, club, date of flight, six-figure OS reference take-off and landing, details of restricted airspace circumnavigated, witness t/o and landing, approx. distance, to DAVE HARRISON, C/o BHGA 167A Cheddon Road, Taunton, Somerset TA2 7AH.

## Nick's 2nd

by Nick Stansfield.  
July 10

After chasing round Yorkshire for three hours, we finally arrive at Stags Fell in the Dales. The cumulus are well formed at 6,000 ft. with a light South Westerly drift.

I stand on the edge waiting for a good looking cloud to come. The wind is eight mph, but Jim Brown seems to be holding his own 500' ATO so I launch. **BLOWN IT!** Sink straight below take off, looking up to see Jim top land, head for the lower

ridge but too late, I'm below that now and looking for a bottom landing when along comes my Guardian Thermal.

After about 20 minutes we're only one and a half miles from take off and 2,000' above.

Jim makes a run for Swaledale, three miles downwind, and I head back into wind toward a small cloud which is gradually growing, almost under the cloud and the vario screams, put a steep bank on and I've got a constant six up.

My cloud is getting really big. I must be on my way to cloudbase now, but 5,300' ASL I lose it. Cloudbase is at least 700' above me.

I start to cross Melbecks Moor aiming for a decent looking cloud, but after a mile, I realise the cloud is old and decaying so I turn round and head back to Swaledale, working thermals up to 3,500'.

I leave them and follow the valley East.

I head for the ridge above Langthwaite, but



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# XC

as I cross the village and some stubble fields it suddenly feels really warm and bubbly. I start to circle getting zeros then Wham!

The right wing kicks up really high, with the vario off the clock.

I try to turn into the thermal but it's locking me out. I even grab a side tube to keep myself in the corner but it's no good I have to go round to the left.

It's on my third 360 that I finally manage to get in.

Put a fresh cork in and the spin dryer type eight to ten up lifts me up to 4,500' and over into Teesdale.

I decide the sky's looking a bit thin now and pull the bar in and fly towards Barnard Castle.

I now follow the stubble fields working zeros and one ups, never gaining more than 1,500' above ground level for the next seven miles to my landing field at Evenwood Gate near West Auckland.

Glider: Comet 165.  
Flight Time: 2hr 10 mins.  
Height Gain: 4,200' (5,300' ASL).  
Distance: 27 miles.



by Jenny Ganderton

THE Thursday of the Bleriot Cup competition dawned bright and clear. Natalie Wilson and I rushed off to Nappa Scar.

The British team weren't far behind, and they gave us lots of advice, like what to do when we got to Newcastle!

I thought: "This is it! If I don't go for it today I never will."

I decided to follow the people who knew what they were doing. After about half-an-hour my arms were tired and I thought: "You fool Ganderton, you can't possibly go XC, look at you tired already!"

But then I saw some of the French team going up, I flew over and joined them.

I circled up to the cloud base and totally forgot about aching arms.

By then I was half way across the moor behind and committed to go for it without ever consciously having made the decision.

# A WOMAN'S PLACE IS IN THE SKY!

The thermal decayed so I headed off down wind, thinking I might be able to soar the side of the next valley.

But I bumped into another thermal coming out of the valley and wound on up to the cloud base, while crossing the next stretch of moorland.

As this thermal decayed, I kept circling and just about maintaining height, and wondered what to do next. Then I saw Graham Hobson doing great wide circles nearby and I thought I must be in the right place.

Graham Hobson suddenly turned and headed off upwind.

I suddenly felt very alone as I realised it was all up to me now.

I remembered the advice I had been given and stayed with the lift I was in, weak though it was, and I was soon rewarded by a five-up.

I climbed up to the clouds

again and kept circling until I hit two or three down. Then I headed off downwind, towards a likely-looking black cloud. By now it was all overcast.

I was really quite surprised that my strategy worked.

Eventually I came to a valley and didn't think I could make it across the moor on the other side. I didn't want to land in the middle of nowhere so I stuck to the valley and I was down.

I was pleased as punch. I knew I'd done quite well for a first attempt, but never dreamed it was as much as 20 miles.

The flight lasted about an hour-and-a-half.

I have been flying for about 18 months. I learned prone at Dunstable hang gliding school and fly a Typhoon.

Max. height gain: 2,300ft ATO. 4000 ft ASL. Distance 19.996 miles.

# 30-mile ridge run

by Johnny Carr

Johnny Carr (right) —

some of the gaps were this big!



I GOT up, looked out of the window to see the sun shining, wind northerly.

Everything looked good for a day at Devil's Dyke.

At lunch time I was told Michael Carnet and another glider were at 3,000 ft over Chanctonbury Ring. "That means Michel has got my record," I thought.

## Ridges

I got to 2,000 ft at the north bowl and headed for Trulie in ridge lift and waited round for a good thermal. It came and I was soon screaming up to 1,000 ft. I didn't want to drift too far back so I headed up wind, still climbing.

I was now about 3,000 ft and off the edge of Trulie. I kept thinking of Michel on the other side of Steyning Gap and I went for it. I am in a 4-down all the way to the middle when "bam" — the vario starts to read 3-down, 2-down, 1-down, 2-up.

Oh boy! that was a great feeling right in the middle of a huge gap between two ridges.

A peachy blob which took me up to 2,400 ft. I could see the cement works chimney way below and I headed for the last half of the jump on to the Steyning range.

I was in about 5-down most of the way, then on to 1-down, till I reached the other side.

The hills were now covered in trees and very turbulent.

I was now on my way to Chanctonbury Ring, but as the ridges faced NE ahead I worked some thermal to get some extra height and, as I figured, encountered a strong into-wind leg and found myself half-way down the hill at Chanctonbury Ring.

## Trees

I knew the hill round the corner was into wind and I hoped I could hack the turbulence low down in trees.

I hung on there and was soon above Chanctonbury Ring and I could relax again. I looked along the ridge and I could still not see Michel.

I could see a gap looming up where the A24 goes through the Downs. No sooner had I thought about a thermal to get me across the gap than one came along. I soared up to 3,000 ft.

At Sullington the ridge wasn't working too well. I flew along to where the gliders fly. Instead, I decided to go to the end of the ridge where many fields had been cut.

I was at the end of the ridge ready to cross the gap at Amberley. Soon another huge thermal came along and at 2,400 ft I headed across the gap. I could now see the biggest obstacle of the flight — a two-mile into-wind leg to reach the continuation of the South Downs.

The bowl I was in was working but I knew it would need a miracle to get any further. I was determined to have a go. I carried on past the point of no return.

## Miles

My vario now starts reading 2-down instead of 5-down.

I am now just about in reach of the ridge in front. I headed out over a fresh-cut field and my luck was in — a 2-up. I threw the Comet round and round, celebrating the fact I had made it and now it's three miles of easy ridge lift to the next gap.

Thermals were now very spaced out and I spent 45 minutes trying to get across the smallest gap of the flight.

The flight took three hours and covered 30 miles.

It is possible to add ten miles to that given the same conditions but timing it better.

# BAILEY 'BEATEN BY THE RULES'



by Jim Brown.

BOB Calvert is this year's winner of the Scottish Open. But was Robert Bailey the real winner?

His flight on the last day of the competition was long enough to clinch the necessary 1,000 points to put him in first place, but having landed out in a remote area, Bailey failed to phone in by the 4.00pm deadline to record his flight.

Calvert, who rang in at 4.04pm claiming to have been trying to phone since 3.50pm (and to having witnesses to prove it), took the title.

The row blow up as an open XC was called from the Cairnwell in fairly calm conditions.

The deadline was set to enable the organisers to collect and collate the results and then present the trophies in reasonable time.

Everyone sat and waited on the hill for the conditions to become thermic. Occasionally, one or two pilots would take off in a vain attempt to find a thermal only to sink out and land at the ski-centre.

Time was ticking by and almost the entire squad were still on the mountain. At 3 o'clock, Nick Goodyear, a leading North Yorkshire flier, took the initiative, launched and found lift. He was soon circling high above the mountains.

Colin Lark, last year's champion and Bill Anderson, a leading Scottish contender followed.

Within minutes there was a mass exodus and soon 20 - 30 pilots were skying out 2-3,000 feet above take off.

They left in small groups, with most choosing to fly SE towards the Spittal or Mount Blair.

Furthest distance was Bailey, then Calvert, Ogston, Silvester, Clee, Lark, Anderson, Hughes, Goodyear and myself, roughly in that order. Bailey, Lark and Anderson failed to ring in by 4pm and were disqualified.

There ensued a considerable argument for it seems Bailey and some others were under the impression that they only had to land by 4 o'clock to score, and besides why should Calvert's score stand when he rang in at 4.04?

The scenery is magnificent and competition atmosphere was - otherwise - as ever, fantastic: once again proving the value of this meeting as an annual event which should not be missed.

Perhaps the fact that it caters for fliers of widely differing competitive ability creates some of its problems.

At the highest level, competitors like Bailey and Calvert will always fly as closely to the rules as necessary to win (and argue if they think it will improve their chances), whereas others will take the event in a much more relaxed manner.

Only written rules, presented before the event, will stop the bickering when rules are loosely drawn up on the day. It has taken the League long enough to learn this lesson but now the rules are in black and white.

Finally a word or two about the Scots. I think it's fair to say they have become more competitive since I saw them last year, and more than one Englishman described the event as the coming-of-age of Scottish XC flying, such was their impressive performance. I think we need to keep an eye on pilots like Donnie Carson, Richard Armstrong, Simon Ogston, Donald McKenzie, Malcolm Clee and Geoff Tabbner to name but a few. It's going to become increasingly difficult to beat them, especially on their own ground.

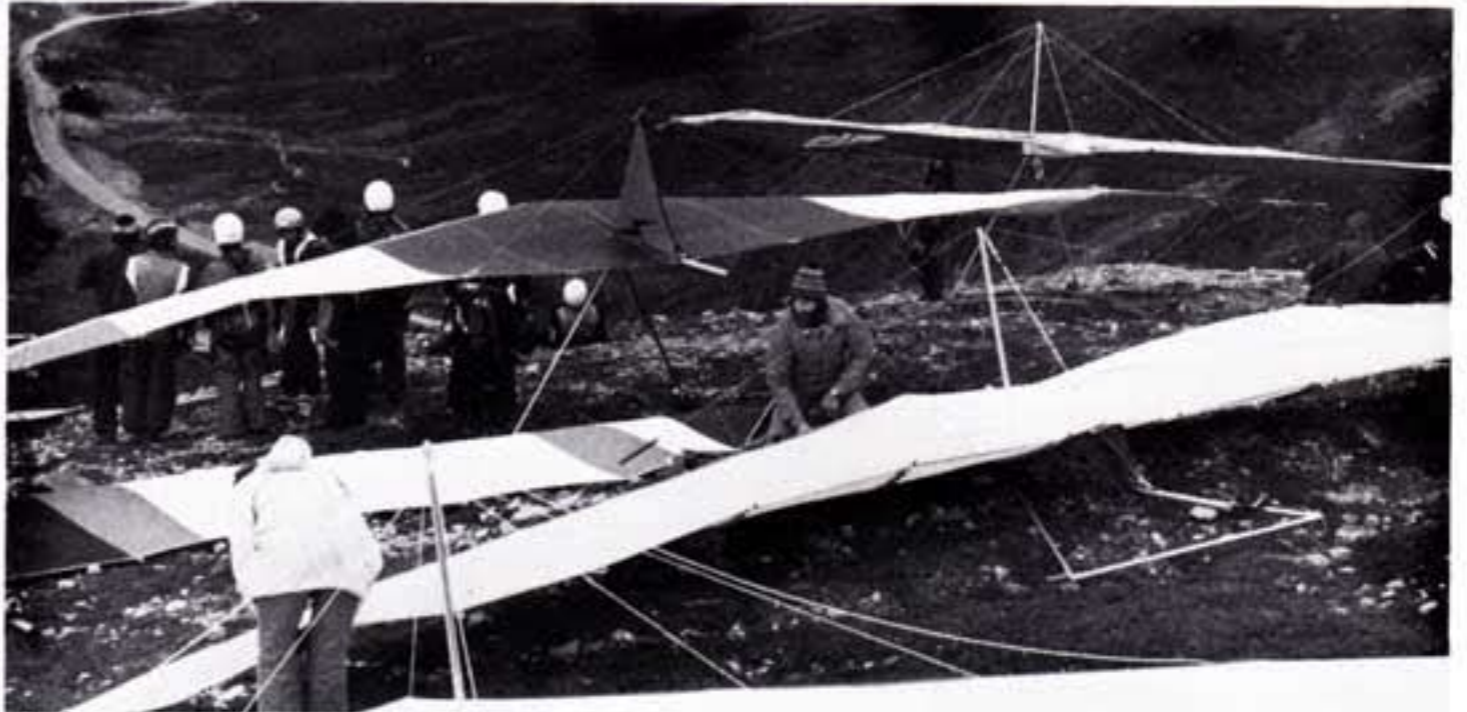
Donnie Carson, in superb form, won the second day, beating my last year's distance record with a magnificent flight of 26.65 miles, landing just short of Perth and putting himself into first place.

# The rise of

LAST year's Scottish Open saw the first five places taken by the Sassenachs.

Now, in a reflective look at this year's event, SHGF Safety Officer and Wings! reporter IAN TROTTER argues the gap has been closed.

Englishman JIM BROWN - who saw his Open distance record of last year beaten by Scot Donny Carson - agrees... but picks a bone about the rules.



The Cairnwell North East face with local expert Gustav Fischnaller pictured centre

## FINAL RESULTS

	NAME	GLIDER	POINTS
1	BOB CALVERT	TYPHOON	2389
2	DONNIE CARSON	COMET	2129
3	MARK SILVESTER	SABRE	1978
4	SIMON OGSTON	LIGHTNING	1822
5	RON FREEMAN	TYPHOON	1649
6	RICHARD ARMSTRONG	DEMON	1647
7	DONALD MCKENZIE	TYPHOON	1493
8	BOB BAILEY	COMET	1481
9	TONY HUGHES	LIGHTNING	1468
10	MALCOLM CLEE	COMET	1455
11	GEOFF TABBNER	DEMON	1415
12	NICHOLAS GOODYEAR	GYR	1405
13	COLIN LARK	DEMON	1401
14	JIM BROWN	SABRE	1399
15	BILL ANDERSON	SABRE	1371
16	PETER FINLAY	ATLAS	1370
17	NATALIE WILSON	COMET	1290
18	ANGUS PINKERTON	TYPHOON	1248
19	PETER HARGREAVES	COMET	1176
20	PAUL FRAIN	TYPHOON	1159
21	GUSTAV FISCHNALLER	DEMON	1063
22	MARK SOUTHALL	TYPHOON	1058
23	IAN CURREN	CYCLONE	1057
24	ROBIN CRAIG	ATLAS	1009
25	ALISTAIR MILNE	LIGHTNING	900
26	JENNY GANDERTON	TYPHOON	897
27	SIMON MURPHY	CYCLONE 1/4	833
28	CHARLIE MACLENNAN	GRYPHON	826
29	JOE CULLEN	TYPHOON	817
30	DEREK PAVEY	SUPER SCORPION	811
31	CLIVE BREWITT	SABRE	784
32	DOUGAL SCOTT	LIGHTNING	762
33	JAMES BRUCE	DEMON	761
34	BILL WALKER	DEMON	759
35	ROBIN SMITH	SKYLINE	655
36	IAN TROTTER	DEMON	651
37	LEN HULL	SEALANDER	637
38	DAVID CHEESMAN	ATLAS	464
39	CHARLIE INGRAM	PEGASUS 5	438
40	GRAHAM HOBSON	DEMON	437
41	JOHN THOMPSON	SPIRIT	392
42	DICK HEFFER	TYPHOON	370
43	MICHAEL HEATHER	ATLAS	350
44	BOB DUNTHORN	SILHOUETTE	282
45	FRANK TRUNKS	CHEROKEE	280
46	ALASDAIR ROSS	LIGHTNING	150

# the Scots



Pictures by Phillip Lawson

GOING...



The second-fastest way down from the Cairnwell

## THE FIRST TWO DAYS

**FRIDAY**, June 26, and 50 pilots congregated morosely in the cafe at the foot of the Cairnwell Mountain in Glenshee, near Braemar.

Many had travelled a long way to fly in the Scottish Open Championships, and some, like myself had been lured there by the reports of magical conditions last year.

Friday was awful — wind, rain, turbulence and 2°C temperatures. No one ventured up the chairlift even, and at 3pm we were told to congregate at Mount Blair, a hill about eight miles south of Cairnwell.

**SATURDAY** promised no better, but we were on the Cairnwell fairly early, dressed up in heavy winter gear. Gustav Fischnaller gallantly wind-



...going



...gone!

— it's cold being a wireman on the NE face!

dummed at around 11.30 and was rapidly and roughly deposited in the bottom landing.

He said he thought it was broken up thermal — we thought it was thundering great holes! Conditions abated sufficiently for the XC window to open at 3pm, and then the Cairnwell began to show what it was capable of. Great lazy parcels of convection began to lift out of the valley every so often, and each cycle saw half-a-dozen pilots on their way to cloudbase. **Len Hull**



by Ian Trotter

## THROUGH TARTAN-TINTED GLASSES

**THIS**, 1981, was the year Scottish hang gliding came of age.

I remember Minto in 1977. The Scots were blowing whistles whenever there were more than four in the air, Calvert plucked a bollard from somebody's head and I was on flight number 75 and still looking forward to soaring.

The English (and Welsh) were streets ahead and it showed.

In 1978 we moved to Glenshee, the big names were on the new twitchy supership, the Super-scorpion, and the difference was still visible.

By 1979 the occasional Scot was beginning to make an impression, but the annual visit of the experts was still a time for learning.

In 1980 I was disappointed to note that, while we'd caught up on what the English could do the last time we saw them, they'd leaped ahead again.

This year was different, and we can hold our heads up at last. Thermals were as likely to be marked, stacks topped and records broken by Scots pilots as by English.

And not just by the occasional Scot either, like Bill Anderson and Donnie Carson, who'd performed respectably before — Richard Armstrong, Donald Mackenzie and Bill Walker (all Lanarkshire), Ali Milne and Dougal Scott (Angus) showed well; even I found myself 2,000' above Calvert and Hobson.

In fact in previous years the Open tended to come after the English had got the new machinery and before the Scots had and this, I believe, goes a long way to explaining the apparent differences in ability in the past.

Halfway up the chairlift I thought I recognised my colours going for an unpowered flight. Then I definitely recognised my number. The Demon had been pegged down, but it did a neat left turn, briefly headed downwind into the "washing machine", turned left again and made an immaculate landing. At least ten people told me it flew better without me.

Later, after conditions improved I was at about 5,000' and close to cloudbase when I had an encounter which taught me a lesson and disturbed me somewhat. Two hundred yards off to my right at the same height on an identical heading was a prominent pilot who tracked in deliberately while I simply held station, to stop with a yard or two between his left tip and my right.

"Nice up here, innit," quoth I. "Break left," said he. I paused for a moment, broke left and never saw him at close quarters again.

The "converging courses" rule of course dictates that I should have broken left. The blanket "safe flying" rule however dictates that you don't fly dangerously.

A deliberate approach to within ten feet strikes me as carrying aggression and competitiveness too far.

If that's what's required to win comps., it's not for me: the aces can have it to themselves and if they get wiped out they may reflect as they pull the chute that aggressive flying puts THEM at risk as much as the "chicken" who lets them hog the lift HE found.

We're all learning, about flying, tactics, aggression and organisation, and if any of the top guys are considering skipping it next year, I'd ask them to remember that. Maybe they should also ask themselves if THEIR approach, honed by several years of American Cups etc., of pressurising gentler more innocent organisers didn't cause this year's hassle in the first place.

# Rising to the challenge!



SOLAR Challenger — the first sun-powered aircraft to fly the Channel — cost well over £1 for every pound weight of its high technology structure.

But as the aircraft, piloted by Steve Ptacek, made its historic touch-down (left) at Manston in Kent, designer Paul MacCready stressed again his was not a "practical" aircraft.

Earlier he told journalists at the Paris airshow: "This flight is a symbol and a stimulus. It proves how far you can go in improving the efficiency and energy-conservation potential of vehicles if you combine imagination with modern materials."

Dr. MacCready's final success — after a number of failed attempts — follows the successful man-powered Channel-crossing by his Gossamer Albatross.

He has a master's degree in physics and a PhD in aeronautics, is a natural entrepreneur and a born flier, having won the American national glider soaring championships several times.

The Challenger is an aerodynamic oddity with flat-topped wings to maximise the area of its 16,128 solar cells and computer-designed to function as well as possible despite their curious section.

Glide angle with the prop feathered is 13.5 to one, while the electric motor — spinning the drive shaft at 7,000rpm and geared to turn the prop at 300rpm — produces three horse power.

The plane had to be light enough to fly with such a small engine yet strong enough to take G-forces above 10,000 ft.

The solution came from the Dupont Chemical Company which provided ten composite materials, that enable the craft to be built at under 200lbs.

Commercial applications are likely to be scarce but the US government has expressed interest in using a plane as an unmanned high-altitude weather sensor.

Computer studies have shown it could gain enough altitude in the day, and sink slowly enough at night, still be above the cloud cover at dawn.

## Power

### Micro lights and CAA

THE Civil Aviation Authority is reminding operators and pilots of microlight aircraft, that their machines are aircraft within the terms of the Air Navigation Order.

The number of aircraft of this type in use in the UK is rapidly growing and they are becoming more sophisticated.

The Authority considers it is timely to issue a reminder that the order applies but is proposing, for the time being, to grant an exemption from the provisions of the order relating to registration, airworthiness, pilot licensing and medical requirements.

The exemption will apply in respect of

powered aeroplanes not exceeding 150 kg. empty weight and with a wing loading not exceeding 10 kg/m<sup>2</sup> at empty weight. The exemption from the registration requirements applied until the end of June.

#### Medical

The exemption from airworthiness, pilot licensing and medical requirements will apply for as long as reasonably necessary to allow time for appropriate standards and controls to be worked out, microlight

aircraft above 70 kg empty weight will need a permit to fly and pilots with need to hold an appropriate licence.

It is proposed that a certificate of fitness signed by the applicant's doctor will satisfy the medical requirements.

#### Safety

The Authority is hoping that by working together with the microlight aircraft movement a form of control can be devised which will not bear too heavily on the enthusiast, but will ensure as far as possible that the interests of safety are being observed.

*Popular Flying*

## Flying sideways!

EVER seen a Cub ground loop? Or an Auster loose a wheel? And right behind them about 30 various light aircraft on finals all apparently flying sideways?

Well — you would have seen it again at Leicester East.

It would seem that runways are a bit like ridges, in-so-much as the wind is never quite where you want it, and such was the setting on July 4 — warm, sunny, thermals, popping off and the wind 90 degrees off the strip.

On arrival I was asked if I

could demonstrate Flexiform's latest — the Sea-lander — at around 3pm. "No problem," I replied.

"Great, can you sign in over there," pointing to a posh shed about 30 yards away.

"DON'T WALK ON THE TARMAC!!!"

Having safely arrived at the shed, I gave the reg. of my aircraft, and the name, Sealander/trike.

"What, you've never seen one? well this is your lucky day!" The man looked excited.

#### Pitts

Come 3pm., I flew the Sealander as promised. Real hero stuff, with hundreds of PFA members following me around for



by MikeHurtley at the Popular Flying Association international rally

hours after, more than just a bit impressed.

To finish the day, we retired to the club house — just the spot to sit back with a well earned pint and watch a couple of Pitts Specials fight it out in the cool evening air.

So marked the end of what I thought had been a good day's aviating.

I'd recommend anyone with a microlight to attend these meetings.

# Introducing Owens Valley

FOR the past four years, the Owens Valley, 250 miles north east of Los Angeles, California, has been the focus for one of the most intense XC competitions in the world.

Famed for its 14,000 ft mountains, its 100°C plus desert temperature and its enormous scale, the area draws pilots from all over the world to compete in a series of events which pale all other contests significantly.

Flying takes place from Gunter launch, the flank of a 4-mile long 3,000 ft deep canyon, one of hundreds which serrate the Inyo and White Mountain range. Master of this range is White Mountain itself, a rocky 14,400 peak, 17 miles from launch, whose sides drop majestically down into three huge deep chasms up which roar the most enormous thermals one can imagine.

## Extremes

A desert floor temperature of 96°C, a freezing level of 14,600ft, plus a cloud base of 16 or 17 thousand feet, give an undreamed-of lapse rate, which when cored properly, propels one skyward for 5,000 ft at 1,500 ft per minute. What goes up must come down, and many a hang gliding pilot has lost a full 10,000 in fewer minutes.

Owing to the extremes of weather and terrain, the Owens has developed a reputation for unbelievable turbulence, for easy miles, and for "bottle only" flying. Most of this is there to a greater or lesser extent, but one has to offset the horror against the beauty. However, since most people only want to know about the bad times, yes, we did have some.

We arrived to find three broken arms caused by miscalculated high-altitude landings. A Canadian looped involuntarily just after launch in a radical thermal. We flew under giant cu-nims, circling the 2,000ft tendrils of verga, covered in snow and hail, frightened as lightning flashed and banged around us. I spent a full 30 minutes, blood rushing to my face, as jammed in the control frame I held my Demon in a spiral 60° dive just to stay out of 2,000 ft per minute lift.

## Thunder

The slightest relaxation had me hurtling upwards under a jet black thunder head, and I was scared. Andy Wilson played tag with a core which rocketed him up and over onto his back, his feet entangling with the rear rigging completely inverted.

An American also went over but he was not so lucky and his Comet broke up requiring a parachute deployment to save his life. Such is the terrain that he took two days to get out and the glider was irrecoverable. Richard Iddon, in company with five other pilots, was blown violently over the top of White Mountain, in winds

by

John

Hudson



which may have reached 40 miles per hour, to land on the spine at 13,500ft.

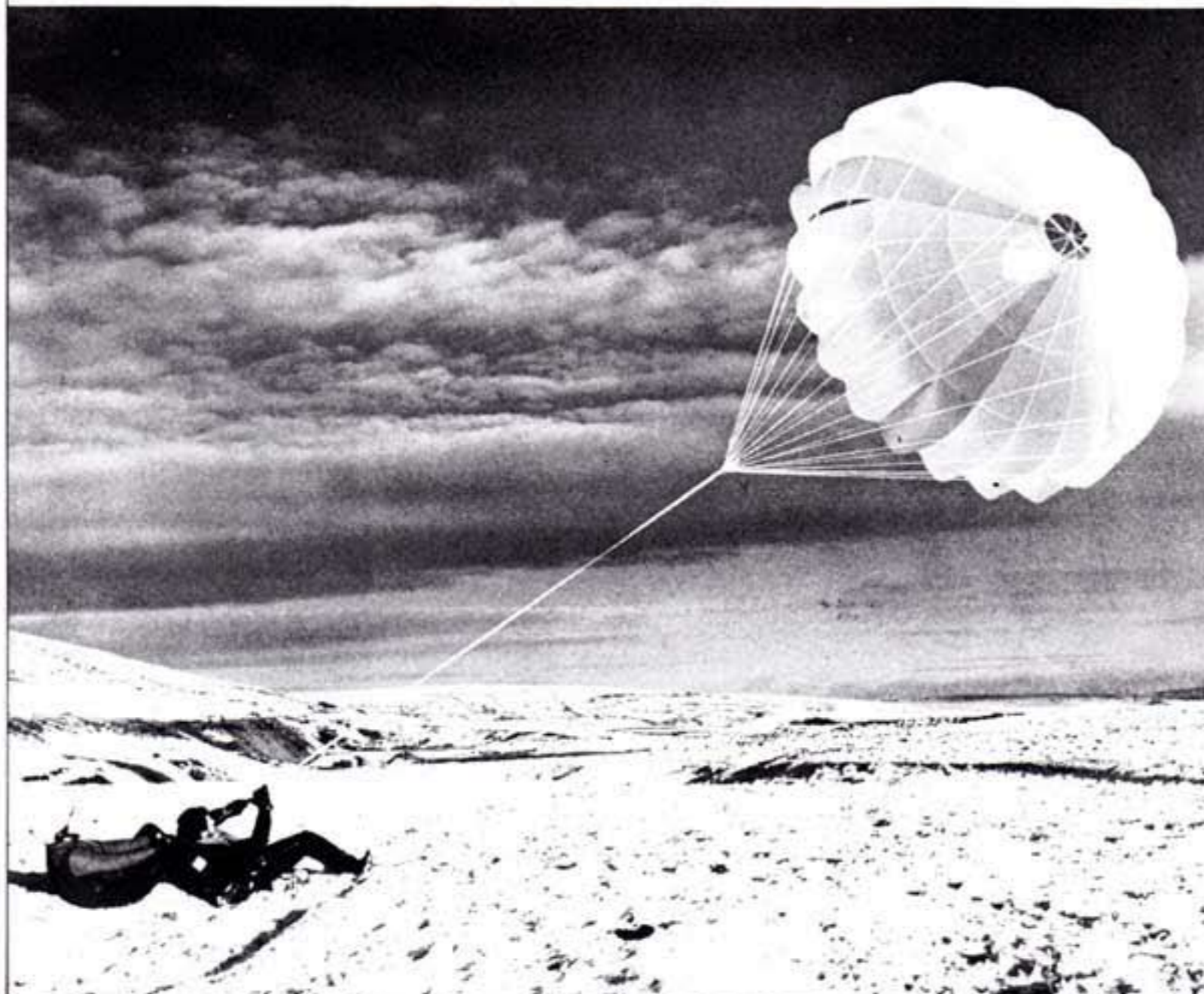
Richard was smashed in vertically from about 20ft. The impact demolished his control frame and trapped him under the glider, lacerating his knee so badly he needed around 20 stitches and lost all movement for a week.

Another American was flipped over and, terrified, he clung to the control frame, feet on the keel, as his machine carried on round to fly away right-side-up.

So the tales go on, but in spite of them, every member of the team had the most amazing flying he's ever had. We all want to return next year. Although the conditions are unlike anything we are used to in England, this year we had two people in the top 20, one of the taking 6th place, an accolade indeed.

Please turn page

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# To Mina or Hell

by Andrew Wilson

JOHN Hudson's introduction gives the impression competition flying in Owens Valley is wildly different from flying anywhere else. In my experience, it is!

For the 1981 X.C. Classic 71 of the best pilots from 15 countries congregated in Bishop, California.

This is what happened on just one day.

The task on the second day was to take off as usual from Gunter, in our own time (we were individually timed from take off) and fly north along the range past White Mountain, past Boundary Peak, over Montgomery pass and following Highways 10 and 95 to the airstrip at Mina.

A straight forward race against time to fly XC to a goal 65 miles away. It was forecast to over-develop so we all launched quite early (2.00 - 2.30pm) by Owens Valley standards.



The thermals were booming 1000-1300 FPM around White Mountain and as I alternately climbed thousands of feet in minutes, then pulled max glide towards the north, I soon covered the 26 odd miles to the end of the main White range. At that point I was able to see just how over-developed it was getting.

With ten thousand feet over the valley floor, but forty more miles to go, I worked Boundary Peak, looking for one more boomer to take me to cloud base at 18,000.

I didn't find it. Instead, I slipped lower into the main canyon where I hit sink and lost 7,000 feet in less than five minutes!

My mind raced back to John Hudson's tales of horror in canyons as I wrestled in turbulence to keep away from first one canyon wall, then the other. It smoothed out as I got lower and I began hugging the sunny side of the rock gorge. The Comet then flew straight into a huge gentle thermal that pilots at Pandy would have been proud of. After a few 360's close to the rock, I was level with the spur - in less than 20 minutes I was at cloudbase!



About ten miles short of Mina, I was faced with a huge Cu. Nim. spreading fully 15 miles across the high ground on each side and simply black in the middle.

I realised I was on borrowed time anyway and armed with my turn and slip indicator I headed straight under it. I vaguely hoped that with huge tendrils of verga, rain and lightning on each side of the valley, the middle might be lifting a little - it was!

I cruised very fast losing nothing for eight miles, then sucked the bar in to dive at the goal vehicle, with sure knowledge that nothing could stop me - except maybe lightning. It didn't - the nearest it came was on entering the Cu. Nim., when one bolt sliced through the air 200 yards away. Eight pilots made it to the goal that day, out of 69 so I felt myself very lucky.

## How I looped the loop

There were four loops during the classic - one guy came out of one with so much speed he did another! I was pulling the bar to my knees in 1500ft pm sink when suddenly - for a second - I hit zero.

Thinking I was through it, I relaxed my arms a fraction and flew straight into 1500 FPM up!

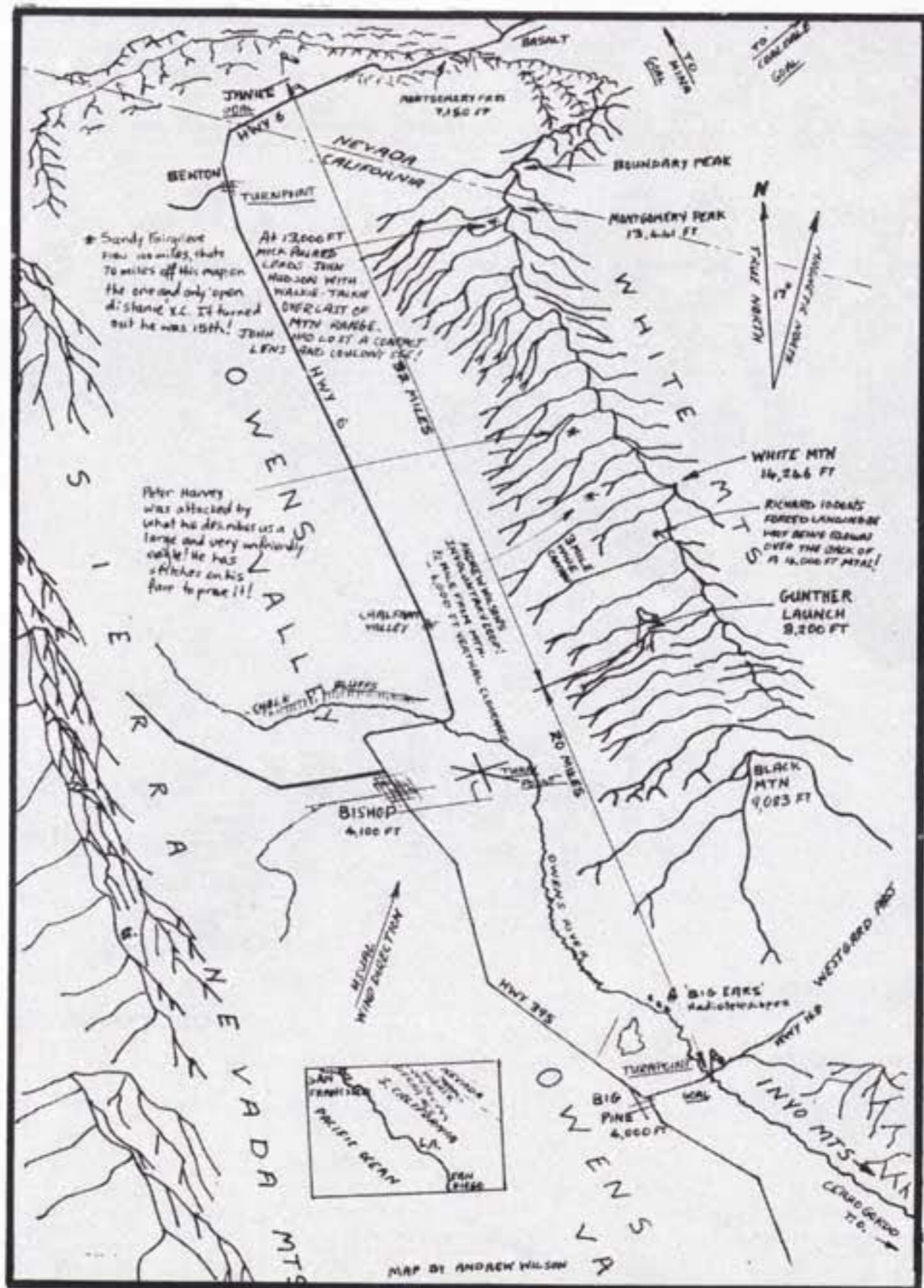
With one hand wrenched from the bar the glider briefly pointed vertically, then carried on over upside down. I had never really been frightened on a hang glider before - I was then.

Peter Harvey came home the same day and stole my glory by explaining how he had been attacked by an eagle - he had scratches to prove it that needed stiches - almost unbelievable.



Andrew Wilson

## Picture report by Bettina Gray



Where eagle



Entente





Mike de Glanville, above, at take-off



...dare... Peter Harvey and wound



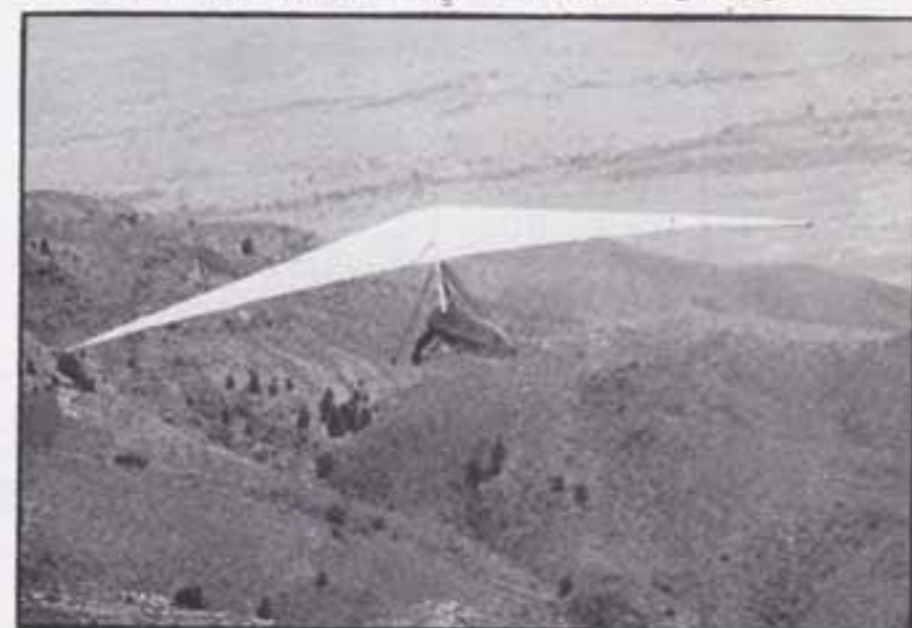
Larry Tudor - the champ



Steve Moyes - winner of Cerro Gordo Cup - 140 miles



Rich Pfeiffer - placed second - flying the amazing Comet Owens Valley Racer with pilot pod.



The pod in flight



Dust Devil at Owens Valley - a thermal where even rocks can fly



cordiale - Mike de Glanville, left, and Andrew Wilson

## Owens Valley XC Classic Results

	points
1. Larry Tudor, USA, Comet OVR	18.25
2. Rich Pfeiffer, USA, Comet OVR	26.25
3. Steve Moyes, Australia, Meteor	66
4. Mike de Glanville, France, Demon	119
5. Tim Joseph, USA, Comet	121
6. Andrew Wilson, GB, Comet	129
7. Jeff Scott, USA, Demon	131
8. Dave Hanas, Canada, Comet OVR	133
9. Butch Peach, USA, Comet OVR	140
10. = Jeff Burnet, USA, Vampire	144
10. = Ted Zinke, USA, Comet	144

### Other British placings

19. Sandy Fairgrieve, Typhoon	190
40. John Hudson, Demon	269
46. Mick Pollard, Typhoon	321
55. Peter Harvey, Demon	392
63. Richard Iddon, Typhoon	450

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

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

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

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## Where are the glider tests?

Dear Editor,

May I ask what has happened to the monthly test reports on various currently-sold hang gliders as promised by Brian Milton in the January 1980 Wings! ?

In the May 1980 issue Bob Harrison outlined the testing procedures he was using in compiling reports on some gliders — indeed the general tone of the article implied that this testing was at an advanced stage, and it listed various kites under consideration.

It is now well over a year later and no reports have been forthcoming. In most magazines catering for a particular sport, product tests and comparisons form a substantial and important part of the content.

I was prompted to write this letter after

reading several issues of the American Hang Gliding magazine in which there are detailed reports on hang gliders, written by experienced, well-known pilots. These reports give information on the glider design, its rigging procedures, ground handling, flying characteristics and general specifications.

This gives readers a good idea of what to expect from the gliders and provides a much more objective basis for comparison for would-be purchasers than the usual word of mouth and hearsay.

The article in the February 1981 issue of Wings! on double-surface hang gliders was a welcome step in the right direction, but a detailed report on individual gliders, as mentioned above, would I feel be much more informative and useful than a comparative competition where pilot skill is an important factor.

Individual reports also encourage the manufacturers to remedy any faults found in their gliders by the tester. What do other readers think?

WILLIAM WHITE  
SYDNEY, AUSTRALIA

## Making a TV film

Dear fellow members,

I would like you to know that during the past few months, myself and some colleagues from the School of Film and Television, at the Bournemouth and Poole College of Art and Design have been shooting a film about hang gliding.

I would like to express my thanks to Rob Pattison of Hampshire Flight Training Centre and Andrew Wilson of Airwave Gliders for their participation and invaluable assistance in the making of this film.

It has been my intention to make a film about the reality of learning to hang glide, in contrast to the usual films depicting the sport as a glamorous inaccessible pastime, apparently only available to a privileged few.

It is hoped that this film will be transmitted on British Television in the near future.

STEV ILSTON  
BOURNEMOUTH

# How to greet visiting fliers

Dear Stan,

After seeing so many reports in our magazine of the irresponsible behaviour of hang glider pilots visiting other sites, perhaps I could state my experiences in the hope that it may redress the balance somewhat.

I accepted, with some trepidation, the task of organising the hang gliding aspects of the Air Carnival held on the Isle of Wight in May. I expressed concern on a number of occasions

that with only four marshalls the club could not adequately police the Island sites, and irresponsible "Cowboys" and "Prima Donna" flyers could overnight destroy good relationships which had been established over the years with farmers and the National Trust.

I am pleased to say that my fears proved groundless. In spite of the fact that the atrocious weather and the outbreak of foot and mouth disease created severe frustrations for the 100-plus fliers, I have nothing but praise for the way they co-operated with the marshalls, complied with club site instructions and generally acted in a responsible and adult manner.

As a member of one of the smallest clubs in the country I would not have the temerity to offer advice to our "Big Wing" brothers on how to deal with their problem visitors.

There may be some lessons to be learnt, however, from the fact that during the event our club laid great emphasis on the establishment of good communication links between the club's officers and the visiting fliers, viz. daily briefing sessions, issue of free site guides and maps, ensuring that club members were available at all times to answer queries, etc.

Could this approach, which certainly worked in our case, be part of the answer?

D.H.GEORGE  
Flying Safety Officer  
Isle of Wight Club.



Pressure of space means some letters have been held until next month. Sorry! Please send all letters to Stan Abbott, 8. Burchett Place, Leeds LS6 2LN.

## Shorter swank show!

Dear Sir,

Having spent some time on the tops of various hills (and a lot more walking back up!), I have seen a fair share of muffed take-offs, which could have been avoided by a pre-flight check.

Although the "SWANK SHOW" check is the ideal pre-flight check, most people only carry it out before the first flight of the day.

## No folk here!

Dear Stan,

I think it's a good idea to try to "enlist" victims for Wings! articles, but I don't hold out much hope of articles from this neck of the woods. It's all I can do to get the sods to fly!

SNOWY  
Great Yarmouth  
(Norfolk HGC)

In order to avoid the main errors I have developed a much shorter version for use on every flight.

- S — Security in harness,
- H — Hooked in to hang point
- I — Into wind
- T — Take off and landing area clear.

I find it easy to remember the initial letters as they spell a well known word which is often heard when things go wrong — TISH!

Roger Ellis,  
Croydon.

# Politics loses members — Allgood

Dear Sir,

In Wings! (May '81) there is an article questioning why membership is decreasing. It is with much regret that I shall join the ranks of former members this year.

I can not attempt to explain why, but contributing factors must be the increasing membership fees, the quality of the magazine and largely, I suspect, the political in fighting all too obvious in your pages.

Whatever happened to the plan not to include advertisements for gliders with no CoA, and when a reader suggests we operate severe disciplinary action against slight transgressors (Wings! a few months

back), the usual syndrome of club activities becomes apparent — that is members see an opportunity to gain positions of authority that they perhaps would never attain in life.

I shall of course have no way of seeing what interest this letter causes.

However to allay criticisms that I know will be drawn up:

I joined John James' N.H.G.A. in October 1973 and have been a member ever since, although I took a short course in '76, circumstances have prevented me from taking up the sport.

However I have participated in many competitions run by the B.H.G.A. and have done my bit for public relations by having letters to the local T.V. station read out in defence of hang gliding.

I hope that if you publish this letter it will provoke constructive discussion and not the "knife in the back" type of letter that many of your readers seem to write.

Maybe I shall rejoin you in the future, in the meantime I wish you all well in competition and fun flying.

P.A. ALLGOOD  
Birmingham.

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# Aycliffe:

AS reported in July Wings!, BHGA council ratified the suspension of Brian Milton as Competitions Chairman and Press Officer in the light of the conclusions of the Spooner Report into the loss of the Newton Aycliffe sponsorship deal.

After legal advice that the report should be published in full with all its appendices, or not at all, my predecessor Mike Hibbit decided against publication.

Consultation with BHGA solicitor Anthony McLaren satisfied me his only fear was that by editing the report it might inadvertently be rendered libellous.

We are now happy that by applying the normal reporting principles of fair comment and right of reply, an edited version can be published and thereby fulfill this magazine's responsibility to BHGA members to keep them informed.

BRIAN Milton concealed from Aycliffe Development Corporation the fact that his company Flight Promotions stood to gain from a sponsorship deal negotiated between them.

This is the major conclusion of the investigation by BHGA Vice-President Reggie Spooner into the loss of the £25,000 deal.

Milton only disclosed the financial interest when specifically asked by Aycliffe chief public relations officer Les Cole after it came to light in a meeting between Aycliffe's treasurer and then BHGA competitions treasurer Derek Evans.

But the report also concludes: "The British Hang Gliding Association itself must bear some responsibility in that it allowed a situation - which resulted in this Inquiry - to develop.

"Notwithstanding, prime responsibility must rest with Brian Milton."

It also recommends BHGA council to give "immediate attention" to constitutional safeguards to prevent a similar situation arising in the future.

The Spooner Inquiry was established to find out exactly what happened and when; what, if anything, was wrong; allocate responsibility and recommend safeguards.

Its findings are based on written and verbal submissions, with evidence sought directly from Mr Cole, Brian Milton, his partner Ian Butcher, Derek Evans and Peter Hargreaves, to whom Aycliffe made the first sponsorship approaches.

Evidence is also taken from BHGA council and competitions committee minutes and other official BHGA documents and from records of the March annual meeting.

The report tells how Aycliffe became interested in hang gliding sponsorship in mid-1980 through the record-breaking activities of Peter Hargreaves.

The development corporation sought to arrange sponsorship through Brian Milton which could have resulted in "substantial financial advantage" to the BHGA and to Peter.

In return, states the report, Aycliffe hoped to gain TV publicity as part of their plan to attract industry to the town.

On February 6 the corporation formally notified Derek Evans of its withdrawal from sponsorship negotiations.

Later that month a letter from Pete Hargreaves and Stan Abbott - who had helped in the early stages of the deal - to BHGA council, competitions committee and member clubs, suggested the reason for withdrawal was that it had been concealed from Aycliffe that not all the money would go to the BHGA "but that a substantial part of it would go to Flight Promotions of which Brian Milton was the principal".

The report concludes that Brian Milton had "clear duty" to disclose to Aycliffe "any financial advantage" that might accrue to Flight Promotions.

The conclusion is based on the "fundamental principle of British public life that an elected or appointed officer of any public body acting in his public office declares to interested parties any financial or other benefit he or his company might gain from any negotiations he conducts on behalf of that body."

"Throughout his evidence Brian Milton insisted that his role in Flight Promotions was clear to (the corporation) and argued that it followed from that it must have been equally clear to them that there would be some financial advantage to Flight Promotions," states the report.

That evidence, it goes on, "contrasted" with his statement to the AGM that he "deliberately left this identity blurred" during negotiations.

But Milton later said he wished to withdraw those statements and make it clear he had told Aycliffe of his Flight Promotions involvement.

When asked by the Inquiry, Mr Cole said he understood Milton owned Flight Promotions but he was not aware the BHGA

# the final chapter?

## COMMENT

HAVE you ever had the feeling people are talking about you behind your back?

It came as no surprise to me to learn that some are talking behind mine about my appointment as Wings! Editor. Human nature being what it is I had to expect pearls of wisdom like this one from Sheffield HGC newsletter:

"As members may know, Stan Abbott has replaced Brian Milton and Mike Hibbit as editor of Wings!. Personally I think the BHGA has behaved disgracefully in sacking Brian at an In Camera meeting without giving him an opportunity to defend himself and then replacing him with the man responsible for his dismissal."

For those who don't know, my role in the Aycliffe fiasco was to work with Peter Hargeaves to foster the initial sponsorship interest of Aycliffe Development Corporation - which we did quite successfully.

When the deal broke down and we were told the official reason - a reason there is still NO GOOD CAUSE to doubt, despite strenuous counter-contentions by Tony Fuell and others - I felt duty-bound to inform our membership. I would do the same again tomorrow.

If there has been a "witch-hunt" it is sad and regrettable. I feel sincerely sorry for Brian Milton because he has received precious little thanks for his work over the years.

Stan Abbott

was contractually committed to the company nor that a "substantial part" of the Aycliffe sponsorship would go to the company.

The Inquiry concluded there was indeed no evidence available to Aycliffe to suggest that until Derek Evans declared the fact to Aycliffe's treasurer on January 23.

In his letter notifying intended withdrawal to Derek Evans, Mr Cole said the reason for backing out was directly related to the payment of 20 per cent of all sponsorship money received by the BHGA to its competitions chairman and the fact that this was "concealed" both in conversation and in a written breakdown of how the money would be used.

Considering the costing break-down, the report concludes the document's final sentence, written by Brian Milton, "clearly states" that all but £9,600 of the money would be allocated as an essential part of the BHGA's overseas competition commitment.

The £9,600 costings involved sponsorship of a Mere-type event and were based on the previous Long John International.

When asked whether Flight Promotions was "in for 20 per cent" on January 27, he told the development corporation immediately "yes".

The report states the Inquiry stood convinced of Brian's withholding of the fact his own firm stood to gain while accepting that had he been asked earlier he would have volunteered the information as readily as he did on January 27.

But the failure to reveal in the costings document and the failure not voluntarily to disclose forced the Inquiry to conclude that the "material fact" that Flight Promotions would benefit was concealed.

In mitigation, the report cites the "brilliance and hard work" of Milton as Editor of Wings! and in his other BHGA duties.

He had led the British team to America at a crucial time in the negotiations.

"His public and professional life were stretching him beyond most men's limits during the whole time of these negotiations."

## SWANSONG

by Brian Milton



Picture - Bettina Gray

"LOOKING back on those five years of sweat and toil, I mourn the time lost between my 33rd and 39th birthdays."

So concludes Brian Milton in his "Swansong" circulated to BHGA clubs and prominent members in the wake of the Sponsor findings and council's judgement on them.

"If I could swap my achievements with the BHGA council in return for those years back I would do so. WASTED YEARS. What the hell was it all for in the first place?"

He accuses council of "cowardice" for reaching its judgement on the Spooner report "in secret" after considering the report for four hours.

He challenges the premise that it was a fundamental principle of British public life that he declare any benefits he himself might gain from negotiations on behalf of the BHGA.

"I was competitions chief, director of Flight Promotions, Editor of Wings!, BHGA council member and PRO.

"I moved from one position to the other to try and satisfy the demands made by Aycliffe.

"But the premise on which Reggie based his judgement bears no relation to the facts of hang gliding, facts that BHGA COUNCIL HAVE ALWAYS KNOWN ABOUT."

He goes on: "Early in the negotiations, before the second and most important of three meetings, my interest was declared.

"Reggie says I had a moral duty to spell out, in detail, what that interest was.

"Why? That is not common practice - and nor was a case made by Reggie or BHGA Council - that it was common practice."

He accuses council of hypocrisy, saying:

"In chairing the committees for BHGA, I had to pull together the different strands of opinion and get a consensus. When this was done, I didn't hand the work to slaves and servants to get on with it.

"I had to go out and get my hands dirty to get things done. There is no clean and simple line between the purity of political decision and the grubbiness of political action, not when they are both incorporated in the same man.

"Why were all these jobs incorporated in the same man? One possibility is that I had a certain talent for them. It was a talent that BHGA benefitted from, and which was partially instrumental in creating the international reputation of British hang gliding.

On the £5,000 Flight Promotions commission, he urges it to be seen in the light of four years' work by the company for the BHGA for small return.

Four years in which Flight Promotions gained experience that nearly landed the Aycliffe deal "when others would have failed".

"The size of the punishment meted out in secret court by BHGA council bears no relation to the alleged 'crime'.

"To totally destroy - or attempt to do so - a reputation that took years of service to create, that had been of immense use to British hang gliding, for an alleged error of judgement is just....gross."



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# Exploring the

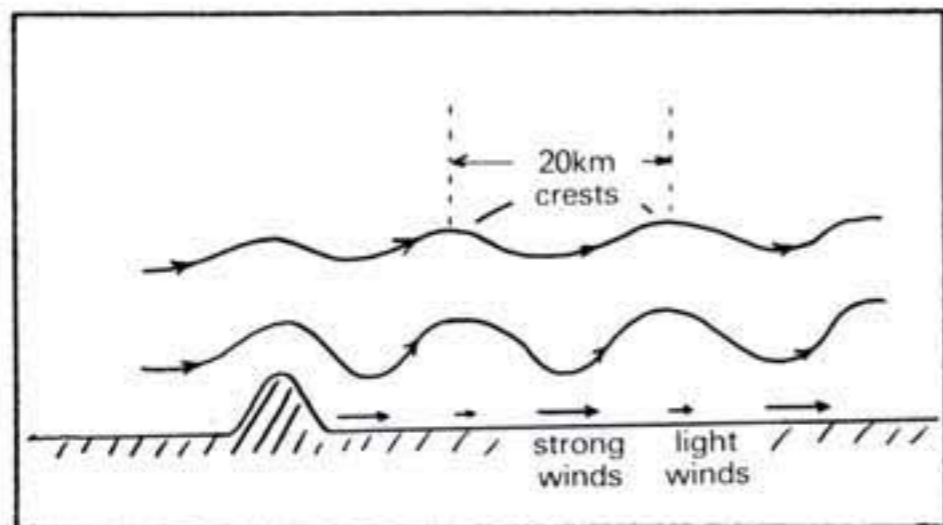


Figure 1. Surface winds below a lee wave pattern

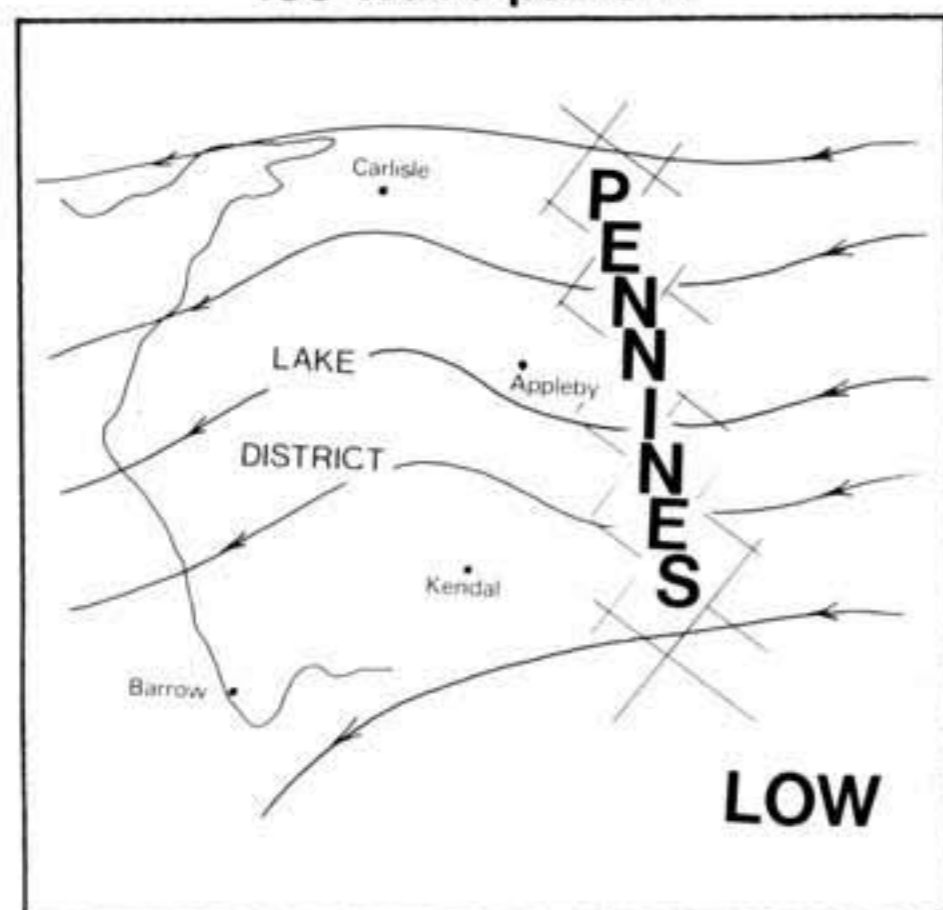


Figure 2. Lee trough over the Lake District in easterly airstream

HOW can the wind in the Northern Lake District be so calm when there's a hooley blowing everywhere else?

In June Wings! a letter from Hughie McGovern expounded the "wave skip" theory of Bleriot Cup meteorologist Brian Ayton.

The previous month fellow met man and hand glider pilot John Leslie suggested relatively rare "low level jets" had something to do with it.

Here IVOR JOHN introduces us to "lee troughing", while DAVE WEEKS makes light of the theories and just goes flying...

HUGHIE McGovern expresses some interesting ideas concerning the weather up there in the 'Lakes Triangle' (lovely expression that!).

Following on from John Leslie's letter in May Wings!, Hughie has started to put together an overall picture of what might be going on referring to some of Brian Ayton's ideas.

It goes to show just how hungry hang glider pilots are for any titbits of information that might be going concerning met on the hill, writes Ivor John.

The weather patterns that Hughie talks about have had me thinking, and I would agree with Brian's implication that surface winds are reduced under the

crests of lee waves. (I assume this is what 'wave skip' means.)

BUT...if that were the main cause of light winds in the area, wouldn't there be strong winds in places close by? For example, with a lee wavelength of 20km you would expect strong winds within 10km upwind and downwind. See Figure 1.

So, wave skip may be the answer, but there are a few drawbacks. Are there any other explanations? Well, I believe an effect called 'lee troughing' is important. This is nothing at all to do with lee waves, apart from the fact that it happens downwind of a mountain range. It can happen whenever strongish winds blow over large hills etc.

When a mountain gets in the way of the airstream, the wind blowing over the top changes direction slightly. The reason is a bit complicated, but it's related to the compression effect.

## Flying round the block

HUGHIE McGovern sparked off some interesting discussion about the Lakes Weather.

We who live here, of course, have been aware of this "wind gradient", but put it down simply to ground friction.

The wind is slowed down by the simple expedient of passing up and down over the hills and valleys.

Twice I have flown on Skiddaw, 3000ft ASL, and enjoyed a pleasant soaring flight in a S to SW wind, while 12 miles away - unknown to me at the time - Bewaldeth 900ft ASL but with a flat plain to the sea in front, has been blown out with 35mph plus winds.

### Hairy

The Skiddaw Massif produces some incredible flying with Carrock N to E, Souther Fell SE, Saddleback S, Jenkin Hill S to SW and Ullock Pike W. All these sites we fly individually and I have always wanted to fly the lot together.

We've done bits both ways. Tony Rathbone and I have had some interesting, if a little hairy, dos soaring Saddleback and Lonscale with tremendous lift and then sink.

### Flight report by Dave Weeks

Saddleback (Blencathra) faces just east of south and has spines running from the summit ridge down and out into the valley with flanks facing west and east.

On Friday June 12, the Newcastle Met. Office confidently forecast northerlies for the Lakes.

But a listen to Volmet on the radio showed a NE trend. So Phillip Coope and I went to Carrock.

We walked up to the take off point to find what wind there was to be east to south-east. We had to flog up above the crags and managed 10 minutes soaring on the very shallow short south-east face, before landing at the bottom.

What wind was blowing came along the hill so we set off to Keswick in the van. As Souther Fell we saw Ian Dowler's car and spotted him rigging his Demon on the top. We waited for what seemed ages basking in the sun to see if he would hack it before we started the second long plod of the day.

Next time I opened my eyes he had a "grand" on over the top. We hotfooted it up to the top and finished rigging just as Ian landed for the second time and the wind dropped off!

The wind picked up a little so I took off but no thermals and the best I could do was 100ft below the top. After 10 minutes I put it down on a ledge at the east end. I considered flying down but the wind was now off to the south and I hadn't seen the others land. I decided to walk to 300ft back to the top. When I made the summit Phillip and Ian were a mile away soaring the southern end. The swines!

The wind had picked up to about 12 mph so with a cross wind take-off I set out in pursuit. I managed to squeak over the south-facing summit and the others were now on Scales Fell 1000ft up. I worked up some height to cross the dreaded Mousethwaite Cove - dubbed Piute Canyon by Geoff Snape who survived a close call in a place by that name in Owen's Valley - and with a bit of effort I caught up with Ian and Phillip. We flew off the fell to the A66 and back again for a while, but I decided to head west, going



# 'Lakes Triangle'

*by scientific study and the art of free flying*

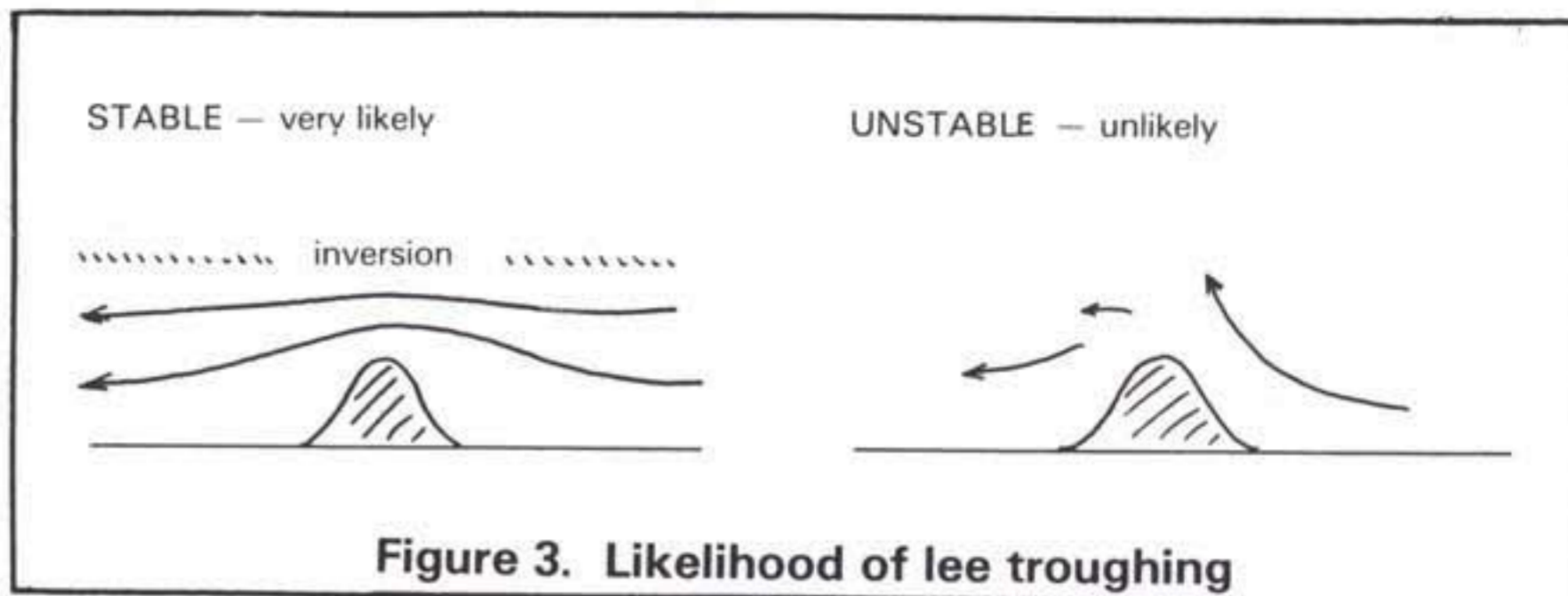


Figure 3. Likelihood of lee troughing

As a result, the high ground tends to 'buckle' the isobars in such a way that they are stretched out away from the low on the downward side of the hill.

Take a look at Figure 2 to see how this affects an easterly airstream crossing the Pennines.

Isobars are stretched apart over the south lakes, and at the same time they are being squeezed further north.

With this pattern you could well sit out a 40mph gale at Carlisle all day, only to learn later that there wasn't enough wind to stay up down in Kendal!

Now get out a relief map of the North of England and play around with wind direction a bit, bearing in mind this lee troughing effect. You can probably bend the isobar pattern to explain any effect you like! Some sympathy for your forecaster now please!

I noticed this effect very clearly when I was forecasting winds for the North Sea oil rigs.

With a 40 mph westerly pounding the whole of Scotland it was logical to forecast strong winds in the Forties Field, 200 miles ENE of Aberdeen.

Afterwards I was often surprised by the light winds reported - 10mph, 20mph, or even flat calm! It could only have been due to lee troughing caused by the Scottish Highlands - spreading the isobars in that area.

There are certain times when lee troughs are more likely to occur than others. As a rule of thumb, you can say the amount of isobar twisting depends on how much the air is speeded up over the mountain range.

This brings in our old friend - stability. With an inversion and stable air somewhere above the mountains, say at

5000ft, the air is squeezed over and really belts along. See figure 3.

In this case the atmosphere is also well-suited to the formation of lee waves, so both effects could occur together.

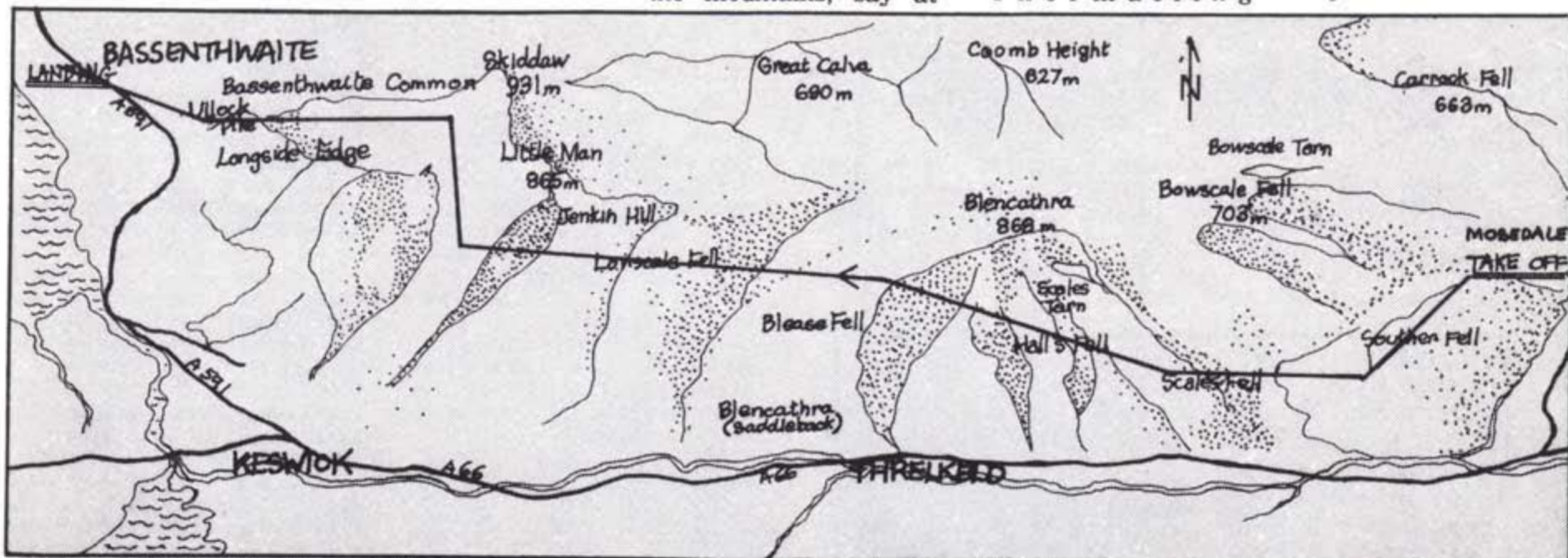
When the air is unstable though, it hardly speeds up so much as it crosses the mountain range. So there is less troughing effect. Here we are talking about an atmosphere in which there is no inversion below about 10,000ft, so there would probably be large cumulus and possibly showers.

Thermalling

conditions would best require a stable layer round about 6,000ft or 8,000ft, something in between the two examples given.

So, when you blow it next time and you're stuck for an explanation, just mention 'lee troughing' to your mates and bluff your way out! They'd be even more impressed if you put in the odd 'wave skip' and 'funnelling effect'.

P.S. Still working on my book Hang Glider Weather. Thanks to all who filled in questionnaires for me last year.



from one spine to the next, each one getting bigger and higher until at the end of Blencathra I was above the summit ridge.

The lift was enough to allow progress across and onto Jenkin Hill three-quarters of the way up. "Into my 'back garden' now," I thought. I soared this until I was above the top. I had developed a headache due to dehydration with the sun and all the sweating up the hill - these Demons are nice to fly but a devil to carry up (sorry Hiway).

I saw some crows circling at the top of Millbeck Ghyll so, as my concentration was going, I thought I would join them in the deep-cut ravine.

Up I went 500ft/minute and came out over the summit of Broad End like a cork out of a bottle. I headed for Ullock Pike and settled for a nice long glide, finding it a little bumpy on the westerly ridge until I was out over the valley. I landed near Bassenthwaite Village into the now south wind.

So a dream was fulfilled and I wondered what the others had done as I hadn't seen them for about half an hour. Suddenly there was a great rasping crow-like call, instantly recognisable as the rare greater-spotted Dowler bird flying overhead and soaring a small ridge for a while before alighting in the field.

He had last seen Phillip at fell wall height at Threlkeld, so we gave him up as a lost cause and in our jubilation failed to notice the arrival of his Skyline.

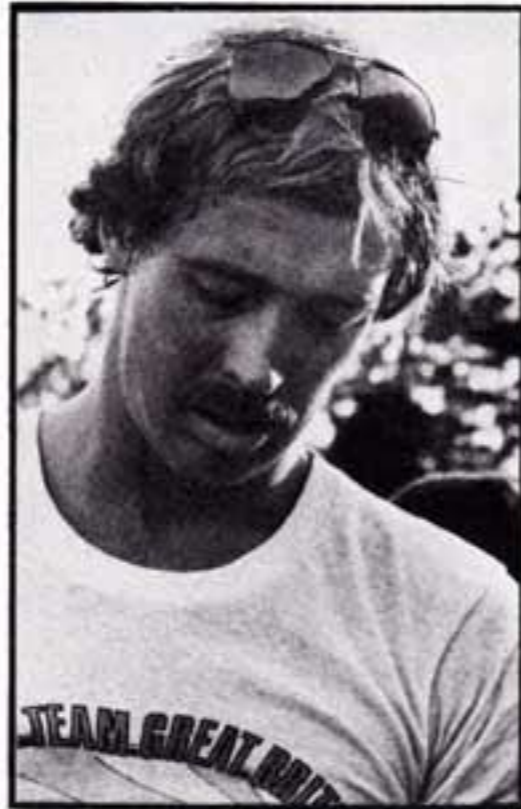
He had made it after some very determined scraping and soaring, using much more effort than "us Demon lads".

Not much of a distance, by today's standards - eight and three-quarter miles straight line - but more than 12 miles of ridge-soaring over some spectacular terrain, especially in a forecast notherly!

One day we'll go right round the block and end up where we started... or something!

# ...and in the beginning there was

With thanks to Bettina Gray for the modern Bailey and to Bill Lehan for graphics and his own interpretation of a Yorkshire accent!



**IT** was Christmas 1973 and a young printer who spent his spare time surfing, golfing and fishing couldn't do any of those because he was laid up in bed with flu.

Robert Bailey had been a keen modeller as a lad and reckoned to have lost a glider in just about every tree in Leeds. His nearest encounter with anything resembling hand gliding had been a few sailplane flights from Yorkshire's Sutton Bank.

"I was stuck in bed reading a model book and thought I might make a model when I saw an advert for some hang glider plans.

"I bought some tubes and in three weeks I had a glider."



The 18ft Skyhook 3A cost Robert about £90 at a time when Len Gabriels in Manchester was selling kits for £160.

"I think Len got the dimensions for his plans from Geoff McBroom at Bristol and Ken Messenger."

Bailey's contemporaries in Yorkshire were Mike Hirst, Tim Taft and current Dales club chairman Noel Whittall.

"I threw this glider together and literally went and ran of Beamsley Beacon." Northern fliers will know Beamsley Beacon as a tasty westerly no far from Leeds and Bradford that's strictly out of bounds, being one of many hills that's home to the Duke of Devonshire's grouse.

"I was sensible enough to know that I could stall and I knew from my modelling that if a glider stalled it would drop like a brick.

"I clipped in, checked the seat was OK and just ran hard. It was blowing a steady 14 up the slope, just enough to make the glider lift.

"I ran with the glider in the luffing position — it was just a bag of washing really! I pushed the nose up to get it full of air and it picked me up.

**AS** modern hand gliding celebrates its tenth anniversary year, we take a look back at the sport's early days in Britain through the eyes of some of those who were around at the time. Here Robert Bailey talks to STAN ABBOTT about a flying machine of ripstop nylon, held together with bulldog clips...

"I think I gently stalled it but the slope was steep enough to fly on down and I just remember the grass rushing up — I landed in a big heap through the control bar."

The next few flights were more successful, with stand-up landings, but "I thought it was a bit dangerous so I wouldn't let anyone else have a go".



"Meantime I got mine rigged and went off — the ground just dropped away and I felt I was thousands of feet up. I decided to fly its slowly. From then on I decided to give my friends a go and all my surfing pals had a flight."

After that, Robert enjoyed a schizophrenic sporting existence for a time. "I used to drive round with a surfboard and the glider on the roof and if the wind was offshore I would surf and if it was onshore I would fly the cliffs."

Hang gliding enjoyed a major breakthrough for Robert when he read a Wasp leaflet exposing the mysteries of steering by weightshift — up till then he had achieved minimal directional control by trying to screw the bar round like bicycle handlebars.

One place where the keen hangsurfer could enjoy the best of both worlds was magnificent Rhosili and it was a fine summer evening after a good day's surfing that saw Robert rigging on top of the cliffs when the local national park warden arrived on the scene.

"He said 'sorry mate, you can't camp here' because he thought I was putting a tent up.

"He had never heard of hang gliding and thought I was totally mad. I was quite cocky about my flying by then and as I went off I just had to see this guy's face — his expression was just total amazement as I turned round and waved at him.

"My glide angle wasn't good enough to make the beach so I landed in the caravan site and this woman came out with another priceless comment.



"The next day I went to Whitby to go surfing. I remember a big hole next to the road." That "big hole" was the Hole of Horcum, a 350ft. deep bowl that takes most wind directions and is still used abundantly by the George Cayley Club and as a training site.

"The surf wasn't much cop and on the way back we were absolutely amazed to find another glider parked on the southerly slope."

With the glider — a new Grasshopper from the Messenger stable — was a somewhat reluctant aeronaut called Steve Ward, still an occasional flier today.

"I told him 'I'm an expert, I'll show you what to do'," said Bailey. "It was a perfect day. I went on the keel and Steve ran like stink.

"The first time he stopped at the edge and dropped the nose and I persuaded him it was a bit dumb and he should just go for it.

"This time I gave him a shove and he went like a dart with the bar full in.



**It's one small step for Bailey — first 3A flight at Beamsley**



# ROBERT BAILEY'S EARLY DAYS

"She asked me where my plane was — she thought I was a pilot who'd got into trouble and parachuted out!"

Another pilot who flew with Robert in the early days was Steve Marshall, last heard of driving hovercraft in the Iraqi desert.

Robert and Steve used to do top-to-bottoms on the romantic sounding Sugarwell Hill. Sugarwell Hill is in fact a chunk of open land in the heart of Leeds which probably only remained open because it was too steep to build on.

At the top is a large housing — not quite Soarable! — whilst at the bottom was the bottom was the Leeds City Council refuse incinerator.

It's one big plus was that the kids who swarmed round like ants were always ready to carry the glider back to the top.

"One day it was gusting ten to 25 there and everyone had stopped to watch, including the milkman with his float.

"I knew you had to get air in the sail to get the glider to fly. I told Steve to pull the keel down and as he pulled the keel down it picked by straight up in the air over the milk float.

"I landed over on my back in the road and the milkman shook his head and said 'that's a right game lad' and carried on delivering his milk, still shaking his head.

"We used to groundloop them all the time," said Robert. One small consolation was there was no king post to bend.



So it was without kingpost that Robert and Steve arrived at the first world championships at Kossen in Austria in the spring of 1975.

Attempts to persuade Len Gabriels to sponsor him to the tune of one king post had been unsuccessful — Len already had his own "works flier", a chap called Bob Calvert.



Bailey on "works" 3A at Mere, 1975. Note the Kingpost!



When Gabriels, Calvert, Gerry Breen, Messenger, Brian Woods from Wasp, Bailey, Marshall and the other British fliers arrived at Kossen, the state of the art in this country was such that Len Gabriels actually hit the local headlines by staying up 35 minutes on Pendle Hill, home of the witches. And there was talk in the North of this Breen chap who'd been doing a bit of soaring in Wales.

Robert's first soaring flight had been ten minutes on Beamsley Beacon.

"Kossen was almost the birth of hang gliding as far as Britain was concerned —

everyone had only been flying for six months."

The British guys watched in awe as Americans on 22ft gliders flew easily out across the valley while big men like Bailey dropped out of the sky on 18ft battenless wings.

Roy Haggard, the genius behind today's Comet, was there with his Dragonfly. "It wouldn't have looked out of date now. He's done it twice over. He's a living legend really," commented Bailey.

Kossen turned the final leaf on that first early chapter of British hang gliding. "The Americans didn't take any gliders home — the Germans and the British and everyone

were very keen to get hold of them."

Back home, the British designers set about producing their own swallowtails while 1976 would see the first British championships at the Hole of Horcum.



Danger was not uppermost in Robert Bailey's mind back in those early days. "At that stage it never crossed my mind, although I wouldn't just leap off a cliff edge until I had got myself soaring at Beamsley.

"Looking back, it would crease me to see someone doing the same things now we did them. It amazes me we could ever soar those things — if the wind was right we didn't even bother about the rain.

"At the beginning nobody tried to put me off — friends, family, all encouraged me to fly.

"They realised I had already done lots of stupid things and were probably confident I wasn't that stupid to write myself off."



Next month Robert Bailey talks about the birth of competition and cross-country flying, predicts a crop of 100-mile flights in Britain by summer's end and looks to the future of hang gliding.

● It is hoped to continue this series over the coming months, so if you were round in the early days and want to say your piece, ring me now! What about a word from Gerry Breen and Ken Messenger?

# A sport for all winds

## JOHN'S ANSWER TO THE HOLIDAY BLUES

**OUR** membership figures readily reveal the vast number of new fliers who leave the sport because they get fed up of driving miles only to be beaten by the weather.

Many more don't even get as far as joining the BHGA because they just get jarred off ringing the hang gliding school every time they've set a weekend aside just to find "it's a bit fresh for beginners today".

While development officer Barry Blore's temporary membership scheme outlined in May Wings! may well bring more beginners into the fold, hang gliding instructor John Hollings believes he's cracked the problem of what to do with a bunch of bored pupils who don't see why they should pay good money to sit all day on a wet and windy hillside.

### Windsport

"I saw a lot of disillusioned people going on holidays and saying 'I've nothing to do'," said John, who began his hang gliding instruction career with Gerry Breen in 1978.

His answer is simply to find other activities likely to interest potential hang glider pilots that would provide an acceptable alternative to flying when conditions dictated.



Yes, the prop's still there!  
John Hollings and trike



Sunset over Wombledon

Hull-born John returned North — to Whitby — and set up the Whitby Windsports centre.

The idea was just to keep people occupied as a holiday," he explains.

In a strong wind they go landyachting, in a light wind, parascending and in a nice wind, hang gliding."

So in a week of variable weather pupils may well go away Jacks of three trades and masters of none, but should at least have spent an enjoyable holiday.

As far as hang gliding goes, says John: "We give them the usual theory for a safe appreciation of the sport — a wee bit of ground handling and go to the nursery slopes.

"We would just about get them to the first solo flights."

Come the end of an £85 five-day course, pupils might be in a good position to decide just which windsport is for them.

### Women

So who goes windsporting? The answer — unless Mr Hollings is having me on! — is thought-provoking too, seen in the context of those turning to more conventional hang gliding schools.

The overwhelming majority — 70 to 80 per cent, he says — are women of about 20, a fact which he would gladly put down to his photo on the front of the Windsports brochure... only it's not!

The Windsports centre is no longer at Whitby — soon after coming north John began looking for somewhere less tide-dependent for his parascending and landyachting.

He bought a lease on the greater part of a largely-disused airfield at Wombledon, near York, and began setting up what he now claims to be the "best selection" of microlights to be found in Britain.

Unlike the windsports courses, he finds microlighting to be the preserve of 40-50-year-old self-employed from the big cities, often with a distant background in conventional gliding.

Wombledon aerodrome is shared with Slingsby Sailplanes and a local light aircraft owner and John saw the old control tower and associated buildings as ideal premises for conversion to a social club.

He held an open day to show off the idea — and there he ran into some trouble after more than 2,000 people turned up.

"We got loads and loads of publicity but unfortunately it was all adverse without us knowing."

Ryedale District Council's planning committee took the huff because it had not been consulted.

At the centre of the subsequent row was the fact that John had not applied for permission to change the use of the buildings on the 400-acre site.

But now the council is insisting on a report from the Civil Aviation Authority before even considering the application.

The increased use of Wombledon has already been cleared with the military authorities — it lies in an Area of Intense Aerial Activity — and neighbouring landowners.



Microlight and parascender

# PRIZE CrosstubeWORD

No. 1 By Satan Bottle

**INTRODUCING the Wings! PRIZE CrosstubeWORD.** The sender of the first correct solution opened – not necessarily the first to arrive, those south of Wakefield will be pleased to note – wins £10 credit from Mainair Sports of Rochdale.

Mainair will send catalogues and vouchers direct to the winner. Hopefully a prize puzzle will become a regular feature in Wings! but I'd be grateful to hear from budding crossword compilers and composers of other devious puzzles ready to share the creative workload.

Meanwhile send your entries to me, Stan Abbott, 8, Burchett Place, Leeds, LS6 2LN, to arrive not later than Friday August 21.

Min sink

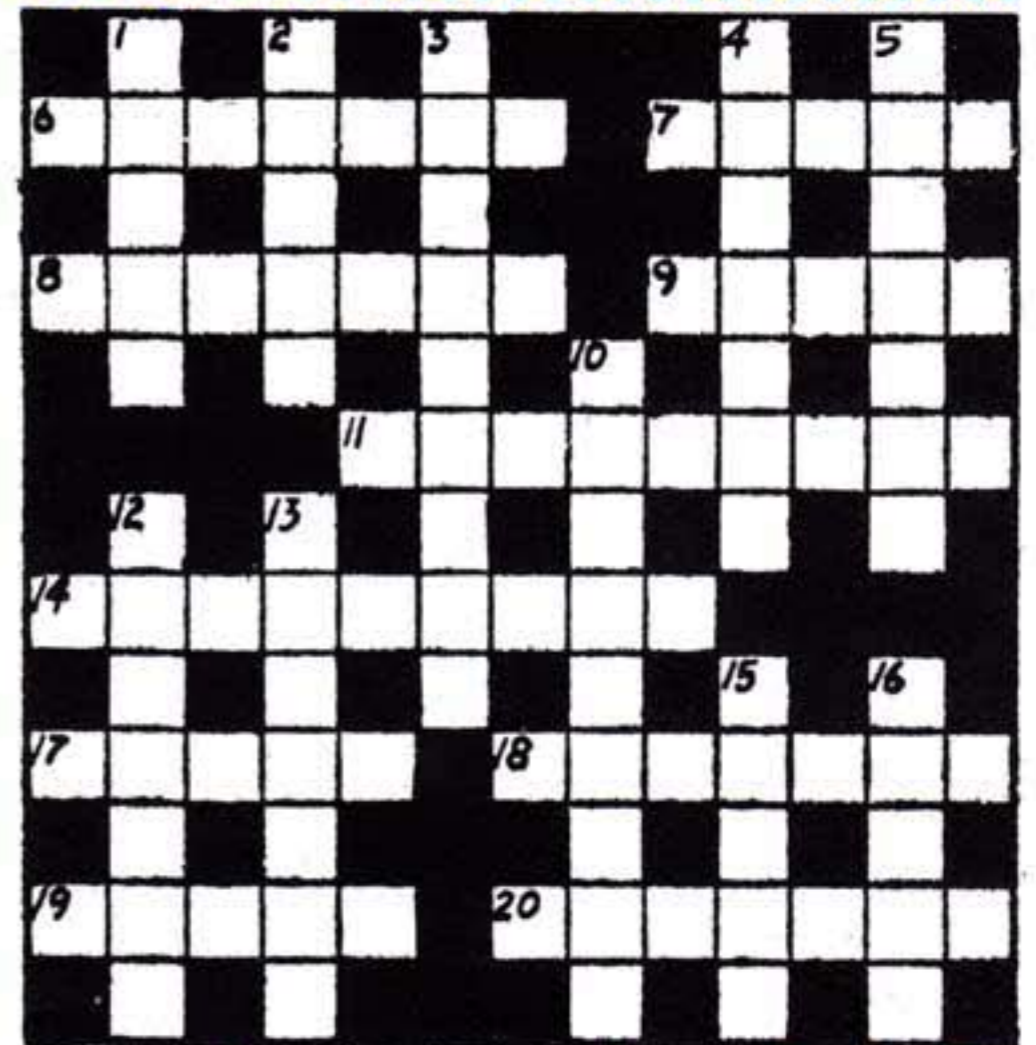
## CLUES

- 6&7 Best borders are double surfaced these days (7,5)
- 8. This nonk is an old railway round a hole in the head (7)
- 9. A saint's epitaph makes a landing place (5)
- 11. Execute gesture where we clip in (4-5)
- 14. A 15 luffing can be ten bust in turbulence and lead to these perhaps (4,5)
- 17. A load of 16 luffings? (5)
- 18. Map for a flightless bird or design for a hang glider? (3,4)
- 19. Turbulent air points to the ram (5)
- 20. Run failure without river as you bring the nose down again (7)

## Luffing

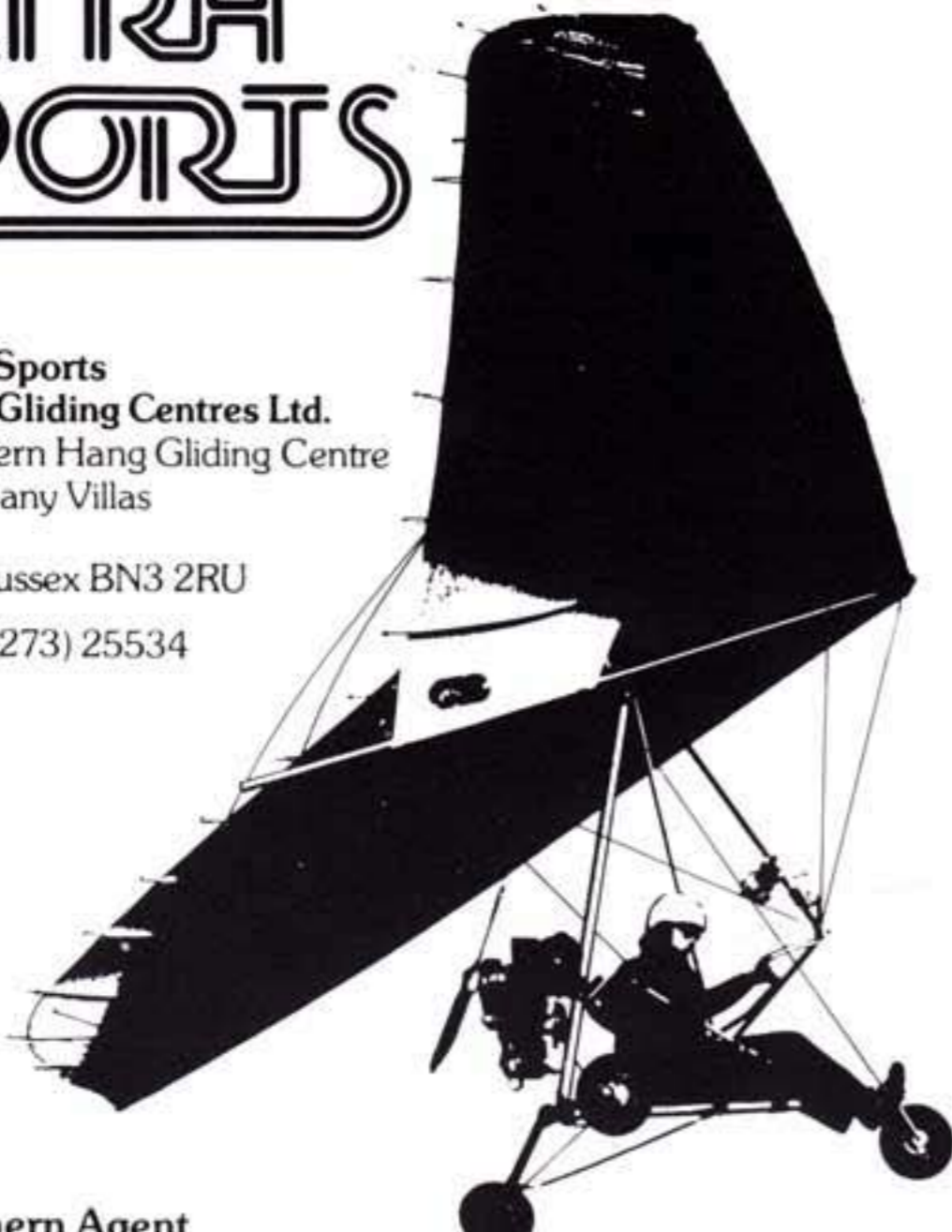
- 1. Just over three feet, we hear, for measuring (5)
- 2. One sunrise is heard to embellish (5)
- 3. By flying horse or glider (2,7)
- 4. Creation of Wings! is changing, i.e. I don't (7)
- 5. Of French indications as the hang glider manufacturer does to create new products (7)

- 10. It pays to get one of these with landowners to fly a site (9)
- 12. These will be needed it we get 14s (7)
- 13. Put off and lost airspeed (7)
- 15. Direction tablet crash (5)
- 16. Victoria and Albert on Spanish river for telling ups and downs – 1 luffing could follow (5)



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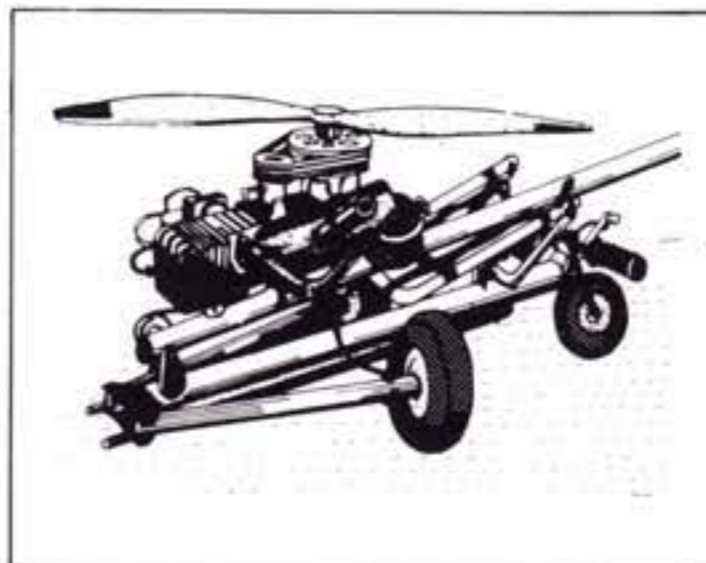


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# Next month in

## Clubman's Mere '81

THE format will be very much the same as last year's successful meet, including the weather, I hope.

There are five EVENTS and we anticipate at least 150 competitors. Apart from the serious element of competition, especially from the Northumbrians, it is very much a social occasion.

So pack your gliders, kids and spouses into your cars and be there, it is partially subsidised from BHGA central funds.

**EVENT 1** Cross-country, open over three days.

**EVENT 2.** Distance KO over Saturday and Sunday.

**EVENT 3.** Timed Precision Flight over Saturday and Sunday.

**EVENT 4.** The Club Shield over Saturday and Sunday.

**EVENT 5.** "Bog Rog" Trophy over Saturday and Sunday.

The Club Shield is currently held by Northumbria. A team shall consist of four nominated fliers in the Timed Precision event, who must have been members of the club for at least three months.

A "Bog Rog" is a glider with a nose angle not exceeding 19° which has neither sail battens nor deflexors.

Entrance Fee, to cover all events, plus the use of Spencer's Bowl, will be £4.00. Camping/Caravanning fee will be £2.00.

Although members are expected to observe the Country Code, as a result of last year's experience, the landowner has asked me to stress the following points:

ALL rubbish is to be taken away or placed in the SKIP provided.

ALL persons should use the toilets provided and not the nearest bush.

DOGS not kept under strict control will be SHOT if found wandering around the farm.

The BHGA will be responsible for any damage to fences etc.

A three-day event of the above magnitude cannot take place without assistance. Will persons wishing to help, in any way whatsoever, please contact me on (0235) 834033.

Barry Blore

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# hang gliding

## Pennine League

THE fifth League — organised by Graham Hobson — is being held in the Pennines on August 14, 15 and 16.

Briefing is at the White Lion, Clitheroe with sites as follows: Parlick, SE-S; Pendle N-NW; Far Whitestones, W-SW;

Winter Hill, N.

The League Final is at Long Mynd on September 5 to 7, with the current batting order after four leagues (one blown-out); Calvert, Carr, Freeman, Wilson, Bailey.

### Splash down

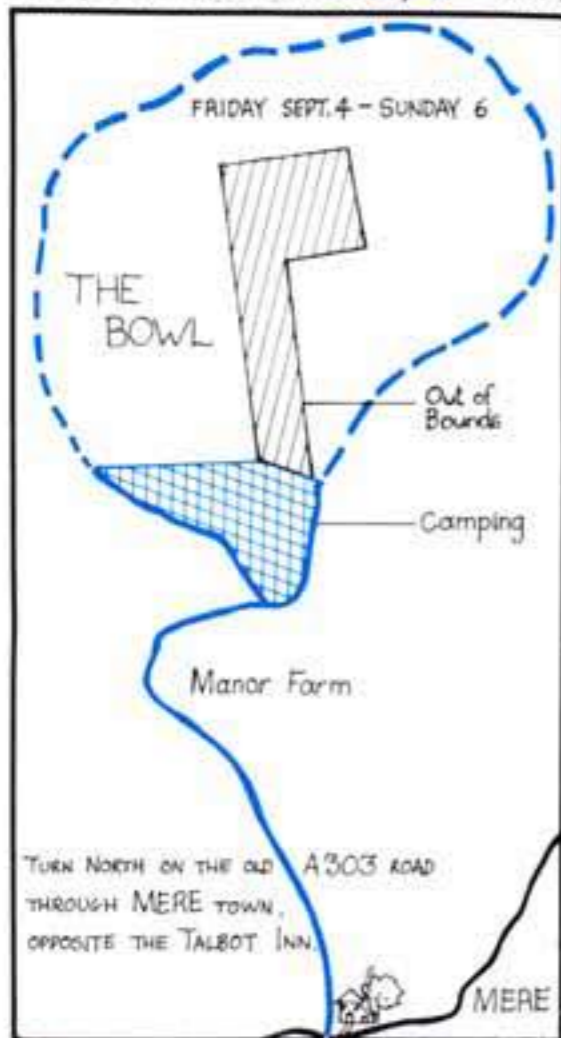
A SILLY event in which pilots — with and without hang gliders — try to fly across the Thames is planned for next month.

The organisers are trying to raise £3,000 to help buy an inshore rescue craft.

Venue is the Barley Mow pub, Clifton Hampden, Abingdon, Oxford, and the date, September 12. A TV set and trophy will go to the winner.

### Roses date

The much-postponed 1981 Roses cross country Yorkshire-Lancashire clash was due to take place in their dales on August 8-9.



# Wings!



Picture — Mary Metusz

## Editor's notes

WELL...so there you have it. If you've got this far, you've reached the end of my first Wings! Please let me know what you think of it, good or bad.

It hasn't been an easy ride, what with having to liaise by phone with Mike Hibbit as to what was going in July Wings! and generating copy from scratch.

Then we were left with half the adverts missing and only a few days to deadline. It SHOULD get easier.

My sincere thanks and congratulations to Mike for an excellent job in unrewarding circumstances.

Copy for September issue to 8, Burchett Place, Leeds LS6 2LN. Tel. 448303 by August 29 with the exception of late NEWS copy, please, for which the deadline will be a few days later.

*Wings!* is typeset by Leeds Alternative Publications Ltd., and printed by Arthur Wigley and Sons, of Leeds.

Lay-out Mary Samuel.

Additional artwork by Harry Hammill and Mary Samuel.

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

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

The Editor reserves the right to edit contributions where necessary.

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

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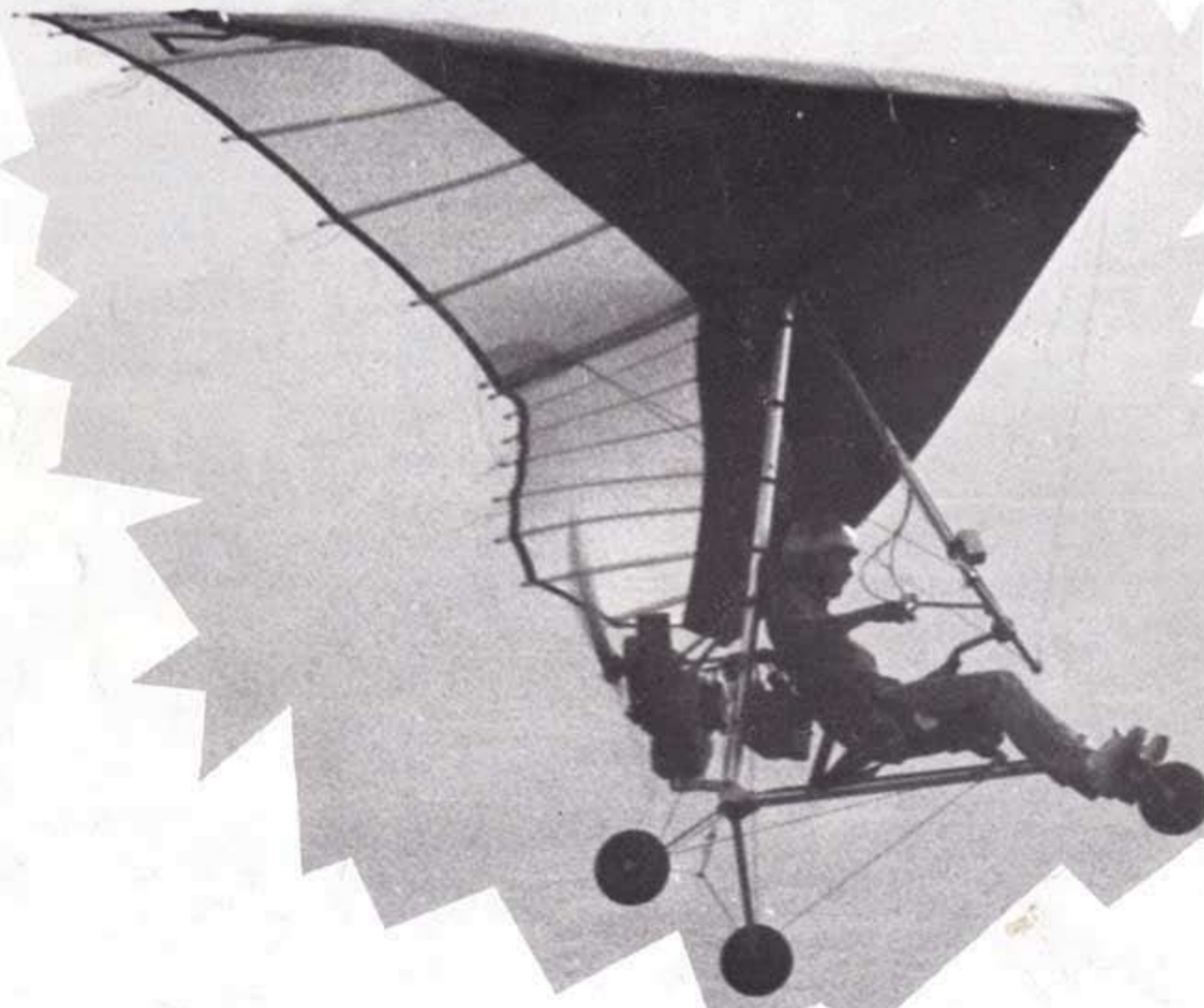


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