

APPLICATIONS

Name Address

.....Tel No

MEMBERSHIP £5.00 Signature Date

I agree to abide by the rules of the club

Flying Membership/Glider Registration (Note, this costs an additional £15.00)

NB:—Any person wishing to fly a hang glider on sites controlled by SHGC must possess either personal flying membership *or* a glider registration covering his machine. A sticker will be issued by the Treasurer to denote payment: this must be displayed when flying. All British nationals and permanent UK residents flying SHGC sites must be BHGA members and EPC holders. Glider registration will only be issued for BHGA registered or approved gliders: each pilot in a syndicate must either hold SHGC membership or be covered by a group Affiliation.

Flying Membership	<i>OR</i>	Glider Registration
Name		Make
BHGA No		Model
EPC Date		Serial No
Signature		Sail Colours
Date		Pilots

As all memberships start on November 1st of each year, the following table will enable new members to work out their subscriptions for joining the Club at any time during the year.

(joining before)	Nov 1	Dec 1	Jan 1	Feb 1	Mar 1	Apr 1	May 1	Jun 1	Jul 1	Aug 1	Sep 1	Oct 1
Membership	5.00	4.51	4.10	3.69	3.28	2.87	2.46	2.05	1.64	1.23	0.82	0.41
Flying membership or glider registration (additional)	15.00	13.75	12.50	11.25	10.00	8.75	7.50	6.25	5.00	3.75	2.50	1.25
Total	20.00	18.26	16.60	14.94	13.28	11.62	9.96	8.30	6.64	4.98	3.32	1.66

Please send me	Number Required	Total Cost
Cloth badges 60p each
Vinyl badges for windscreen 20p each
Vinyl badges for helmets 20p each

When completed please post to the Treasurer

Peter Day, 112 Cotswold Way, Tilehurst, Reading, Berkshire, RG3 6SH

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Cover

BILL NEWTON (PHOTO by EDDIE HORSFIELD)

Committee

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Contributors

KEN MESSENGER, JEANNIE KNIGHT, TONY FUELL, BILL NEWTON, DOUG MAYNARD.



CHAIRMAN'S LETTER
by TONY FUELL

Well, it's happened

.....AGAIN !!!

On Sunday March 9th, in perfect conditions at the Devil's Dyke, Paul Skeet and Chris Baker had a mid-air collision

As I write this, they are both in hospital. Paul is out of danger, but Chris is very seriously ill, although he is improving. We wish them both a speedy recovery.

A full investigation is to be carried out by the BHGA Accident Investigation Officer, John Hunter. This is a very time-consuming and expensive process for John, who does not get paid for it. He must be feeling a bit sick about it all, since on the previous evening he had put out a special appeal to SHGC members to watch what they were doing in the air. Saturday's flying, in quite evil conditions sometimes, had made him realise that there were several people

flying around without keeping a proper lookout. And it is no use saying that there were too many people in the air - if you think that, then you should not take off! No-one on the ground can help you, or influence what you do in the sky - it's all up to you. You MUST follow the proper procedure. YOU MUST TURN RIGHT when confronted with a danger of collision. If you don't, then you are in breach of the Air Law, and you are quite liable to get prosecuted if anything goes wrong!

Several points spring immediately into the mind of anyone who witnessed the accident (as I did), and who was involved in giving first-aid afterwards (as I was).

Firstly, neither of the pilots was wearing a parachute. And, even though they were only about 100 feet up, both would have had PLENTY OF TIME to deploy one. In my recollection, it took at least 10 seconds from the initial coll-

ision to when they both hit the ground. This is more than enough - most parachutes take only about 4-5 seconds to fully deploy. And if one person had had one on, the gliders were so entangled that he would probably have saved the other.

Secondly, the lives of both pilots were saved by first aid. I say this, not because I'm looking for glory, but when I reached Paul, he was deeply unconscious, and his heart had stopped. With the help of another pilot I was able to get him going again, and within 15 mins he was starting to come round. If it happened when you were on your own, could you cope? As it happened, the Wednesday before that Sunday, I went on one of the Heart/Lung Resuscitation courses run by the Brighton Ambulance Service. I had learned- in only two hours - how to give "mouth-to-mouth" ventilation, and how to do external heart massage. Those two hours were among the most productive of my life, and I'd say that anyone who calls him-



self a serious pilot should know how to give this type of first aid. I'll very happily arrange for any SHGC member who wants to go on the courses- they run one every week.

And finally, we MUST, all of us, do something about the control of our sites. We will, by the time you read this, have had an emergency Committee meeting to consider what should be done. This time there will be no excuses.

All those ace flyers who think that they are too good to conform to the rules, or to stand in line waiting to take off, are going to have to change their ways. We have already had one Brighton Councillor saying that SHGC do not control the flying at the Dyke adequately.

We are in no mood to put up with those whose stupidity and arrogance are putting our sites at risk. And in this category (you know who I mean) I include the "experts" who do repeated low-level passes over the takeoff area...who do over-90° wingovers when there are 30 other gliders in the sky.... who take off at the same time as somebody else....who approach the landing area on downwind beats while others are coming in the other way...etcetera, etcetera.

We have now had two mid-air at the Dyke. We have not yet had a fatality. Are you prepared to think how you might feel in the dead of night, if you had been the direct cause, through ignorance or folly, of the death of another flyer. It WILL HAPPEN. IT COULD HAPPEN TO YOU.

But to end on a slightly brighter note, the future of Firlie Beacon as an SHGC site seems now to be assured. A very magnanimous gesture from Lord Gage has allowed the SHGC to renew our agreement to fly there at a considerably reduced rate. The membership situation is picking up, slowly. Keep your fingers crossed...

mainair sports

ARE YOU BUYING A PARACHUTE ?

I asked a man why he bought a particular brand of parachute. He said, 'Because it is the cheapest'.
Wow! I can think of no worse reason to buy a piece of life saving equipment.
He didn't ask if it had saved lives. He didn't ask how it was deployed. He didn't ask for a comparative report on its construction and strength. He didn't see it deployed from a harness... He just bought it and trusted the salesman with his life.
He saved about £30.
It is a tragedy that in 1979 people are wearing parachutes totally unaware of how it works and how it is packed. They have a chute and think that is enough. Some of these people will need their chutes one day and some of those will die under them. Why? Because they were sold a parachute rather than go out and buy one. It is essential to own a parachute, but make sure you have thoroughly investigated all aspects of your parachute system before you part with hard earned cash. Mainair Sports stock three makes of parachutes. We don't have any particular irons in the fire, so we are best able to advise you freely on all the available systems. Since parachutes are expensive and we don't want you to have to wait for one we are also offering a limited free credit system so you can buy now, pay later. We also have a group purchase scheme which gives huge discounts for quantity purchases.
Be sensible, contact Mainair.

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Flight Director: Graham Slater

Southern Hang Gliding Centre
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HARNESSES.

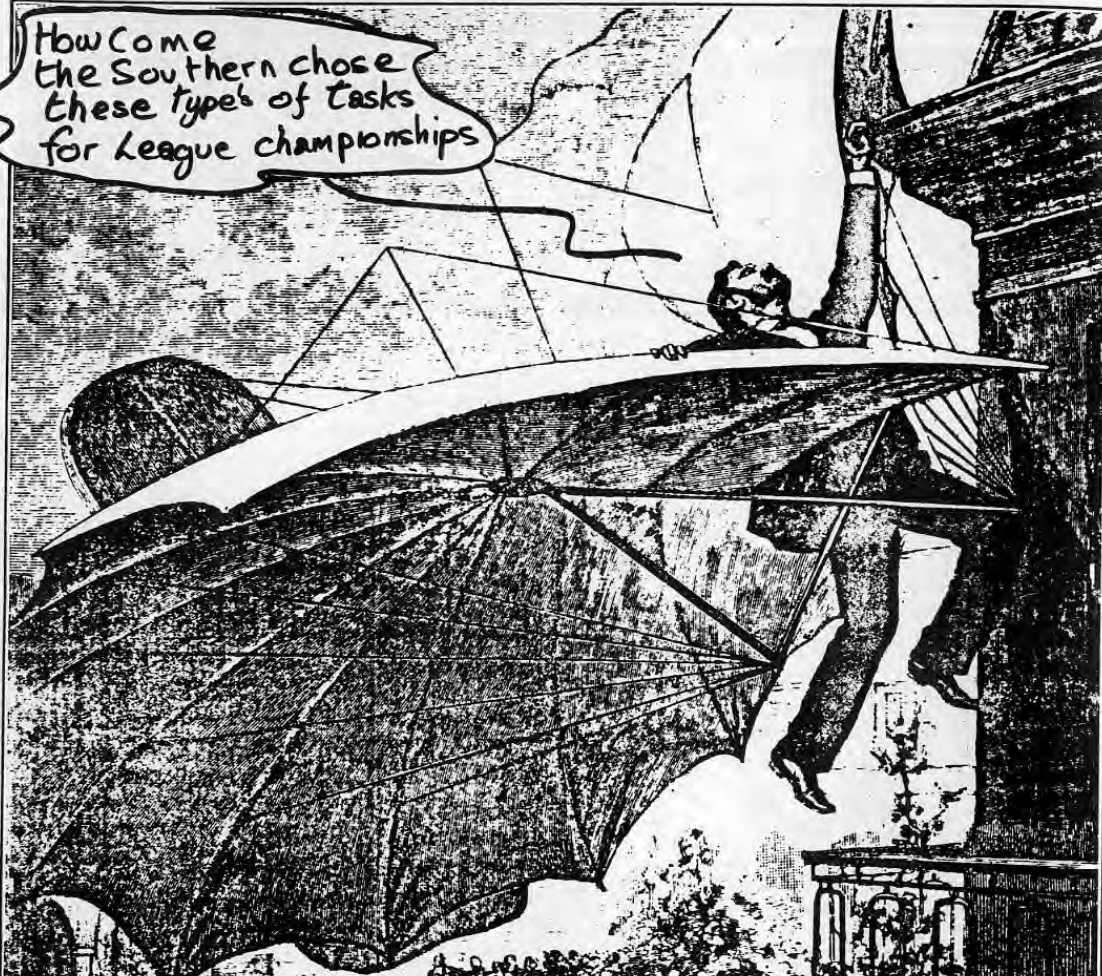
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- * Ask Graham Slater & Try One Out.

How come the Southern chose these types of tasks for League championships



There was never a more enthusiastic and consistent student of the problems of flight than Otto Lilienthal, who was born in 1848 at Anklam, Pomerania, and even from his early school-days dreamed and planned the conquest of the air. His practical experiments began when, at the age of thirteen, he and his brother Gustav made wings consisting of wooden framework covered with linen which Otto attached to his arms, and then ran downhill flapping them. In consequence of possible derision on the part of other boys, Otto confined these experiments for the most part to moonlit nights, and gained from them some idea of the resistance offered by flat surfaces to the air. It was in 1867 that the two brothers began really practical work, experimenting with wings which, from their design, indicate some knowledge of Besnier and the history of his gliding experiments; these wings



the brothers fastened to their backs, moving them with their legs after the fashion of one attempting to swim. Before they had achieved any real success in gliding the Franco-German war came as an interruption; both brothers served in this campaign, resuming their experiments in 1871 at the conclusion of hostilities.

The experiments made by the brothers previous to the war had convinced Otto that previous experimenters in gliding flight had failed through reliance on empirical conclusions or else through incomplete observation on their own part, mostly of bird flight. From 1871 onward Otto Lilienthal (Gustav's interest in the problem was not maintained as was his brother's) made what is probably the most detailed and accurate series of observations that has ever been made with regard to the

properties of curved wing surfaces. So far as could be done, Lilienthal tabulated the amount of air resistance offered to a bird's wing, ascertaining that the curve is necessary to flight, as offering far more resistance than a flat surface. Cayley, and others, had already stated this, but to Lilienthal belongs the honour of being first to put the statement to effective proof - he made over 2,000 gliding flights between 1891 and the regrettable end of his experiments; his practical conclusions are still regarded as part of the accepted theory of students of flight. In 1889 he published a work on the subject of gliding flight which stands as data for investigators, and, on the conclusions embodied in this work, he began to build his gliders and practise what he had preached, turning from experiment with models to wings that he could use.

It was in the summer of 1891 that he built his first glider of rods of peeled willow, over which was stretched strong cotton fabric; with this, which had a supporting surface of about 100 square feet, Otto Lilienthal launched himself in the air from a spring board, making glides which, at first of only a few feet, gradually lengthened. As his experience of the supporting qualities of the air progressed he gradually altered his designs until, when Pilcher visited him in the spring of 1895, he experimented with a glider, roughly made of peeled willow rods and cotton fabric, having an area of 150 square feet and weighing half a hundredweight. By this time Lilienthal had moved from his spring-board on to a conical artificial hill which he had had thrown up on level ground at Grosse Lichterfelde, near Berlin. This hill was made with earth taken from the excavations incurred in constructing a canal, and had a cave inside in which Lilienthal stored his machines. Pilcher, in his paper on 'Gliding' gives an excellent short summary of Lilienthal's experiments, from which the following extracts are taken:-

'At first Lilienthal used to experiment by jumping off a springboard with a good run. Then he took to practising on some hills close to Berlin. In the summer of 1892 he built a flat-roofed hut on the summit of a hill, from the top of which he used to jump, trying, of course, to soar as far as possible

STALLING

before landing..... One of the great dangers with a soaring machine is losing forward speed, inclining the machine too much down in front, and coming down head

WEIGHT SHIFT

first. Lilienthal was the first to introduce the system of handling a machine in the air merely by moving his weight about in the machine; he always rested only on his elbows or on his elbows and shoulders.....

'In 1892 a canal was being cut, close to where Lilienthal lived, in the suburbs of Berlin, and with the surplus earth Lilienthal had a special hill thrown up to fly from. The country round is as flat as the sea, and there is not a house or tree near it to make the wind unsteady, so this was an ideal practising ground; for practising on natural hills is generally rendered very difficult by shifty and gusty winds.... This hill is 50 feet high, and conical. Inside the hill there is a cave for the machines to be kept in...

L:D RATIOS!

When Lilienthal made a good flight he used to land 300 feet from the centre of the hill, having come down at an angle of 1 in 6; but his best flights have been at an angle of about 1 in 10.

TAKING OFF

'If it is calm, one must run a few steps down the hill, holding the machine as far back on oneself as possible, when the air will gradually support one, and one slides off the hill into the air. If there is any wind, one should face it at starting; to try to start with a side wind is most

TURN CONTROL

unpleasant. It is possible after a great deal of practice to turn in the air, and fairly quickly. This is accomplished by throwing one's weight to one side, and thus lowering the machine on that side towards which one wants to turn. Birds do the same thing - crows and gulls show it very clearly. Last year Lilienthal chiefly experimented with double-surfaced machines. These were very much like the old machines with awnings spread above them.

WINGS TOO HIGH, WEIGHT TOO LOW

'The object of making these double-surfaced machines was to get more surface without increasing the length and width of the machine. This, of course, it does, but I personally object to any machine in which the wing surface is high above the weight. I consider that it makes the machine very difficult to handle in bad weather, as a puff of wind striking the surface, high above one, has a great tendency to heel the machine over.

LOCAL CONDITIONS

'Herr Lilienthal kindly allowed me to sail down his hill in one of these double-surfaced machines last June. With the great facility afforded by his conical hill the machine was handy enough; but I am afraid I should not be able to manage one at all in the squally districts I have had to practise in over here.

Then in another passage Pilcher enunciates what is the true value of such experiments as Lilienthal - and,

subsequently, he himself - made: 'The object of experimenting with soaring machines,' he says, 'is to enable one to have practice in starting and slighting and controlling a machine in the air. They cannot possibly float horizontally in the air for any length of time, but to keep going must necessarily lose in elevation. They are excellent schooling machines, and that is all they are meant to be, until power, in the shape of an engine working a screw propeller, or an engine working wings to drive the machine forward, is added; then a person who is used to soaring down a hill with a simple soaring machine will be able to fly with comparative safety. One can best compare them to bicycles having no cranks, but on which one could learn to balance by coming down an incline..'

It was in 1895 that Lilienthal passed from experiment with the monoplane type of glider to the construction of a biplane glider which, according to his own account, gave better results than his previous machines. 'Six or seven metres velocity of wind,' he says, 'sufficed to enable the sailing surface of 18 square metres to carry me almost horizontally against the wind from the top of my hill without any starting jump. If the wind is stronger I allow myself to be simply lifted from the point of the hill and to sail slowly towards the wind. The direction of the flight has, with strong wind, a strong upwards tendency. I often reach positions in the air which are much higher than my starting point. At the climax of such a line of flight I sometimes come to a standstill for some time, so that I am enabled while floating to speak with the gentlemen who wish to photograph me, regarding the best position for the photographing.'

Lilienthal's work did not end with simple gliding, though he did not live to achieve machine-driven flight. Having, as he considered, gained sufficient experience with gliders, he constructed a power-driven machine which weighed altogether about 90 lbs., and this was thoroughly tested. The extremities of its wings were made to flap, and the driving power was obtained from a cylinder of compressed carbonic acid gas, released through a hand-operated valve which, Lilienthal anticipated, would keep the machine in the air for four minutes. There were certain minor accidents to the mechanism,

which delayed the trial flights, and on the day that Lilienthal had determined to make his trial he made a long gliding flight with a view to testing a new form of rudder that - as Pilcher relates - was worked by movements of his head.

FIRST FATAL HANG GLIDING ACCIDENT

'Herr Lilienthal came to grief through deserting his old method of balancing. In order to control his tipping movements more rapidly he attached a line from his horizontal rudder to his head, so that when he moved his head forward it would lift the rudder and tip the machine up in front, and vice versa. He was practising this on some natural hills outside Berlin, and he apparently got muddled with the two motions, and, in trying to regain speed after he had, through a lull in the wind, come to rest in the air, let the machine get too far down in front, came down head first, from a height of 50 feet, breaking his spine, and the next day he died.

Steypning Bowl

by
Jeannie Knight

Use of Steypning Bowl has been renegotiated for 1980 at the same rate as the previous year. In other words a downpayment of £2,000 has been made at the beginning of January and another £500 is due at the end of the year.

Last year we fell short of the total figure by just over £200 and the two

schools involved contributed the amount outstanding, as well as making a major contribution at the start of each of the two years..

Season tickets are available at £10 for the coming year, covering both flying and parking. They can be bought from Graham Slater, 22 Albany Villas, Hove; Jeannie Knight, 10 Spring Gardens, Washington, Pulborough, West Sussex; and Johnny Carr, Highbank, Fairplace Hill, London Road, Burgess Hill.

Thanks go to all those who were honest and put their money in the box when the gate was unattended. No thanks to those who did not - and we know who most of the culprits were.

Fortunately most flyers realise that Southern Club sites survival depends to a large extent on Steypning Bowl being available for those who cannot yet cope with cliff and other sites.

Also, as Johnny Carr will be the first to tell you - there is some excellent flying to be had for the experienced pilot at Steypning in South East, North East and Easterly winds. (I waited for three hours for him to land one Saturday afternoon when I wanted to speak to him.....)

We hope to hold two more competitions there in the course of the year and the landowner, Mr. M.J. Langmead, has offered to donate a Steypning Bowl trophy for an event.

Last year we were unlucky with the weather for site usage. When flying is taking place, the car park fills up rapidly in summer. Unfortunately we had a run of north-westerlies when everyone was at the Dyke, and many high wind days when people didn't bother going to fly. School statistics show it was one of the worst years yet for flying, and we feel that with a bit more luck with the weather this year, it might not be such a difficult financial target to reach.

So, please pay for your parking and flying - and make sure others do too. In doing so you are helping the survival of hang gliding in the South East.

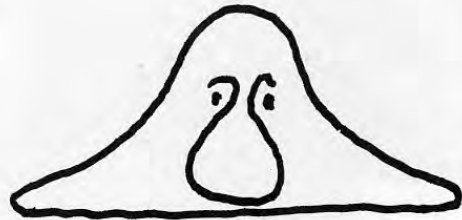


SHGB LEAGUE GALLERY
Winner & Organiser Graham Slater



BLOB

(THE GREAT WHITE
KILLER THERMAL)
STRIKES AGAIN!



YES, THIS MONTH I'M
ON STRIKE, PARTLY
BECAUSE MY UPDRAFT
HAS AN OVERDRAFT,
AND PARTLY DUE
TO BEING HIJACKED BY
LAST MONTHS "THINGS!"
FOR A BLOB CULVERT
ARTICLE.

ONE OUT, ALL OUT
BROTHERS (UNLESS
YOU'RE ONE OF
MICRO BERTSON'S
PATIENTS)

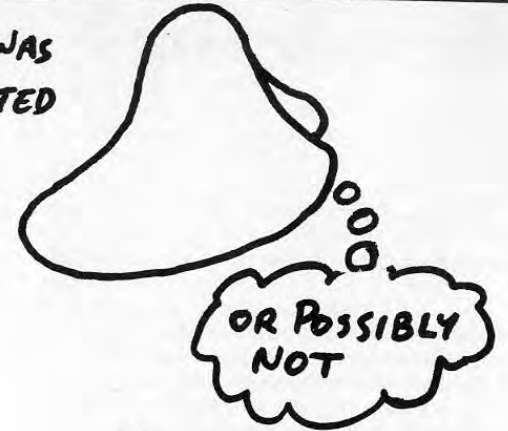


OF COURSE, STRIKE ACTION IS NOT UNKNOWN IN
AVIATION HISTORY. INDUSTRIAL ACTION WAS INVENTED
BY AWFUL AND WHEELBARROW WRIGHT, WHO COINED
THE PHRASE "WRIGHT BROTHERS, ALL OUT!"

DOES THIS MEAN WE'VE
JUST INVENTED THE WORLD'S
FIRST STRIKE AIRCRAFT?



IN FACT, AWFUL WRIGHT WAS
WRONG, THEY HAD INVENTED
THE GROUND ATTACK
AEROPLANE. IT'S A PITY
THE GROUND FOUGHT
BACK.



HOWEVER, THEY'RE NOT
FORGOTTEN. WHENEVER
ANYONE FLIES OFF ON
A MODERN AIRLINER,
SOMEONE ALWAYS SAYS,



NOW YOU KNOW
HOW IT'S POSSIBLE
FOR TWO WRIGHTS
TO MAKE A WRONG



AND SO, AS THE SINK
STUNS SLOWLY IN THE WEST
(ESPECIALLY AT MILL HILL)
WE GIVE THANKS FOR THE
FACT THAT THE FIRST
SUCCESSFUL AEROPLANE
WAS NOT DESIGNED BY
SOMEONE CALLED HACKENTHWAITE
OR HEPPLWHITE OR SOMETHING....



Airworthy?

Overtown House
Mildenhall
Marlborough
England.

Tel: 0672 53021

8th February 1980

First let me emphasise that as a Company we are very much in favour of an effective airworthiness system, which if set up correctly can do nothing but good both for the industry and the customer.

Barry Blore in an article headed "Airworthiness" (Feb. Wings, page 12) says, "It is difficult to enforce what is a voluntary obligation by manufacturers to comply with standards of manufacture and service to the benefit of BHGA members". Barry has obviously not been involved in hang gliding long enough to realise that virtually all British manufacturers and certainly all BHGMF members have been more than meeting any obligation to customers and have achieved a safety record that is arguably the best in the world. Hang glider pilots are not stupid and any manufacturer who is not producing first class equipment does not last long as has been in evidence recently.

Unfortunately the BHGA are in the habit of changing the conditions required after people have got committed and that is what has happened to us with regard to our application for Cherokee airworthiness. When the application was made no-one was aware of the compulsory insurance and the indemnity forms that the BHGA have subsequently asked for. This was not the case on earlier airworthiness certificates issued by the BHGA in 1978.

Acting on professional advice I am not willing to sign any such indemnity form. The insurance cover is likely to cost about £7,500 per year based on our planned turnover. As a businessman I have to weigh the alternatives. They are at this time:-

1. The possibility of reciprocal arrangements with European Countries. The German standards for instance are much higher than ours and do not require the prohibitive insurance

2. The introduction of the test car. This will undoubtedly mean changes in the standards effectively nullifying in the members eyes, the airworthiness certificates already issued even if the BHGA say they still stand.
3. The Cherokee itself has been in production since November 1978. More than 300 examples have been built and used for every purpose including towing and power. We think that it has more than proved itself in this field and that the acquisition of a piece of paper saying it can do what it has proven in practice it can do, is of doubtful value.

In Barry's article there is a table with a new column added just for our benefit apparently as we are the only manufacturer to score a tick in it. Just to clear any misunderstandings the Cherokee has passed the required tests but we have not received a certificate because I am not willing to either sign the indemnity form or obtain the insurance cover, the cost of which would have to be born by you the customer I am pressing for this point to be cleared in the next issue of Wings.

As one of the longest established and most experienced manufacturers in this Country, directly responsible for the founding of the BHGA and the BHGMF also for the starting of good quality competition standards which has brought the UK to a pinnacle of success, we will continue to serve the hang gliding community as before with equipment, service and advice to the highest possible standard.

Ken Messenger.

Yes!

Mr. K. Messenger
Birdman Sports Ltd.
Overtown House
Marlborough.

12 Feb. '80.

Dear Ken

Thank you for your letter re airworthiness. I have passed a copy to the Editor of WINDSOCK, Anna Blemmings, who will consider it for publication.

What follows is my own personal view of the situation. I have for two years been saying that the BHGA should not get involved in airworthiness certification - I felt that that BHGA had neither the resources nor the expertise to do it properly. I will now freely admit that I was wrong.

Barry Blore argues very cogently in the last issue of WINGS! about the need for standards to be developed in Britain, in order to protect both our export markets, and our competition potential. He has convinced me, not only that it NEEDS to be done, but that it CAN be done. In putting in the time and effort he has, he was, after all only following the orders of BHGA's Council - who themselves were responding to the wishes of a very large majority at last year's AGM. I therefore find your comments on his lack of prior involvement with Hang Gliding irrelevant, and rather cruel.

I also find your argument:-

"the acquisition of a piece of paper saying it (the Cherokee) can do what it has proven in practice it can do, is of doubtful value..."

- very difficult to credit.

The whole point of having an airworthiness scheme is that the "proving" of a glider should NOT be done by a manufacturer's customers - even the 300 who bought Cherokees - but by the manufacturer BEFORE examples are sold to the public.

An airworthiness "piece of paper" merely certifies, to a known and accepted standard, that this has been done. The customer then has the reassurance that the glider conforms to the best standards of the day, as regards design and handling characteristics.

Which brings me to another point. You surely can't expect BHGA, in a sport in which new developments happen every week, to fix upon a standard which will be the same forever. They MUST update it from time to time, or it will eventually become worthless. I think that the Council have done all they could reasonably be expected to do to keep manufacturers up to date with the requirements; they have said that retesting will not be required, and what more could you ask for?

The indemnity form, and the insurance requirements (which I suspect are the real reason for your antagonism to the Scheme) represent to my mind a very prudent approach on behalf of BHGA. Last September, a pilot flying a Cyclone crashed at the Devil's Dyke. He is now totally paralysed and will require complete nursing care for the rest of his life - the costs will be enormous. If he had been flying a certified machine, and it had turned out that it was correctly manufactured, but to a defective design, he would have a good case to "join-in" in the BHGA in any action for damages against the manufacturer.

In a situation where a substantial award could bankrupt the BHGA, it is surely advisable for it to require a manufacturer to not only SAY that he will take care of things in these circumstances, but to guarantee the necessary financial resources will be available. There is no value in anyone's signature on a document, unless it is backed by insurance cover.

The membership indicated pretty clearly last AGM that they not only wanted airworthiness, but were prepared to pay for it. Speaking for myself, I vowed long ago that I would let others do the testing, and I would only buy proven gliders. More and more people are saying this, and I suspect that in a few years, you won't be able to sell an uncertified machine. And I wouldn't put too much faith in the "reciprocal agreement" either - as soon as those responsible for running the schemes realise that they could be faced with action under UK jurisdiction, they'll be requiring exactly the same guarantees and indemnities as the BHGA do.

I do think that the good old carefree approach to design is dying, and in some ways that's a pity. It is paralleled by an increase in restrictions and responsibilities, which must come hard to one who, like yourself has been in the sport from the very early days. Nevertheless, I believe that airworthiness is here to stay, and I hope that you will be able to reconsider your decision not to support the BHGA scheme.

Yours sincerely,

TONY FUELL.

ULTRA SPORTS

Ultra Sports Hang Gliding Centres Ltd.
Flight Director: Graham Slater

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'THOMMEN' Altimeters. £52: +VAT.

'EVEROAK' & 'ROMER' Crash Helmets. £14: +

'SUNNTO' Compasses £8: +VAT.

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& BROCHURE.

First of the Great White Killer Thermals

Sunday 2nd March, at Devils Dyke, the day was cold, the sun was out, and it all looked very promising. I'd been in the bar for a bite to eat, when I came out I was surprised to see about seven or eight gliders far out from the north-east bowl, one I recognised as Barry Pucky, so as quickly as I could, I rushed to join them, I was in the bowl like a flash, looking up I estimated they were about 1600 ft AB/TO. After about 5 minutes I thought to myself (I can get there) and so I gave up, and flew over to the north bowl to the right of the dyke. I played around for five minutes circling and to my surprise found I was going up, slowly but surely. Something's happening I thought, oh yes here comes the Reynolds, and just behind him the Bluitte. I didn't think about thermals or XC's just yet, so I had no instruments (as usual). But it was happening, the three of us were up and well away from everyone else, looking down the dykewas covered with a very light mist, or so it looked. I estimated my height was about 1400 ft. at that moment. We were over the back of the dyke by now. I was hesitating and thinking about heading back to the dyke. Keith must of road my thoughts and shouted over to me "the cross roads". After a second or two on thinking about it, "yea OK" says I, and away we went leaving Dave behind. Getting away from the ridge was just what I needed, it felt really nice. At this time I was thinking the lift was light, Johnny Carr is always rattling my ears off to get a vario, and at times like that I needed one, although I always fly without instruments, I feel the time has come when I should have a vario. I've always done well without it, but like John says you'll do better with one. So if I have any thoughts on beating his 27 miles, I'd better get one. Getting further away from the ridges now, well past the golf club, and circling the whole time, roll on the summer, thermals. I think 1980 will

bring in a lot of new faces to thermal flying, "wow", a big up, it knocked my mind, I was dreaming of summer, circling, well above Keith now (estimated height 1800ft). The X roads in sight, and Keith making his landing approach - it's funny, because when doing XC's from the

dyke, if you don't keep going when at the X roads, forget it. because for some reason once there, it all dies away, and it did. I could see people taking notice now. It's all part of the excitement, getting lower now, a couple of 360's, landing approach, follow Ron's route, and there we were, Ron and myself. First at the X Roads for 1980. The excitement was electrifying and here come Dave Blueitt, following behind us, I've got a feeling this year is in for XC'S?.



Doug Maynard

Small Ads

FALCON 3 KITE Good sail: powder blue and white. Suit beginner or intermediate. Also some spares included as well £165 ono.

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CHIEF FLYING INSTRUCTOR WANTED for full-time duties. Excellent salary and conditions. Must be BHGA qualified (or close). Also full time BHGA registered instructor and any Pilot II interested in training to be instructor for British Hang Gliding School.

TELEPHONE - Biggin Hill 73996.

Airmail

Dear Anna

I should like to bring to your attention the solution to the powered hang glider low "g" pitchover phenomenon.

The power unit is mounted onto the same tricycle undercarriage assembly as is the pilot's rigidly attached seat. The seat is mounted forward of and the motor rearward of a vertical pylon, which is attached through a gimbals (a couple of pin-joints at 90°, pin-head) to the hang point of any flexwing hang glider with the required strength to take the extra weight, and a suitable control bar rake adjustment.

The thrust line of the propellor runs through the centre of mass, and a little below the centre of drag which would tend to make the machine self trimming for different power settings, and a "push-to-climb" feel on the bar which should eliminate inadvertent stalls.

In short, the machine could probably be flown by the below average chimpanzee. The price could be less than £1,000 and the cost could be a lot of airborne chimpanzees.

I would recommend ape hanger "B" bars on which to mount the throttle twist grip and starter button, and also have a preference for highish footrests on the front wheel steering bar.

Wheel brakes would be a nice optional extra, if a little over ostentacious, and unfortunately the use of very much power or the pillion seat, is proscribed by the strength limitations of most current hang gliders.

Ian Grayland, 82 Goldstone Villas, Hove. Southdown Sailwings.

Dear Peter,

Sorry to read about your Club's financial problems, but as long as the SHGC sticks to compulsory helmet-wearing and other petty restrictions, your membership will just go down - and down - and down.

As well as reinforcing the public opinion that it is a dangerous daredevil activity to be equated with such helmet-wearing pursuits as Bob-Sleigh teams, motor racing, pot-holing, motor-cycles, jumping over buses etc. etc. (But maybe many members like to promote this image.)

Why doesn't the BHGA devote its time to more important matters, such as the blatant disregard for the Air Navigation Order by some hang-fliers. I would imagine the CAA are more concerned about this aspect than with what the well-dressed hang-flier is wearing today.

Instead of anticipating the inevitable crash by insisting that members wear a helmet (the value of which is doubtful), why not ensure that the crashes don't occur, because it seems that 90% are caused through lack of airspeed, but I have never seen any artery against flying "low-and-slow", in fact it seems to be actively encouraged by such things as spot-landings without airbrakes or spoilers, and just using the airspeed to degrade the glide-angle.

Join as a new member? Never! Nor even as a weekly member. £1 a week is nothing; I don't mind paying £1 a day. But I will never be dictated to, in respect of what I wear.

"1984" will come soon enough, without your hastening the day.

Tommy Thomson.



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Designed principally for cross-country, the Storm represents a true advance in performance. A performance the pilot can use because the handling is a delight, positive in pitch, very light and nimble in roll.

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