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FLIGHT LINE

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EDITORIAL

First, I must apologise on behalf of your Committee for the fact that many of you have suffered an apparent complete lack of response to your membership applications and some of you who are already enrolled have not had the first issue of the magazine. This unhappy and embarrassing situation has occurred because the Secretary was in the USA conducting extensive elasticity trials. At the time of writing, he is believed to have returned and it is hoped that the matter will now be sorted out and brought up to date with the utmost expedition.

Next, I must apologise for having been unable to reply to all your enquiries on a more personal basis. The fact is that I have to devote considerable efforts to the production of this rag and general BMAA correspondence, and there simply isn’t sufficient time! I believe that many of your questions will be answered in this, the previous and future issues. If any of you care to telephone, then please do so on 0252 26182.

Evenings are best and cheapest – so Busby says! Next my sincere thanks to all who sent articles, photographs (particularly the excellent pictures from Tony Fuell) and other material for publication. Regrettably, I can’t use it all and some must be held over for future use – but PLEASE KEEP IT COMING and don’t be put off if I don’t use it or if I alter your text in some way. I usually have good reasons for such decisions!

Finally, some 20-30 of us had a lot of good clean fun at the impromptu Wellesbourne Fly-in on 1st March. Mostly we buzzed around on Steve Hunt’s new-fangled flying machines. There is quite a lot of BUMPFF about them in this issue; in fact, some of you will no doubt say that the whole magazine seems like a load of Trike.

The BMAA is going to need help from a Doctor and a Solicitor. Do we have such persons in our ranks yet? If so and you are willing to help, please contact myself or Steve Hunt.

Dave Thomas

Opinions expressed by the authors and correspondents are not necessarily those of the Editors or the Committee of the British Minimum Aircraft Association.
CONTACT!

ANNOUNCEMENTS

BMAA Minimum Aircraft Fly-in is to be held at Wellesbourne Airfield, Warwickshire, on 7th & 8th June. Those wishing to attend, either as spectators or pilots, please contact Paul Baker on 0789 841114. It is essential that he knows approximately what attendance to expect, since he is hoping to arrange camping, catering and loo-ing facilities. Your early notice would be greatly appreciated.

The Midlands Minimum Aircraft Club is shortly to be formed. Anyone in the Midlands area who is interested, please contact Paul Bennett at 9 Woodfield Road, Burbridge, Hinckley, Leicestershire.

We should like to welcome all the recent new members to this Association, and we believe much is, and will be, forthcoming from the pooling of knowledge, abilities and facilities. A recent 'new friend' to the BMAA would like to build a minimum aircraft, but he feels that the American kits are too expensive and would like to have communication with other individuals who are building machines or who are considering building one from a kit or new design - with a view to some sort of co-operation to mutual benefit. He has owned three types of aircraft and has held his PPL for 10 years. He also enjoys his own private airstrip at the undermentioned address; this he is willing to share among other enthusiasts. Obviously prior discussions, arrangements and agreements would be made directly with him. Just one thing, though - no flying saucers! The gentleman? Earl W B Trollope of Wing Farm, Longbridge Deverill, Warminster, Wiltshire. Telephone Sutton Veny (09854) 401.

ROYAL AERO CLUB

We are very pleased to say that the British Minimum Aircraft Association has been elected to Associate Membership of the Royal Aero Club. We are grateful to Reggie Spooner for proposing the Association at the Royal Aero Club's last meeting.

Steve Hunt

SMALL ADS

FOR SALE: One unused SOARMASTER POWER UNIT to suit Super Scorpion. One used SUPER SCORPION to suit Soarmaster power unit. Offers. Would split. Please telephone Keith Vinning - 021 772 6434.

FOR SALE: CATTO CA15 - as seen on back page of issue number one. £1,800 ono. Please ring Mr D Richards - 0900 3503 or write to 16 Clifton Court, Workington, Cumbria.

FOR SALE: ICARUS V rigid-wing hang glider with very advanced airfoil section. Thrashed other rigid, Easy Risers, WJ23s, Fledglings hands down at Mere '77, yet retains small field landing capacity and fast easy rigging of Rogalloflex-wing. Would be very mean machine with power and wheels. Very reluctant sale due to dire financial straits. £500 complete with trailer. Offers considered. Adam Jefferson, Parkstone (0202) 740668.

FOR SALE: Hiway Superscorp C+ Soarmaster. Gerry Breen London-to-Paris replica with all new and 1980 specification components. Undercarriage and brakes permit prone take-offs/landings whilst the fully sorted machine handles superbly under power. POWER UP on nil-wind days on a safe machine that can be used as a glider with the power pack removed (2 minutes) for ridge or tow-launching. Reluctantly must sell at £1250 (might split). Bill Allen, (0242) 24498/28989.
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Photo: Tony Fuell

ELECTRA FLYER Appointed Agent
HIWAY Appointed Agent
Powering a hang glider has always seemed obvious to me, but it hasn't always been practical. When we were flying the earliest standard hang gliders, something closer to a conventional aircraft engine would have been required! I did draw a few sketches of Hiway 140s (1975) with VW engines but fortunately lack of money and overwork stopped what could have been foolhardy development. Two years later the Scorpion was our latest glider and I had managed to get a McCulloch 101 125cc engine. Between many other projects we fitted this engine with a reduction gear and drove a ducted fan with it. The picture shows me just before attempting the first flight (from level ground, to make matters worse...) What a comedy of errors! Many faulty ideas and poor equipment systems put me straight into hospital - luckily only with technicolour bruises. A little later one of my colleagues flew this glider successfully, gaining

600 ft over take-off on the first flight.
The first Super Scorpion prototypes were soon available and it seemed obvious to put the power unit on one of them as the glider was considerably lighter. We also decided that hand-carved mahogany propellers were going to be better

POWER FOR THE SUPER SCORPION

Steve Hunt shortly before the ill-fated first attempt at take-off with the Scorpion/ducted fan combination. Left to right: Steve, Chris Johnson, Geoff Shine, Daic Clother.

than cheap plastic fan blades despite the effort needed to learn about them. This work has in fact been rewarded many times over, and we have now developed our own propeller-machining facilities. This powered Super Scorpion worked well immediately and led to the next engine that Gerry Ereen used to such good effect in 1979.

Gerry and I went to Oshkosh, USA, in the summer of 1979 and saw almost all the minimum aircraft available on sale. We were disillusioned with the lack of roll control on most machines and we both felt that a powered Super Scorpion would have looked very controllable and been lots of fun to fly. We both felt that one of two solutions was required - a
The power set-up on Gerry's Super Scorp for the Tredegar-Norwich flight: note fuel capacity for this trip!

Gerry with members of the Norfolk hang gliding club after his epic 202-mile non-stop flight in May 1979

led to the immediate building of the Skytrike.

The Skytrike is not a new idea; its basic principle has been used on Ryan/NASA experimental aircraft and others in the '60s, followed by the Italians in 1974/5 who used a small Daf car engine on a standard Rogallo hang glider. There is also the Veliplane from France which uses a 210cc direct-
drive engine. The Skytrike from Hiway uses belt reduction and a high-quality propeller to give good engine thrust from a relatively small engine.

We took the first two Skytrikes to Wellesbourne Airfield on the weekend of the EHGA AGM at the beginning of March. We were blessed with perfect flying weather and about 20 people flew the Super Scorp/Skytrike combinations. No-one had any difficulty and about 15 people placed orders there or had already ordered units. This type of response was incredibly pleasing; after three years of experimenting, at last I had a viable British designed and made product which it seems likely that many people will wish to own.

The Skytrike is built mainly from 1/4" tube, the structural framework also forming the frame for the seat which is sewn from nylon cloth to form a comfortable bucket seat. The engine, located behind the pilot, is mounted on four rubber mounts, effectively isolating even the Trike from the worst of the vibration. The engine is geared down considerably via industrial Vee-belts to drive the propeller at a lower speed where it has some chance of operating efficiently. Propellers are made in our own works, allowing us ample experimentation facility with the diameter and pitch of the prop. All propellers are cut from master shapes that give us extreme accuracy and repeatability, and are made in laminated mahogany finished in a very durable three-part varnish.

To put the Trike on the car, two pip-pins are removed and the engine folds down over the front wheel. It takes about three minutes to add the Skytrike to a Vulcan or Super Scorpion 2 hang glider fitted with one or two special parts. The new glider can still be used as a hang glider in its own right with no further mods. We hope that all those who have access to the Skytrike will do their best to use it properly and safely, and most of all that they will enjoy flying at low capital and running costs.

Steve Hunt

LETTER FROM MR P W GRANGE

Please find enclosed a membership application for the BMAA. I also enclose a copy of a sales leaflet for the American ultralight aircraft called Weedhopper, since I have ordered one of these for delivery very soon and I plan to become the UK southern area sales agent.

Your association seems a splendid idea and should help establish ultralight flying as a responsible and safe sporting activity. Have you set out any operating rules yet? At the moment there would appear to be a risk that inexperienced pilots could buy the aircraft.

Perhaps a code of practice could be drawn up to cover such points as the training of new pilots together with other safety critical factors. Possibly clubs could be organised along the lines of conventional gliding clubs. At the same time the Association should be publicised as the governing body for ultralight flying.

Further to the subject of codes of practice, how about the following:

Agents to sell kits either through clubs or to experienced pilots;
Completed kits or new aircraft to be checked before their first flight by an instructor;
Flying to be regulated by common sense, ie not over towns, not in bad weather, and not out of sight of the airfield unless the pilot knows how to navigate;
All pilots to be trained in forced landings, and to be aware of the need to dead stock land at any time.

Finally, I think it's important to make sure that instructors really know their aerodynamics.

P W Grange
St Leonards on Sea
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PARACHUTES and POWERED AIRCRAFT

Parachutes have saved countless lives throughout the history of aviation and more recently are playing an active part in keeping alive hang glider pilots who exceed the limits. Many lives have been saved by numerous different systems, but now powered microlight flight is here to stay we shall have to start reinventing and developing systems suitable for use with the varied and complicated aircraft around.

The hang glider 'chute is, in essence, very simple. A parachute is usually a twenty-line 0.75 oz fabric standard sky-diving reserve, without the canopy modifications done to allow skydivers to steer. By necessity of flying position we are unable to apply much directional control, and anyway, a broken glider would tend to cancel out any directional travel as it rotates beneath the open 'chute. Twenty-two-line 'chutes are also available and the two systems are classed as 24 ft and 26 ft units. This measurement is the flat diameter and the inflated diameter and the area can vary enormously with the manufacturer.

The table below shows the three main USA manufacturers and as is

<table>
<thead>
<tr>
<th>Model</th>
<th>Delta Wing Mk IIA</th>
<th>Delta Wing Mk IIB</th>
<th>Advanced Air 24</th>
<th>Advanced Air 26</th>
<th>Windhaven 24</th>
<th>Windhaven 26</th>
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<td>5.25</td>
<td>6</td>
<td>6.25</td>
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<td>12 x 8½</td>
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<tr>
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<td>1&quot; x 25&quot;</td>
<td>1&quot; x 19&quot;</td>
<td>1&quot; x 19&quot;</td>
<td>1&quot; x 19'10&quot;</td>
<td>1&quot; x 18'</td>
</tr>
<tr>
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<td>22/15'6&quot; thin</td>
<td>20/14'11&quot; thin</td>
<td>22/14'11&quot; thick</td>
<td>20/15'8&quot; thick</td>
<td>22/15'8&quot; thick</td>
</tr>
<tr>
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<td>22/37½&quot; x 12'</td>
<td>20/33&quot; x 11'11&quot;</td>
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<td>21.9</td>
<td>17.5</td>
<td>20.4</td>
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<td>Zero-por</td>
<td>Zero-por</td>
<td>Zero-por</td>
<td>Low-por</td>
</tr>
</tbody>
</table>

General

Taped seams, one concentric band near apex
Taped seams, one concentric band near apex
Reinforcing tape on seams
Reinforcing tape on seams
Taped seams, three concentric bands near apex
Tape on seams, four concentric bands, two taped, two untaped
obvious the Bennett system has a larger canopy for both sizes. The Advanced Air is almost 30% smaller than the Bennett 24.

Parachutes are manufactured to match a standard called TSO (Technical Standard Order). This is similar to our British Standard and the Windhaven 24 ft and 26 ft canopies are the only ones which carry the official FAA Stamp, proving that they match the requirements fully.

You can see that the Windhaven 26 ft is the only canopy which uses 1 oz fabric and four circumferential bands which are essential for preventing the canopy splitting from top to bottom in the event of overload or canopy snagging.

Before discussing actual parachute applications we should kill one theory stone dead. I do not believe that there is any way in which a pilot could leave his aircraft in the event of a structural failure caused by a collision, weather conditions or undue stress. Anyone who has ever exited a plane with a 'chute on his back knows the amount of training needed to remain in control. It's hard enough from a stable platform such as a conventional aircraft when the whole point is to make a parachute jump. Faced with tumbling, spinning or upside-down aircraft piloted by someone who has not been specifically trained in both sport parachuting and disentanglement techniques from his aircraft, the pilot will be to all intents and purposes unable to leave his craft. Even the neat little Hiway Skytrike principle, where a single lap strap holds you in place, will prove too much to handle in an emergency.

An emergency happens suddenly and usually without warning. Action has to be taken immediately if a successful deployment is to occur.

However, minimum aircraft pilots have the strong advantage over ordinary hang glider pilots since most modern designs (not counting Soarmaster-equipped Rogallos etc) have the pilot sitting in a seat or harness, rigidly attached to the airframe. The pilot's body movement is limited and unlike a Rogallo pilot, he is unlikely to find himself either near the nose or the keel, yards away from his A-frame. This means the minimum aircraft pilot can utilise a parachute ejection system, controlling the deployment from his more or less fixed flying position. Once the deployment has occurred successfully it may be possible to "cut away from the wreckage", but remember that a parachute harness would have to be worn. In any event I feel the simple lap strap is woefully inadequate and someone should design a simple pilot harness which can be clipped to the airframe, or I fear we will see pilots falling out of their damaged aircraft in pitch-over or tumbling situations.

Since most minimum aircraft pilots are surrounded by lots of tube and fittings, hand-deploying could be a serious problem and some kind of mechanical system may have to be used.

Leaving aside consideration related to the problem of the spinning propeller, I think the best system would be a sprung drogue extractor which would draw a deployment covered canopy out to the extent of the main support bridle, before removal of the deployment and disconnection of the extractor bridle. This is a first design study commissioned by our Editor only ten hours ago and I opt for a releasing extractor since I think we should use as powerful an extractor as we can, so as to attempt to ensure that it flies strongly away. If we do use a very good extractor, it may cause canopy "streaming" unless it can be released.

Since we intend to lower both the aircraft and the pilot safely
to the ground under a single canopy, it is obvious that one would want as large a canopy as is reasonably practical. There are many sport 26 ft and 28 ft parachutes which would suffice well, but of course one has to consider weight and bulk. Naturally the smaller and lighter the final package, the better.

A sport main canopy of 28 ft would be ideal, but a compromise would be to use either the 26 ft Windhaven or 26 ft Bennett which both pack down well and are produced for the kind of slow opening speeds hang glider pilots require.

Accepting the basic principle I have outlined means that the actual canopy can be attached to the aircraft, perhaps on top of the wing over the centre of gravity position. (Seven and a half pounds can upset your trim!) The spring extractor may have to be stored in an extension to the keel tube or somewhere else in as clear a place as possible. A release line (not a Bowden Cable which can seize) can be taken from the extractor and down to the undercarriage. I would suggest that a very strong cord is used, terminating in a bright red ½" dia. rip cord line, which can be run around the pilot's support cage, accessible in at least three or more positions. One would have to look carefully at problems of accidental deployment!

Once we have deployed our 'chute we have to ensure that the whirling propeller does not slice through the bridle immediately. I can see no immediate way in which we can ensure that the prop and bridle do not make contact other than by physically preventing it. This would involve fitting a "chute ring" around the propeller some six inches larger in diameter than the propeller itself. This ring could be made from, say, ½" dia. x 20 swg stainless steel tube in an attempt to produce a light ring, but one with sufficient strength to deflect the bridle if it comes into contact during the opening sequences. Of course once the canopy starts to inflate and take load it will tend to pull the bridle away from the propeller and towards the point at which it is attached.

This problem is perhaps the most serious of the whole parachute/aircraft situation. The guard is not failsafe, gives more weight and more drag. It may well affect propeller performance but I leave that to others to comment upon. Perhaps the bridle could be attached out on a wing strut so that the deployment sequence takes place away from the engine area. That too has problems and all in all I think we are going to see some kind of "chute guard" on most props eventually.

From reading this article you will gather that not a lot of research has been done. Anyone who has suggestions is encouraged to contact me or write to Flight Line magazine immediately. I can see there is a strong need for a tailor-made system and I am going to develop one. I am currently in contact with a UK parachute-manufacturing company and we are investigating the problem thoroughly. More news next issue!

John A Hudson

Careful folding of the parachute is essential for its satisfactory operation. A typical reserve 'chute folds into a bag of this size.
I was informed the previous week by Steve Hunt that a demonstration of the prototype powered Super Scorpion (affectionately called a "Trike"), which looks like a cross between a hang glider and a gyrocopter, was to be held on the Saturday. At this point in time I had just changed an order for a Soarmaster unit to the Hiway Trike on Gerry Breen's recommendation, so I thought I had better go and see what I was getting.

Myself and a friend arrived at the airfield to be greeted with the sight of a Super Scorp/Trike, Pterodactyl and an Eagle buzzing around. There was a fair assortment of people buzzing around, too including Ashley Doubtfire, Murray Rose (Chargus), Len Gabriels (Skyhook), Gerry Breen and others.

Firstly, let's take a brief look at the machines there.

The Pterodactyl was really working well, good rate of climb, superb performance machine, interesting to see what happens when stalled. Anyway, not the machine for me.

The Eagle was very interesting, good safety margins, unbeatable stall characteristics. Rate of climb slow, seemed to vary a lot according to pilot weight, looked rather like a pregnant duck although I imagine it has good thermal and glide possibilities. The main problem with the Eagle for me is price.

The Hiway Super Scorp/Trike — again climb depended upon pilot weight (Steve Hunt is presently working on more power/thrust). Definitely a safer way of powering a flexwing than, for example, a Soarmaster unit, due to the lower thrust line. And a more comfortable way of flying, being seated/supine. Obviously you can't wing the craft about as you could normally on a hang glider. The disadvantages of the Trike compared with the Soarmaster is as the Trike set-up is larger and heavier it creates more drag and your glide angle is degraded proportionately. Not a thermal machine. One main advantage though is the relatively low price for what is a microlite aircraft. What's it like to fly, you ask? Read on!

Tentatively I asked Steve Hunt if I could have a go; a few questions later the answer was yes! At the mere thought my adrenalin started to flow. I mouched about both excited and nervous awaiting my turn. Powered flight had been on my mind for about nine months — it had to be a serious consideration as I live in the heart of the Midlands, the nearest hill being 50 miles away. At one time I always dismissed power as a dirty thought, but, as Denis Pager once said, even birds flap occasionally.

It was my turn! I go over and sit in the Trike. The throttle set-up is explained to me. Foot throttle there, okay, for take-off use the hand override throttle which is here. Don't oversteer the front wheel on take-off or landing. A voice from the back shouted, "Don't stall it, either!"

Steve pulled the starter cord, PHUT, nothing. He tried again and then again and yet again, nothing. My nervous system couldn't take much more of this, I got out of
the machine. Several people made suggestions (which I won't mention here). Spark plugs went in and out. I got back in again. Steve pulled the starter cord, PHUT, nothing. I realised then that I was in a state of total calm, or what is sometimes termed as SHOCK! Steve tried again. BROOOOM. Christ, it was working!

I moved the override hand throttle to about half, taxied up the centre of the runway then pushed it forward to full. 60 ft later I eased out the bar a little and I was airborne. At about 100 ft I initiated a slow turn, then I pushed down on the foot throttle and released the override. Speed (according to the ventimeter attached) was 20-22 mph. Most of the flight was at an altitude of 200-300 feet. It was smooth and uneventful and I hardly noticed the engine noise. It was a change to go where you wanted without thinking about ridge lift or thermals. Also I hadn't flown in a seated position for a long time, and that was nice too.

Landing - I made my final turn at about 100 ft, then started to reduce power and at the same time pull the bar in a bit. As I approached the landing strip I looked at the ventimeter and it was reading 26-28 mph (there's nothing like keeping a bit of speed on!) As the ground loomed up I started to ease the bar out a little, the back wheels touched first and then the front one (having made sure the front steerable one was straight first). I taxied to a stop at almost the same spot I had started from.

How did I feel about it? TERRIFIC! The most exciting flight I've had for a long time.

I have to say, though, that I hope powered flexwings can be kept, at least as things stand now, to Pilot 2 level and above. They are not as forgiving as normal hang gliders and for the protection of powered flyers and manufacturers, we must try to avoid any incidents as surely something happening at this stage could affect our future.

Paul Bennett
Well, this is the first of my bi-monthly articles on training. There is so much to say on so many different topics, I find it hard to know where to start! While I think about that, I will tell you a little about myself.

I have been involved with hang gliding tuition since the beginning (we were the first school to register with the BHGA) and having become truly frustrated with the weather-dependence of teaching from hills, I have spent the last two-and-a-half years developing tow launching. This led to our move to an airfield (Wellesbourne, near Stratford-upon-Avon), at which point we felt it was time to investigate power as well. We checked around and came up with the Pterodactyl. I spent a month last autumn in California learning how to build and fly the machines under the guidance of the designer and transcontinental pilot Jack McCormack. Since then, I have been able to do a lot of flying (40+ hours) in spite of the weather, done a couple of cross-countries, flown in horrific turbulence and started training people from a wide variety of backgrounds, some with flying experience, some without. They are all getting on pretty well, but the speed at which they progress varies enormously. Their main problems have occurred when they ignored the instructor’s (my) advice! During this time I have learned a lot, mainly from experience, and come to the conclusion that there is an incredible amount more to know and a great need for this knowledge to be passed on.

The most important thing about training is to produce good airmanship at all levels of flying experience - from beginner to expert. Good airmanship could be defined as the ability to make a safe flight to your intended destination without getting into a situation that is outside or on the limit of your abilities - i.e., are you giving yourself sufficient margin for error? (What are your definitions of good airmanship?)

The main conclusion I have come to is that safety or good airmanship has relatively little to do with the technicalities of controlling the machine and just about everything to do with judgement. The technicalities are easy to acquire - particularly with a good instructor - but the judgement is not. As I see it, judgement is the ability not only to understand the situation you are in, but at the same time to assess the potential of that situation in the light of your own flying skills.

Next time I will write about avoiding hitting the ground (or any other solid object) hard - a sound policy for many years of safe enjoyable flying.

FOOD FOR THOUGHT: What happens with a lowish power setting, wind gradient and poor pitch control? How do these combine to cause accidents?

Paul Baker

We were going to take a full page advert extolling the virtues of the Pterodactyl, but you all know how good it is so we won't bother! Just come and see it fly - contact Paul or Dave at The High School of Hang Gliding Limited, Wellesbourne Airfield, Wellesbourne, Warwick, 0789-841114.
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VISIT TO LAKELAND FLY-IN, FLORIDA

Mike Hutton, Ernie Lear and Trevor Wiltshire visited the EAA's Lakeland Sun'n'Fun Fly-in at Lakeland, Florida, for a few days during March. About the size of the PFA's Leicester 'do' last year, Lakeland was the finest example of a well-organised fly-in we've yet seen. Complete with refreshment tents, events for the ladies, a temporary FAA Flight Service Station, manufacturers' stalls and the most mouth-watering "flea market" which offered everything from brand-new C90s at about £1000 down, to sunhats to shield aviators from the 850+ sunshine, Lakeland gave us all an example of what can be done in a land where aviation is considered an acceptable hobby. Can you believe that the FAA officials cheerfully provided US Temporary Airman's PPLs on production of a British PPL! On the spot!

"Minimum aeroplanes" were well in evidence and it can only be a matter of time before the sound of chain-saw engines is heard over England. These fold-away tube-and-sail machines gave two breath-taking displays a day, and eight or more manufacturers were offering complete kits at $2000-$3000. It's really nice to know that Gordon's "Weedhopper" - the first in England - presently under construction at Popham will not be alone very long!

As for 'real' aeroplanes - there were masses of them! From a scaled-down retractable Hurricane complete with flashing machine-guns to a flock of some twenty-odd Vari-ezes with Dick Rutan holding daily chat sessions. And people! This was a really well-attended fly-in with a great deal of public attendance. Safe yet spectacular, Lakeland gave a mini-preview of the tremendous show that will take place at Oshkosh in August.

KWEERIE KORNER

Answer to last Kweerie - two correct ones received, from Reggie Spooner and Bob McKay.
Reggie won the money (he would!) as his was first out of the hat. Sorry, Bob! The answer is (and versions vary slightly):
B - brakes off
U - undercarriage down
M - mixture rich
P - pitch fine
F - fuel (enough to go round again)
F - flaps set as required on type.

The next mind-bending Kweerie is, apart from the obvious and non-aeronautical answer - where would you find the A.A.B.F? Answers please to Dave Thomas; £2 for the first correct answer.

IN THE MAY/JUNE ISSUE:

Bob Mackay writes about THREE MEI AND A TRIKE; more from Paul Baker on TRAINING.

And if you think this issue really was a load of Trike, then get moving and write about what YOU are doing. What about all the home-build projects - the Mitchell Wings, the Weedhoppers and other designs? What about some of your memorable flights, anxious moments, advice we could all learn from? What are your thoughts on the direction our sport should take? Articles, letters, photos - all contributions are needed to make this YOUR magazine! (Anyway, Steve's run out of photos . . . )

Dave Thomas
Editor
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