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NOVA

The Magazine of the Avon Hang Gliding and Paragliding Club



February 2007

On the front cover: Tim Pentreath's award-winning photo taken at the Homegrown Festival

On the back cover: More hangin' at the Homegrown. Photo: Richard Danbury

Editorial

Hello Readers! Not much space this time, so I'll get on with it. Firstly, I need you to tell me what you want to see in Nova. For example, there's no "My First Time..." this time. So will any of you low-airtimers miss it this time? If so, let me know what subjects you want covered in future issues.

Secondly, I want to change the way we vote for the best Nova article. When each issue of Nova comes out, I'd like you to email me to tell me what your favourite article was. That way everyone gets four votes during the year – one for each issue. Hopefully it will mean that you can vote while the memory is fresh in your minds.

That's it, no more space. CU on a hill sometime. Richard.

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NOVA is the newsletter of the Avon Hang-gliding and Paragliding Club. The views expressed in this magazine are not necessarily those of the Editor, or those of the Committee of the Club.

NOVA can be found online at www.avonhgpg.co.uk

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Copy deadline for the next issue: Monday 7 May.

Diary of Events

TBD **Pilot exam tutorial sessions.** Watch for announcements on the forum.

Sunday 11 **Big Fat Repack.** The Thames Valley
March 2007 Club's parachute deployment and repack session, complete with zip wire.

First Thursday **Club meetings** – but no details because
of each month we have no Social Secretary. (Go on, you know you want to!)

Chairman's Chunter

Well, I've just re-read the last edition of Nova, where I comfortably predicted that I would not be flying this winter, and I was spot on. Shame my confident pronouncement that England would retain the ashes did not pan out. From a flying perspective it has been a long few months that seem to have crawled passed in a grey twilight, with the plenty of rain, wind, and now a bit of snow to liven things up. To be honest, amidst the chaos caused by having had a house full of builders and covered in scaffold, I can't honestly say I even know where my wing is at the moment.

However, the cold, short days have obviously not put you all off, and the flying diary has a winter crop of soaring fun keeping the hardier pilots happy. Some of this activity has obviously sparked a very lively debate on the club forum, with reports of a mystery, Zorro-style lone vigilante, flying Ubley by moonlight and carving a red "W" across the scudding clouds filling the Yahoo forum. Perhaps we should call him Worro and find him a little black eye mask and a tidy cape.

The Ubley situation highlights the precarious balance we have in our sport. Free flight is a sport that in my view has no negative impacts on the communities where we fly. Quite the opposite in fact, from pilot's post-flight beer money being spent locally, to the benefits that some sites reap from people simply being there to watch us fly. Few people can fail to find the sight of gliders soaring a hill or winding up to the clouds moving, and in the 10 years I've been flying, I've never had anyone come up to me and complain of visual pollution, a glider spoiling their view, or the unpleasant racket caused by a wing carving through the sky above them.

Not only that, but pilots tend to be very respectful of countryside they fly in. We do not drop litter on our sites, or leave gates open on farmland. Whenever I have seen members of the non-flying public approach a pilot, they come away smiling having gleaned something of what it is like to enjoy free flight. Even if they think we are nutters, we are at least nice nutters.

Unfortunately this view is not shared by everyone, and for all of our sites in England and Wales, we are dependent on the good will of landowners for access. Luckily for us and thanks to our sites officers making sterling efforts with the Christmas whiskey deliveries, we have a great set of club sites that we are free to fly from with very few restrictions.

Ubley however is not a site we are free to fly anymore. Our agreement to fly Ubley ended in 2000, when we were asked to stop flying there as the landowners were planting trees. The club agreed, and for 5 years the site was closed. There was the very occasional hiccup, but in general we respected the wishes of the land management company and did not fly there. In 2005,

we approached them to reopen the site, but were told that we could not fly there, and that there would be no negotiation for a further five years. Therefore we decided that we would de-list the site, so it is no longer an Avon Club concern, since we have no power to control the flying there.

We tried our best, and have one last attempt in the pipeline to go direct to the trustees, to discuss how free flight is not compatible with their stated aims to "provide opportunities for public enjoyment and appreciation of woodlands and the adjacent countryside". Maybe our issues are just with the middle man who does not want the hassle of negotiating, and the trustees may be more reasonable. If we can get through to the trustees then we may be able to bring the site back into the club and open it to members.

If this does not work, then we are out of options. The club stands by our position that we cannot regulate flying on the site without an agreement to work to, and if anyone chooses to fly they do so not as an Avon member, but simply as a free flyer. The best case in this scenario is that the occasional pilot seen enjoying the pleasures of Compton Martin's landscape will make the warden a bit stropy, but the worst case is that the owners or trustees attempt some sort of action against the pilots, or worse against the sport. If for example, the trustees bump into a golf-club mate who happens to be on the council or is a National Trust trustee, and over a sherry on the 19th we are portrayed as an illegal menace causing damage to the forest, scaring livestock, tramping through farmer's fields etc, we would find that hard to counter. None of it is true of course, but finding the opportunity to put our case would be difficult and we could find ourselves facing the prospect that landowners get the message that it is too much hassle to allow free flight on their property.

I do not think this is too likely, but you never know. To avoid it, if I find myself taping over my membership sticker, slipping on my eye mask and dodging from tree to tree on the approach to Ubley take off, I will make sure I close every gate, lay out quickly and go, thank the farmer whose field I land in, and if I bump into the warden, be courteous and avoid a scene. I really hope that we get the site back and Worro can be unmasked to fly in the open. If we do not, then without asking him to poke a stick in a hornet's nest, I wish him and his cohorts the finest flying, viva la revolution!

Lastly, but even more importantly, please beware the Ides of March. Yes, you hear it every year, but every year someone gets hurt, so please don't let it be you! If, like me, you are as rusty as an old camper van, take it easy, have fun and stay in one piece.

Safe flying,
Richard

News

Prizes

The prize-giving for the year's achievements was held at the Christmas party. Here are the names of the illustrious:

XC League:

First place	Jim Mallinson	487.3km
Second place	Ken Wilkinson	327.5km
Third place	Alex Coltman	323.5km
Best newcomer to the league	Alan Ng	49km in three flights
2nd best newcomer	Nigel Doe	17km
3rd best newcomer	Steuart Padwick	11.6km
Most improved in league: (from previous max)	Sarah Ward	Improvement of 80km
Longest flight	Mike Coupe	133.1km
Longest DHV 1/2 flight	Ken Wilkinson	67.2km
Dave Yeandle Cup	Wayne Seeley	30km flight from Selsley on Good Friday
Best Nova article	Mark Nunan	"Gate 10 for the subcontinent, Imodium for the incontinent"
Best Photo	Tim Pentreath	See the front cover!

Chiles child

Steve and Lisa emigrated to new Zealand a couple of years ago. Steve writes with the following news:

"Our son, Tor, arrived safely into the world on Saturday night (after a long and arduous size mismatch issue between Lisa and the baby's head). Lisa and Tor are both doing well and the little chap is amazing. I blame the kids of the Avon paragliding club entirely for changing my long-held negative views about the merits of having children - and as such I now feel quite justified spamming you all with wrinkly baby photos! After a disappointing PG year out here I've had a few good flights recently including some great thermic flying on Christmas Day. Our house in the mountains should eventually be finished by the middle of this year so I hope to see some of you out this way before too long."

Congratulations to Steve and Lisa!



Tor Chiles – comes complete with flying suit

Westbury litter pick

The annual litter pick at Westbury took place last November. A group of waterproof-clad pilots and press-ganged children scoured the area clean of detritus. "It was rubbish!" one pilot was heard to say.



Mixing it with the big boys

As we learn elsewhere in this issue, Tony Moore's wings may well have been somewhat clipped. But that hasn't stopped him from making plans to enter the British Open again this year.

This time last year I decided that it was time to do something different with my HG and I entered the British Open series. I duly entered and marked the dates on the calendar, which was spotted by David Tyrer, which prompted him to enter too. I can't say that we achieved a vast amount of success but what we did achieve was having a great time.

The Open series consists of three meets, with a back-up plan for bad weather. The first is in SE Wales over the May Day holiday, the second over the Whitsun holiday in Hawes, Yorkshire Dales. The final is based near the Long Mynd at the end of July. As you probably know HG is a dying sport so there are lots of old hands competing with a few young upstarts. It really opened my eyes as to what can be achieved in very mediocre conditions. It is very competitive at the top yet the camaraderie is tops. There is a huge difference in both abilities and gliders. I was flying an intermediate glider last year and somehow managed not to come last!

Avon will be represented once again this year by myself and David Tyrer but we hope that some of you guys might be tempted to join us. We don't take it at all seriously, but are there for the crack. This year we hope to beat last year's staggering distance record for team Avon of... 15km. It costs around £95 if you book early, and you get a free cheesy T-shirt. More info at <http://www.theleague.force9.co.uk>. If you're thinking of joining us please contact me, details on the committee page.

Guatemala

Guatemala was eclipsed recently by Ubley as the most controversial discussion topic on the on-line forum. But until that time the debate raged on, culminating in the revelation that the Central American republic has been confused by at least one Avon member's ex-wife with an avocado dip. So to set the record straight, Iain MacKenzie travelled there to bring us this first-hand report.

You may have seen the posts on the club forum about Guatemala – posted by an American guy who runs guiding trips there and has been doing the rounds of the forums getting his advertising in. If you checked on the links to his website, then you would have seen shots of a rather spectacular lake in the Guatemalan highlands. Now just by chance, I was going to that area for a general mosey round; have a look at some Mayan ruins, do some jungle, do some mountains, do some culture. It wasn't a flying trip and I didn't take my wing. So this is a quick view on what I saw and what I thought of it as a potential flying area.

I did of course get there by jet plane, so (note for Alex) I admit it. I am part of the environmental problem caused by commercial air traffic.

The spectacular lake is Lake Atitlan. It lies in a huge volcanic caldera, i.e. a volcano that exploded many years ago, leaving a huge crater in its place. That crater has in turn been 'colonised' by a series of newer volcanic cones. The remaining area of the crater has filled with water to form the lake. Around the shores of the lake are a series of small towns and villages that live by agriculture in the rich volcanic soil, plus fishing in the lake and increasingly by tourism.

The hurricane season runs through the autumn, petering out in November. Hurricanes bring rain, so much rain that roads get washed away. By the end of November, the risk of hurricanes has dropped to virtually zero and the tourist/flying season can start. Weather then is mainly clear and bright. The lake is at about 5,000 feet so the climate is very pleasant. Not too hot despite being in the tropics.

So from what I saw, mornings by the lake are nice and clear with little wind. Thermals start soon after 9.00am, when the turkey vultures start to soar. Not enough for

paragliders, but it looks good. As the morning goes on the vultures get into their flying stride, so you would think that would be good for us. However, what happens next is that some kind of valley breeze sets up, coming across the lake from the southwest. It may be that this suppresses some of the thermic activity in the crater. The gliders I saw flying were basically ridge soaring the walls of the crater in the valley breeze. It is some 'ridge' though. The walls rise up to two thousand feet above the lake and it looks possible to do major ridge runs over stunning terrain. Alec Gordon's website says "the flying is mixed thermal/ridge lift with thermals up to 600 feet per minute with very little turbulence great for P2s". In other words, he thinks it is great for pilots with the US Novice Pilot rating or equivalent.

So what is its cross-country potential? A bit limited I would have thought. Alec Gordon says "more advanced pilots can practice acro over the lake or try for a long cross-country". Note the word try. If you could climb out from the crater or another site, then you should be able to go somewhere, but where? The surrounding countryside is all mountains and steep

valleys and ravines with few or no roads. What's more, there are bandits. The country is in the aftermath of a long civil war and there are places where you just don't go. It does not look like the easiest place to go XC.

Guatemala is a great place to visit, and Lake Atitlan is one of the highlights, but I'm not convinced it is worth a dedicated flying trip. It is a long journey from the UK (not so far from the States where Alec Gordon must get most of his clients). If you wanted to mix flying with other stuff, like going to the colonial city of Antigua, climbing a volcano, going to the lowland jungle and the Mayan cities like Tikal, then you could have an excellent time there. Maybe a week flying and chilling out at Atitlan, and week or more doing other stuff.



Lake Atitlan – good for a dip

Paracrashing

Sir, I wonder if any of your readers has noticed the striking resemblance between Steuart Padwick, a paraglider pilot with the Avon Club, and Willy Weasel, Tufty Fluffytail's unfortunate friend whose misadventures provided safety-related lessons for pilots of the baby-boom generation.

On Thursday 3rd of August I left work and went up to Combe Gibbet to see what was happening. It had been strong earlier in the day, but as I was driving up I could see quite a few wings in the air. By the time I was out on the hill, some ten minutes later it was all dying down to nothing and most of the pilots were losing height and landing. I stood with my pack still on and was going to go home, when a peachy little cloud, in an otherwise blue sky, was heading towards the hill bringing the beginnings of a gust. Hurrah! I was going to get the last lift of the day. A few of us took off. Within a few short minutes the wind went mad. It swung round so it was

blowing more from the west across the hill and I was being blown back. My choices were not great. Speedbar, big ears or some other option that risked being blown back at the hill, barbed wire fencing and cars (I had already had that happen to me a year before – I was lucky that time, but the car I hit had £1700 worth of damage done to it!)

I chose the speedbar option. At about 50 feet in the air I pulled on full speedbar, but still I was not making headway. The air was turbulent and the worst happened. I had a front tuck that resulted in a total collapse.

In the moments I had I tried pumping the brakes to no avail. I know I should have just let go of the brakes, but instinct, instilled in me when I first trained some nine years ago, told me to pump – mind you at 50 feet my chances of recovery were not great.

I hit the ground with a winding crunch, at this point the wing burst into life and began dragging me up the hill. I still had to control the wing and so for the next 5 or 10 seconds I was rolling around gathering it up. Finally I was still... I called out for help.

It was not obvious what the damage was, but everyone stopped me moving just in case. I was not worried about being paralysed as I had just been rolling around pulling in the wing, and I could wriggle all my fingers and toes. I began getting out of breath, so knew something was pressing in on my lungs. I thought my ankle was badly sprained, but when they cut off the boot it was clearly worse than that as you could see the whole side of my anklebone.

The paramedics wanted to cut me out of my wing, to which I said words to the effect of 'don't you dare cut my wing' – and so it was saved. My clothes and boots however are in shreds.

It is worth knowing if you are planning to crash that the air ambulance stops at 6pm. Luckily the police helicopter was available and took me to Swindon Hospital – it was great, my first time in a helicopter.

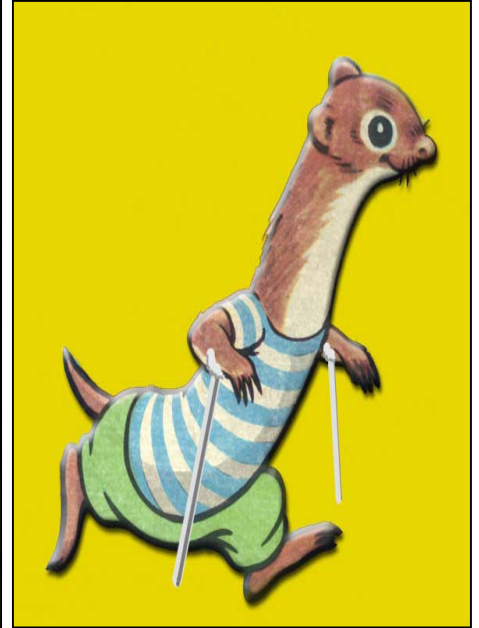
After endless x-rays and MRI scans they found I had broken my back in two places, half a dozen ribs, and my right ankle. The reason for the breathlessness was I had punctured my lung and it had collapsed.

Now three months later I am in remarkably good condition. Half the time no limp, but after sitting for a bit, or first thing in the morning I am very stiff and limp a little, although every day it gets better.

What have I learnt? Last year's crash I fully admit was pilot error – I simply should not have taken off and made all the wrong decisions when landing.



Willy Weasel



Steuart Padwick

This time was more frustrating as I can't really pinpoint the fault. The consensus from those at the time was it was a freak unexpected blast of wind. Two other pilots got blown into the fence when landing, and most other pilots had some difficulty or other – fortunately no one else was hurt. I might have been able to make better decisions once things went wrong, but there was no obvious best choice, every option had its risk.



Stuart at the controls of his hospital bed

What has come to mind since talking to a lot of people about the crash is how little training many of us have had in PLF landings, and even less practice them. I was taught the PLF landing on my first day (about nine years ago), and they were only ever done from standing on the ground. I have never practiced them. On the other hand parachutists have this drummed into them – as a result it is amazing how high many can happily jump from heights that would at the very least cause us a very bad sprain.

I suspect there are a lot of unnecessary breaks and sprains resulting from pitifully poor training in PLFs, and it is certainly something I would like to get more experience in. Would it have lessened my injuries? I have no idea but it might have...

Stuart also had some further thoughts...

Something else came up about boots. I had a wanted add in Skyads for some boots and got this reply:

'Re: Your wanted Ad

No need to pay over £100 for a pair of Hanwags, I just bought a pair of leather assault boots that give good enough protection for only £39.95 from...'

This was simply another pilot trying to save me money. Actually the boots looked fine but they are not flying boots - they are a kind of patrol boot, with no extra side protection.

Ken Wilkinson also said to me recently that he thinks proper boots are unnecessary. When I pointed out to both of them (separately) that I am sure my flying boots saved my ankle from what could have been much worse damage they thought again. In my case my main leg bone (cant remember the name) punched down and out the inside of my ankle ripping out most of the ligaments and the smaller bone gave way breaking about 4 inches up from the ankle. Had I not had firm boots, properly tied up, the main bone would have been able to drive further out and down and my foot/ankle could have been permanently f#?%@d!

The reply I then got from the 'Ad man' was 'When I consider that, maybe it is worth paying £140 for a pair of Hanwags, if you can afford it!'



Tony loved his hang glider more than anything...

♪ I'm going flying tomorrow! ♪

Christmas heartache

For Cathy the Christmas party was to be an emotional roller coaster ride, but with a happy ending. For her.



Cathy had always liked Tony, but he was always too busy flying to notice her.

(Sigh!) Oh well, that Richard Zaltzman might have a funny name, but I like his pullover.

Somebody save me!



Oooh, they make a lovely couple don't they!

Oooh yes! But can you believe that pullover on someone who's so ginger!

Later...



No honest Geoff, you'll really like her.

Oooaah! Or! roight, she'll do for Oi!



Whoa! Oi didn't know that was on the menu!

What am Oi going to do, Steve?

It's simple Geoff. Just offer her as a prize in the raffle.

...so he's going to enter her in the raffle...



Did you hear that? Cathy's going to be a prize in the raffle!

My husband was third prize in a raffle.

No, really?

Wow!



I hear that Cathy is going to be a prize in the raffle.

I'm shocked!



Ten Reasons why you should go to Lanzarote

Tom "Gangster Boy" Young visited Lanzarote in January 2007 with Flight Culture (www.flightculture.co.uk), his second trip to the island. It is a popular destination for UK pilots wanting to stay current over the winter months, and here Tom explains why.

1. It's sunny

Properly sunbathing-and-jumping-into-the-sea-to-cool-off sunny. In January. Lanzarote is about 1500 miles further south than the UK, the same sort of latitude as Egypt.

2. Great sites

There are around ten flying sites in Lanzarote, covering most wind directions. Here is a selection:

- **Famara (W)** Two launch sites giving access to the Famara Ridge Run – a 16km cliff-soaring trip along the coast to the very tip of the island. Trainees can do top-to-bottoms with acres of flat landing space. The Lower Famara site is a rounded hill which is also good for wagga when the conditions are right.
- **Mirador del Rio (NE)** An enormous bowl facing the sea which usually offers very smooth lift. Boat about, learn to fly again after a few months off, practice SATs, take photos, whatever you fancy. It's a 1500ft top to bottom, although I've never gone down.
- **El Cuchillo (N)** Part of an isolated volcano sticking up in the middle of some otherwise flat land. Bowl-shaped and rocky - expect fiery thermals at midday, magic lift in the evenings.

You can drive to take-off on all these sites. No carrying gliders up hills. Note that a hire car is required – do not attempt this in your own vehicle (see below).

3. It is an island

This has many benefits. There are hills facing every direction with nice smooth air straight off the sea. The rocky land surrounded by cold water cooks in the sun and



Flying at Mirador del Rio



Soaring the cliff near the Upper Famara take-off

generates onshore breezes onto the hills. And you can drive pretty much anywhere in an hour, so if the wind switches then you can move to another site. Finally, if it all gets a bit too much, you never have to go far to find a beach for a swim.

4. Off-road driving

It's amazing what a Renault Clio can do if it doesn't belong to you. Getting to many flying sites involves a kilometre or more of off-road driving on rocky, dusty tracks. Some of these are pretty technical – the hire cars seem to cope but passengers sometimes get out looking a bit white.

There are also many shortcuts on the island, through a network of unpaved roads. Highlights include hurtling down these at 90km/h in a convoy of cars and a vast plume of dust, power-sliding round hairpin bends or the sudden quiet (and total lack of response to steering) as

the car hits a patch of sand that has drifted across the road.... just remember to wash the dust off the hire car before returning it.

5. Beautiful landscape

Lanzarote has a stunning volcanic landscape surrounded by a very blue sea. See photos...

6. Other activities

Great scuba diving, snorkelling, beaches, surfing, kite-surfing, lava tube caves to explore, walks up extinct volcanoes... Plus lots of projects by the architect César Manrique, all of which are well worth a visit. And an amazing volcano national park.

7. Accommodation

The trips I have been on have been based in a luxury villa (swimming pool, beautiful views, all mod cons including a girl to bring you beers in the jacuzzi) near the centre of the island. Included in the cost of the trip. Beats the campsite at the Dune any day.

8. Food

Spanish style cooking and prices. There are quite a few restaurants scattered around the island, plus hundreds in the main tourist area. There is lots of good seafood – other local specialities include goat, goat's cheese and local wine. There are large, very cheap supermarkets if you want to cook for yourself.



The Flight Culture crew look across from Mirador del Rio to La Graciosa

9. La Cueva, Lagomar

You should visit Lanzarote for this alone. La Cueva is the best bar in the world. Built partly into the natural chambers in the side of a volcano, the bar area looks out over a pool, lit with candles, surrounded by palm trees, with the stars above, a DJ spinning funky tunes and



Launch at Mirador del Rio

groups of beautiful señoritas everywhere. The acoustics and atmosphere are out of this world; you have to go there.

Across the pool, the Lagomar restaurant serves poncy food. Big plates, small portions, you know the sort of place... the house salad is good though and the staff are friendly. Outside, there is a stunning view of the sunset over the plains, with some volcanoes silhouetted in the distance. This place used to be home to Omar Sharif – until he lost it in a bet.

10. It's easy to reach

You can fly direct from Bristol airport to Arrecife on a charter flight – there are quite a few available, particularly on Thursdays. Expect to pay less than £150. Simple.

Things to avoid:

If you do venture out to Lanzarote, try to avoid the following:

- Staying in Puerto del Carmen – the town by the airport which all the British chavs thankfully never leave.
- Swimming out too far at Playa de Famara – this is an internationally famous surf beach but has a strong rip that regularly kills people. Beaches on the other (east) side of the island are safe.
- Drinking the tap water – it is safe, but it is desalinated sea water and tastes disgusting. Bottled water is very cheap.
- Trying to fly XC – its a small island with a busy airport in the middle.
- Getting dragged on launch or landing – it is windy, rocky and thorny. If your ground handling is poor then go with an instructor/guide.

More photos can be found at www.dangle.me.uk.

For the latest Windtech news, reviews, images, and info, see...

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Caption Competition

Nova's mailbox filled up with a superfluity of scatology this time. But amazingly, the winning entry would be entirely suitable for showing to your aged grandmother. **Nick Somerville** wins the airmap, with the following entry:

A few minutes with a regular bicycle pump is all that is needed to inflate Sup Air's new 'super safe BumpAir' flying suit.

The other entries were:

- Mike's training for the X-Alps had run into difficulties - the tiny mountain paraglider was fine but the dried beans diet needed a rethink. **Alan Russell.**
- "It's in here somewhere. Damn it's cold." **Rod Taylor.**
- A bean too far. **Jo Eades.**
- Mike inserted his manhood through the hole in the fairground picture of Welsh hills only to find some joker had attached a high pressure air line. **Alan Russell.**
- "My underpant-mounted biomass digester is finally working perfectly. Now to see if I can use the by-product gases to achieve lighter-than-air flight." **Richard Danbury.**
- Never fart in a flying suit. **Rod Taylor.**
- Mike knew the first flight after the long Christmas Break would be a challenge. **Alan Russell.**
- "Now what did I come up here for, and don't call me a tog." **Rod Taylor.**
- Mike was bursting to fly. **Alan Russell.**



Here is the photo for this issue. It depicts a typical summer's day at Merthyr, and could that be that the local yooof making use of their mechanical skills?

There's another airmap to be won, so what are you waiting for?

Classifieds

For Sale

Windtech Serak (small 70-90kg). Top end DHV 1/2. Safe but responsive handling. Purple / gold. About 100 hrs. Couple of small repairs. Recently serviced by The Loft. Open to offers! Call Jo on 0117 925 8405.

XC Goal Orientated Courses

Based in Chamonix France but flying the best sites in the Haute Savoie. Accommodation in luxury Chalet Jumelles (www.chaletskiweekend.com). Maximum group size 6 per guide / instructor. Transportation in climate-controlled long wheelbase VW Caravelles. Retrieve driver. Tail end guide and lead guide. 16 Years Alpine flying experience. Flying the best sites on any given day, within 1hr 30 minutes drive of the chalet, in order to access the best site given pilots' ability and the meteo forecast for the day.

Cost: B+B in Chalet Jumelles from £35 per night.
Guiding, guides, transport, retrieve driver, 1-6 people £229 per day.
Transfers to and from Geneva available

10% discount on an Avon Club booking or 1 free place on a group of 6 people i.e. 5 pay.

Long weekends: 26th-30th April, 3rd-7th May, 10th-14th May, 17th-21st May.

Weeks: 28th April - 5th May, 5th May - 12th May, 12th May - 19th May.