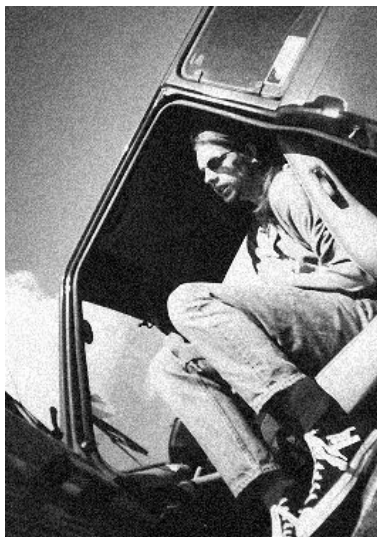


NOVA

Avon Hang Gliding and Paragliding Club

Newsletter

February 1997



Editors Bit

Hi there and welcome to the 2nd issue of NOVA in 1997. I have actually been flying 2 Saturdays in a row, which is unbelievable, although it doesn't look too good for the coming weekend. The season started for me with a pleasant day flying at Long Knowll. Probably the first time I have been down there for a couple of years now. It was great to back in the air after what seemed an age. We even had the odd thermally thing coming through allowing me to get above the ridge and practise a few of those 'circally' things. The following weekend saw five of us head over to Hay Bluff, in South Wales. Simon making an epic trip via Marlborough to pick up some lines for his canopy. When we arrived it was pretty blowy, but after some attempts to get airborne, Simon and I headed halfway up the hill where we found the wind lighter but a tad off. As we soared off, Tim, Dave and Rob were quick to dash up the hill and take off. We all had about 2 hours of really pleasant flying with the lift band extending well out from the hill. After

two hours things were pretty cold and the wind was even further off, so we retreated to Skirryd pub. A great days flying, and we had the whole hill to ourselves, whilst apparently on Fochriw there were 14 glider, 1 spin and 2 mid airs.

A big thank you to everybody who has sent in an article making this a much larger issue than the last one. I hope you enjoy it. Keep the articles coming in. Tim has already promised a further statistical analysis of last year's XC league, now he has to write it.

Anyway enough from me, hope to see you at the next meeting where we will be talking about XC flying from the local sights. It should be fairly informal, and a chance for the more experienced members of the club to pass on some of their knowledge to the newer members of the club.

Well See you on the hill. ✍️

Marcus

NOVA needs your articles now. I have had many comments on how good it is to read about other members exploits so get sending your articles to:-

**Marcus King, 159 The High Street, Batheaston, Bath. BA1 7DW
or Email to marcus@avon-plc.demon.co.uk
or Fax but you'll have to phone me first**

I can deal with most formats, but the easiest for me is Word for Windows (V6), if you cannot send it on disk it may take a while to appear, and you'll have to forgive any typos I make.

NOVA



Hot Gossip

Dave Macarthy has posted the first XC in the Avon Paragliding League with a 4.5 km hop from Westbury on the first of february.

We have been approached by HTV to film a 5 minutes spot on the club's competition teams and members who are taking part in the BPC this year. This will appear on the company's programme 'Sports Week'. The date for filming is yet to be confirmed but we hope it will be reasonably soon.

On the back of the above television exposure we are hoping to gain a limited amount of **sponsorship for the teams from a local company**, eg to provide T-shirts and pay some of the expenses ie petrol costs. If you can help find such sponsorship please drop Marcus King or Simon Kerr a line.

In conjunction with the above we are organising a **T-shirts design competition**, with a years membership as a prize, send your designs to Marcus King.

The next **meeting** will be on **Tuesday the 4th of March**, at the usual venue of the Griffin Inn on the A420 at Warmley near Bristol. There will be a talk various members of the club about the XC potential of various local sites. A kind of '**How to get far, and where the best local pubs are**' talk.

Finally it's renewal time again, so get your renewals back to Paul Davies as soon as possible, to make is life just that little bit easier.

Class D Space will be **closed** to us as from the end of March, more details of this next month.

There is **NO bottom landing** at The **Rifle Range, Mere**. Paragliders can slope land inside the fence.

Nova on the Web

You'll find an online version of Nova at [http://www.avon-](http://www.avon-plc.demon.co.uk/avonhgpg)

[plc.demon.co.uk/avonhgpg](http://www.avon-plc.demon.co.uk/avonhgpg) This contains news and up to date XC results as well as some of the articles from the magazine with colour photos. The site is now frame based and includes links to many other flying related sites, both in the UK and abroad. So point your browser at the site and check it out. PS if you have anything you want to see on the site or have something to contribute drop me a line.



".....I drove all the way out, and when I got there, the wind was too strong and the cloud was on the deck.....!"

How many times has this happened to YOU?

Yes, I KNOW you got the forecast, but there are lies, damned lies, and TV weather forecasts! If they were covered by the Trade Descriptions Act, Michael Fish would be doing Porridge! What you need is some kindly soul on the hill with a phone to tell you what it's **ACTUALLY** doing, **RIGHT NOW**, before you set off.

Well, I run a network of talking weather stations, situated on hills all over the UK. You ring them up, and they'll tell you what conditions are on-site. You get Windspeed, Direction, Temperatures, Height of Cloudbase, Amount of Cloud Cover, and rainfall. Wind info goes back over the last 90 minutes. Neat, eh?

How much does a trip out to the hills cost you?

Most people reckon on **£10-12** in petrol, to say nothing of wear on the vehicle, and what about time off work?

A subscription to the service costs you just **£24/year**, (less than 50p/week!), and you can make as many calls as you like in the year (max 4 calls/day to any 1 station). Calls are normal BT rates, NOT premium-rate. (Typical call cost 5p).

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Welcome to 1997 and the rapidly approaching good weather.

If you are looking for new or used equipment, please do call, we have a wide range of equipment from Woody Valley, Scorpio, Airwave and Next. Instruments from Alinco, Wind Wizard, Davron and Fairhaven. Reserves from Trekking, Metamorphosi and Beamer.

Helmets from Kiwi and Lazer. Books and Videos.

New Gliders

Trading up for the new season? We are always interested in part exchange on good S/H Intermediates. Try the Edel Sabre and Trekking Urraco, two very different performance class gliders with excellent stability. We have demo's available.

Previously enjoyed Gliders

We have a variety of good intermediate gliders suitable for the first time buyer on a limited budget. All have been serviced, call for current list of models and prices

Call Robin Brown 01453 753002 or 0973 844449

Airtopia Hanger M1, Kemble Airfield, Cirencester, Gloucestershire.

International Airsports Exhibition

Telford 8/9 December 1996 .

Saturday, and we had packed our girls off to my In-Laws for the weekend. The car had a full tank of petrol, Simon had the day off and the weather forecast was for a "No Fly Day".

We set off at 7.20 for the drive to Telford and easily found the Exhibition site, parking no problem and even though we had taken it easy due to the fog, we were there by 9.45.

The £2.00 entry fee was waved for BHPA, or BMAA members, and a genuine welcome greeted us as we headed straight for the loos.

I must admit there was plenty of space for the 60 or so exhibitors, and the lay out of the 2 halls made it easy to see every stand (and to go round again and again.)

Having looked and seen, Simon and I went off out of the exhibition into what I could only call a shoppers dream. Telford has a super shopping centre and after having bought a few more Chrissey presents and having had a MacDonalds, we went back to the Exhibition to spend some money.

Having picked up a Microlighting sweat shirt for Father-In-Law (from the Cloud 10 stand) and feeling well pleased that we got it for a bargain at £8.00, T then blew the savings made by purchasing a paragliding T-shirt for myself for £ 14.00, but I consoled myself with the knowledge that it was unique, its my Birthday in a couple of days time, and I will look great sat at Westbury White Horse with my new T-shirt . (And other clothes on!)

On to Paravion for some flying gloves for Simon then into the second hall for another look around.

Had a chat with the lady from Flyability which "is the Disability Initiative of the BHPA and a registered charity in its own right" there aim "to provide equal opportunities for people with disabilities to participate in the sport of Hanggliding and Paragliding and any other related forms if flight". Keep an eye Out for this bunch in Skywings.

On to look at light weight harnesses that would be suitable for me when I eventually qualify - yep found one, liked the colour, looked light, looked comfortable, but the chap who had it in his hands bought it! Well we were only looking.

Most of the stands had copies of the latest edition of Touching Cloudbase and Flying with Condors. But it was back to Paravion who had a signed copy of Flying with Condors. (That's Simon's Chrissey pressie sorted.)

Back to Freestyle publications to sign up for there 40% discount on subscriptions to Sports In The Sky, then over to the other side of the hall to buy the air map that we had been looking at CAA but if you have an air map you need an air map bag ! Sky Systems had a number of different types so while Simon looked at those I looked at the Hang Gliding Christmas Cards that were for sale, when I asked the young lady if they had any designs with paragliders on she was unable to assist, so if any one out there knows somewhere that does paragliding Christmas Cards would they please let me know, so I can get some for next year, Well the designs of the bags were OK but Simon said could we go (yes you may have guessed it) back to Paravion to buy their one, cos it was cheaper.

Loaded up with loads of leaflets, some bits and pieces and many ideas we said our farewell to Telford and headed back home hoping to get there before the fog froze.

Liz

(Simon Wood's wife Main fly site Westbury White Horse and Mere)

A 100 Miles from Ubley

Jim Macmakin

The day did not start well. It was the fifth of May, a beautiful bright spring day. The wind was ENE at about 12 kts. It was a busy day for Ubley, there were about 15 pilots busy rigging. After twice frantically searching the harness, car and path I resigned myself to flying without my left glove. It was cold on take off but I would welcome the opportunity to find out how cold it would be at cloudbase. First you have to get there. The offending item was almost certainly left in the tall grass in the bottom landing field after my plummet the day before, needless to say despite my obvious plight I could find no volunteers to run down and look for it for me!

More importantly the weather was also misbehaving. There were some good looking cumulus brewing over the ridge but the drift along the ridge was well off to the east which was making it difficult to connect with any lift. Kevin has been scratching around for half an hour without finding a decent thermal. Given that it is not unusual for the wind to veer and come across the face of the ridge with a resulting loss of all ridge lift it seemed quite likely that I would soon be reunited with the missing glove. Normally I am far too impatient to wait around for long once I am rigged but with wind dummies aloft there was clearly no rush to take off. However things quickly changed when Kevin top landed and the other pilot bottom landed.

The Weather Gods are renowned for their sense of humour. No sooner has Kevin climbed out of his harness than I spotted seagull thermaling out to the right and in front of the ridge, simultaneously Neil Atkinson spotted birds off to the left. This seemed a dam good indication of a large area of lift and so off I went. The time was 12.30. A quick beat to the left, out towards the garage, found only ridge lift, I cut back across the bowl and flew straight into a 3 up. 20 seconds flying time and I was on my way.

This only happens about once a year, and rarely in front of an audience, so I chuckled all the way to cloudbase. The sight of Kevin throwing on his harness and charging after me - alas all too late, did not add anything to my enjoyment. Honest.

I reached cloud base over Cheddar Gorge. I prefer to drift over the lee side sink under a nice cumulus but the next cloud was only a mile or two away and it looked pretty good. Throwing caution to the wind I charged on. Ten minutes and a lesson in humility later, I am 3000 feet lower, back down to take off height, a mile short of Mark working a broken one up. The lee side sink had killed off all the preceding clouds and I had plummeted. Now I remembered why I preferred to be cautious! A long slow climb took me to 3000 agl to the east of Highbridge. The next couple of clouds were thin emaciated affairs and yielded little more than 2 ups but ahead the picture changed. The next cloud was big and wide with a strong 6 up thermal. I had arrived at the sea breeze front. Although it was ill defined it was unmistakable. I sped along a chain of cumulus to arrive over my home at Spaxton at about 1.45, 25 miles from take off. Cloud base was now up to 5K. A 2 mile glide to the top of the Quantocks was rewarded by another big 6 up back to cloud base. The next cloud was 2 miles away between the Quantocks and the Brendon Hills and cloud base was quickly reached. The north west of the cloud was a mass of hanging tendrils, another sea breeze, this time coming in from Watchet. I love playing in convergence and sped over the intervening mile arriving at 4500 ASL. Slowing down I flew right through the tendrils before the glider was wrenched upwards, the vario was off the clock and in seconds I was enveloped. The cloudbase was only about 4500 asl on this side of the front! Rather than fight my way down I pulled on a moderate amount of speed and maintained a south west heading. The lift quickly dropped off. A few minutes later at 6400 ASL I flew into a small hole in the cloud, with the glider in a tight spiral dive I admired the view. Looking up I could see through about 1000 ft of cloud, looking down I could see a tiny patch of green. The high rate of turn hopelessly distorted the detail. After losing 500 ft a horizontal gap appeared to the east. It appeared that I was at the point where two clouds had merged together. I flew out through the narrow gap. The clouds joined together about 100 ft above me and cloud base was 1000 ft below. By skimming the south wall of cloud I maintained altitude and emerged into the sunlight at 5500 ft. Weaving in and out of the cloud I maintained altitude until I reached the end of the cloud, about another mile. It was easy going for the next 15 km. Isolated large cumulus with large consistent thermals of 4K + lift made for good time. One bad cloud put me down to about 600 ft over the high ground to the south of Tiverton. It took the next 20 minutes to work my way back to cloudbase. As is often the case if you can stay high the lift is good and the going is easy, but there are few cross countries where I don't find myself working some weak and broken lift, too low to leave to find anything better, barely maintaining height, only to find that the lift suddenly and mysteriously increases into a "proper thermal" or some wonderful bird of prey goes soaring upwards in a five up only a few hundred feet

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away. Persistence pays off. Once the climb was established there was plenty of time to study the sky ahead. By the time I reached cloudbase the sky had over developed. There was now 7/8ths cover, at 5500 feet asl, with the clouds forming streets several miles wide. Between each street there was a only narrow gap but it was enough to allow through that vital sunshine. Time for some cautious flying. I found that by staying under the southerly edge of the street I was over the sunlit ground and there was consistent 2 up's to be had. About 500 ft was lost between thermals. The compass and map were irrelevant, to stay up I followed the winding sunlit path. It was bitterly cold, with no sunlit glides to warm me up. I was finding it hard to concentrate. When I am alert I know when I fall out of a thermal the direction to head in order to find it again, this starts to fail as mental fatigue sets in. Time for a Mars Bar. Unfortunately the bar was frozen solid. After a considerable tussle I managed to snap it in half. I then had to pop it in and wait for the bar to soften, it was just as well that there was little turbulence. It was worth the effort as the food soon made me perk up.

After 20 km of cautious flying the cloud started to thin and by 30 km past Tiverton, about 10 km to the north east of Okehampton the sky was epic. 1/8 cloud cover, in well formed streets with big 4 -5 kt thermals. I flew over Jacobstowe, at about 3.45, 70 miles from Ubley and the site of one of the best receptions I have had after an XC, but that's another story. Time to call home, I tell Chris that I expect to be at least 10 miles past Okehampton on the A30 and can I please please please have a lift. Wonderful person that she is she promptly set off in the car. I moved rapidly towards Launceston, climbing to cloudbase, the VB was left full on, then bar down to the navel, and race to the next cloud, losing only 500 ft on the way.

10 km short of Launceston I was at the end of the street under a decaying cloud. The next cu was over Launceston. Climbing right into the cloud gave me 6000 asl. Just after starting the glide my left hand slipped off the bar, it was completely numb. I spent the next 10 minutes trying to glide with one hand whilst trying to warm up the other. I had earlier in the day tried 1) flying with the sleeve pulled down over the gloveless hand but this so shortened the jacket that I either had to pull on lots of speed or fly with my body at about 30 degrees to the airflow or 2) fly with only one hand or 3) get a bloody cold hand. I settled for a combination of them all. Whenever things got tough my hand got cold. By Launceston I was down to 2500 asl and had warmed up nicely. I was rewarded with the best lift of the day. With the glider in a nice slow turn the lift stayed off the clock (10 kts +) and I was swept up to a 6400 asl cloudbase.

Another long glide brought me to the edge of a huge area of broken cloud about 10 km square that seemed to cover most of Bodmin Moor. I was down to 2500 asl about 1500 agl



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working an almost nothing. After 15 minutes and a gain of 500 ft I was ready for a gamble. I lost the 500 ft found a 5 up and was soon back at cloudbase. The lift was consistent and all too soon I was at the edge of the cloud mass. I was now between Wadebridge and Bodmin. The sky down wind was blue. Had it died, been sea breezed or hopefully, gone blue ? There was only one way to find out. I lingered as long as I could to admire the view. To the north west was Padstow, 20 km to the south west I could see the late afternoon sun reflecting off the ria at Truro, dead ahead was Newquay. Unfortunately between me and Newquay was St Mawgam MATZ. This would force prevent me reaching Newquay, I would have to go further south. All too soon the cloud started to rapidly decay, this made me almost certain that we were drifting over sea air. One very quick glide later I land heading north east , just next to the A39. The 5 kt tail wind (sea breeze), 5 hours flying and a cold left hand all contributed towards my ploughing a new furrow in the potato field at 5.30 sharp. Undignified but who cares, nothing is hurt or broken. One hour later Chris and James arrive and we are off to Newquay for supper.

Stats.

Date: 5th of May 1996
Take off: Ubley
Landing: Near St Columb Major
Duration: 5 Hours
Glider: k4 +
Distance: 117 Miles
And: One impressively swollen left hand.

Next Meeting Tuesday 4th March The Griffin Inn, Nr Warmley (on the A420)

Flying XC from the Local Sites (and where the best pubs are)



The 1996 Prize List

PG XC	HG XC	PG Avon Sites
1st Graham Steel	1st Kevin Winter	1st Rob Davies
2nd Rob Davies	2nd Neil Atkinson	2nd Mark Drake
3rd Martin Bromage	3rd Jim McMackin	3rd Martin Tillet
HG Easter Comp	Jim McMackin	
PG Easter Comp	Wayne Seeley	
HG Novice	Sean Worlock	
PG Novice	Donna Pinker	
HG Team Go Anywhere Award	Paul Ellis	
Aborial Landing Award	Hugh and Alex Coltman	

Well the 97 competition season is only just around the corner, and hopefully the good weather has got a head start on it.

Last year saw the introduction of the British Paragliding Cup, a much needed injection for the UK competition scene and a very successful round of competitions which was well supported by Avon members. Overall results at the final reckoning had Clive Lawrence-Peckham in 4th place after an outstanding season, even beating Graham Steele who was placed 5th. Our very own editor, Marcus was 20th closely followed by Tim Pentreath in 23rd with myself and Tim Brunskill (Condor Man) coming 34th and 40th respectively. All of us at one point or another beating some very hot competition to achieve these placings. Congratulations to everyone who participated and helped keep the Avon club a force to be reckoned with.

This brings me neatly on to the Airwave Challenge. After an early season struggle to get a heat flown we were once again on a roll. The paragliding team flew two heats in Derbyshire and South East Wales and secured our place in the semis which was held in South West Wales. A superb display of consistent performing saw four of us all land within 2 km of each other (and curiously of The Star in Tal-y-Bont). The finals in Derbyshire over the August Bank Holiday did not go well for me, breaking my hand on the first day was not in the overall scheme of things, but the team fought back and were instrumental in us retaining the club trophy for overall paragliding and hang gliding performance. Once again a big thanks and congratulations to everyone who flew be it big heavy stiffer things or tangly floppy bits of cloth.

So what of 97? Well the weather is going to be better, the thermals bigger, the distances greater and the placings higher, well that's my plan anyway! But seriously much of the details for 97 are still to be announced. The BPC will be going ahead and judging by last years success will be even better, with first heat at the Paramania Fly In (Date to be announced, look out for the Avon VW Club). Anybody out there who wants to fly in any of the rounds should be warned not to delay, If you want a place you **must** apply immediately the application date is announced in Skywings, so keep your eyes on the news and Paraexcellence pages of the mag.

There is already a number of Avon pilots committed to this years BPC and I hope to see some new faces as well. I am again hoping to organise a comp training weekend early in the season so if you are interested in the BPC or the Airwave Challenge try to attend. The date is not yet fixed but if your are keen then phone me and your name will go on the list, it will hopefully be a week or two after Easter so as not to clash with the Easter comp. This as it's name suggests is held over the Easter long weekend and there is a trophy which will be

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awarded to the person who flies furthest from any site within 50km of Bristol center, so don't forget to get out there and have a go. Send your XC details for the Easter comp to me and I will pass them on to Tim Pentreath for inclusion in the Avon 'Go For It' XC League.

Finally I come to this years Airwave Challenge, we've much to fly for this year, having successfully held the overall club trophy for the previous two years, we now have our cut out in going for the hat trick. I know I can count on lots of support, in fact if it's reminiscent of last year it will be difficult to make sure that everyone gets to take part, but I will make every effort to accommodate all interested pilots. You do not need lots of experience, in the past people have flown their first ever XC at an Airwave Challenge heat, it's always good fun and a great introduction in general to competition flying. So once again let me know if you are interested and I will try to fit you in. This is important because it may not always be possible to announce dates and venues in advance in Nova, although I will make every effort to do so.

Well that's just about it for now, please let me know of any XCs flown in competition so that I can keep people posted, but do remember that the Avon XC league entries must be sent to Tim Pentreath. All that remains to be said is fly safely and have fun.

PS Beware of Gale Hanging, a good lesson painfully learnt by myself last year!!

See you on the hill

Simon Kerr

1996 PG XC League - Final Results

Well, I'm afraid this is long overdue - no excuses apart from the fact that I've been spending too much time flying over the last few months....NOT! No, what with moving house a week before Christmas, Christmas itself, and everything else, I haven't really found time to put fingers to keyboard as one says these days.

1996 has been an incredible year for the Avon XC league with over 50% more kilometres flown compared to 1995. Whilst this can be attributed to 50% more people entering the league (in 1995 only 13 pilots entered the league - last year it was 21) it does indicate that the depth of skill in the club is increasing which is very encouraging. Importantly the league last year was not dominated by just two pilots as was the case in 1995 (in 1995 there were three pilots who flew more than 100km in their top five flights - last year there were six).

There have been some superb flights too - notably Robert Davis' 79.9km flight from Selsley to Shaftsbury, but both Graham Steel and Martin Bromage also made flights over 50km last year. But even if you haven't made 50km yet, or 30km, or whatever your goal is, well done! If you're like me, every flight is a challenge and is superb fun! And if you flew your first XC last year, make sure you go for it again this year - after all, leaving the hill for the first time is always the hardest!

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All sites/All pilots league (final results)

Rank:	Name:	Canopy:	1:	2:	3:	4:	5:	Total (5):	Total (all):	Avg (5):	Avg (all):
1	Graham Steel	Trekking Odessey	53.2	47.3	37.4	34.6	32.3	204.8	258.6	41.0	36.9
2	Robert Davis	Nova Xyon	79.9	54.2	25.3	23.3	9.0	191.8	191.8	38.4	
3	Martin Bromage	Advance Omega 3	52.1	32.3	30.8	21.5	21.0	157.7	173.5	31.5	24.8
4	Mark Drake	Apco Extra	45.5	30.7	17.0	12.8	12.1	118.0	150.3	23.6	18.8
5	Tim Pentreath	Nova Sphinx	26.9	25.0	21.9	20.9	16.2	110.9	130.5	22.2	18.6
6	Marcus King	UP Vision	37.0	23.0	17.5	14.1	9.6	101.1	128.3	20.2	14.3
7	Fiona Macaskill	Trekking Odessey	35.3	17.8	16.2	14.0	5.7	89.0	98.6	17.8	14.1
8	Simon Kerr	UP Kendo	24.4	23.2	23.0*	8.8	8.3	87.7	125.0	17.5	11.4
9	Tim Brunskill	Trekking Odessey	25.0	21.1	18.9	4.1		69.2	69.2	17.3	
10	Nico Preston	Airwave Alto XM	22.6	19.5	10.3	8.0		60.5	60.5	15.1	
11	Martin Tillett	Advance Sigma 3	26.6	15.0	10.0			51.6	51.6	17.2	
12	Amanda Laurence-Peckham	Apco Supra	15.2	12.8	11.7	5.2		45.0	45.0	11.3	
13	Wayne Seeley	Apco Supra	25.3	12.3				37.6	37.6	18.8	
14	Elly Milln	Airwave Voodoo	19.8	9.1				28.9	28.9	14.4	
15	Mike Andrews	Trekking Esprit	14.8	8.6				23.4	23.4	11.7	
16	Dave McCarthy	Flight Design B3	23.0*					23.0	23.0	23.0	
17	Donna Pinker	Apco Spectra	9.2	7.3				16.5	16.5	8.2	
18	Clive Laurence-Peckham	Airwave Rave	16.5					16.5	16.5	16.5	
19	Tim & Elly	UP Pickup	5.3	5.0				10.3	10.3	5.2	
20	Charlotte Hedges	Flight Design B2	6.6					6.6	6.6	6.6	
21	Richard Miller	ITV Meteor Gold	4.6					4.6	4.6	4.6	
TOTAL								1,454.5	1,650.0	21.1	18.3

Avon sites league

Rank:	Name:	Canopy:	1:	2:	3:	4:	5:	Total (5):	Total (all):	Avg (5):	Avg (all):
1	Mark Drake	Apco Extra	45.5	30.7	17.0	12.8	12.1	118.0	140.1	23.6	20.0
2	Martin Bromage	Advance Omega 3	52.1	32.3				84.4	84.4	42.2	
3	Robert Davis	Nova Xyon	79.9					79.9	79.9	79.9	
4	Martin Tillett	Advance Sigma 3	26.6	15.0				41.6	41.6	20.8	
5	Tim Brunskill	Trekking Odessey	18.9					18.9	18.9	18.9	
6	Marcus King	UP Vision	5.3					5.3	5.3	5.3	
7	Fiona Macaskill	Trekking Odessey	5.2					5.2	5.2	5.2	
8	Richard Miller	ITV Meteor Gold	4.6					4.6	4.6	4.6	
Total								353.3	375.4	25.6	23.5

Weekend Flights League

Rank:	Name:	Canopy:	1:	2:	3:	4:	5:	Total (5):	Total (all):	Avg (5):	Avg (all):
1	Graham Steel	Trekking Odessey	47.3	37.4	28.6	25.2		138.6	138.6	34.6	
2	Robert Davis	Nova Xyon	79.9	25.3	9.0			114.2	114.2	38.1	
3	Tim Pentreath	Nova Sphinx	26.9	25.0	21.9	20.9	16.2	110.9	130.5	22.2	18.6
4	Marcus King	UP Vision	37.0	23.0	17.5	14.1	9.6	101.1	123.1	20.2	15.4
5	Simon Kerr	UP Kendo	24.4	23.2	23.0	8.3	7.7	86.6	109.3	17.3	12.1
6	Martin Bromage	Advance Omega 3	30.8	21.5	21.0	3.8		77.0	77.0	19.3	
7	Mark Drake	Apco Extra	30.7	17.0	10.1			57.8	57.8	19.3	
8	Nico Preston	Airwave Alto XM	22.6	19.5	10.3			52.4	52.4	17.5	
9	Tim Brunskill	Trekking Odessey	25.0	21.1	4.1			50.2	50.2	16.7	
10	Fiona Macaskill	Trekking Odessey	35.3	5.7	4.4			45.5	45.5	15.2	
11	Amanda Laurence-Peckham	Apco Supra	15.2	12.8	11.7	5.2		45.0	45.0	11.3	
12	Wayne Seeley	Apco Supra	25.3	12.3				37.6	37.6	18.8	
13	Martin Tillett	Advance Sigma 3	26.6	10.0				36.6	36.6	18.3	
14	Elly Milln	Airwave Voodoo	19.8	9.1				28.9	28.9	14.4	
15	Mike Andrews	Trekking Esprit	14.8	8.6				23.4	23.4	11.7	
16	Dave McCarthy	Flight Design B3	23.0					23.0	23.0	23.0	
17	Donna Pinker	Apco Spectra	9.2	7.3				16.5	16.5	8.2	
18	Clive Laurence-Peckham	Airwave Rave	16.5					16.5	16.5	16.5	
19	Charlotte Hedges	Flight Design B2	6.6					6.6	6.6	6.6	
20	Tim & Elly	UP Pickup	5.3					5.3	5.3	5.3	
Total								1,073.7	1,137.9	19.2	17.5

Anyway, that's it for now - I'm looking forward to receiving the first entry for the 1997 league! Good flying!



Just a quick reminder of the rules:

1. Flights must be entered within 30 days of making the flight

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2. A flight can only be entered if you are a full Avon member at the time of making the flight
3. Airspace restrictions must be observed during your flight - study an airmap before the flight and use one during the flight
4. Flights can be made from any UK site
5. Flights must be over 3km
6. Witnesses are not required

So there you go - get out there and give it a go! I look forward to receiving details of your flights - Date, Canopy, Site, TO grid ref, LZ grid ref. (Ideally send it to me on a copy of the Apco Aviation XC league form - see Dec 95 Skywings)

Contact me : Tim Pentreath
at : 168 Bradford Road, Combe Down, BATH, BA2 5BZ
home 01225 832922
work 01225 447003
fax 01225 469988

LOW AIRTIMER NEWS

Hi, I'm Rich Harding and, together with Tim Swann, I'll be co-ordinating Low Airtimer events this year. I'm a relative newcomer myself (Club + 30hrs, Avon member for 16 months) so I hope we'll have a handle on the feelings of other low airtime pilots.

LOW AIRTIME WEEKENDS

On the third Sunday of each month, starting in March, we shall have a Low Airtimer Day. If, having seen the forecast, we feel that the preceding Saturday looks like a much better flying day then we shall use that instead. On the Friday evening call one of the numbers below, after 7.30 p.m. to find out which hill we shall be meeting at:

Tim Swann 01179 550870

Rich Harding 0117 971 9380

Several of the other Committee Members/Club Coaches will be on hand on the Sunday.

LOW AIRTIMER EVENINGS

We shall be organising some evening discussion groups/talks to be advertised later. Before then I'm sure that Low Airtime pilots will find the March Club meeting of interest as the different Sites Officers will be giving overviews of their respective Sites.

LOW AIRTIMER CONTACT LIST

All those listed are Low Airtimers happy to be called by others wanting to discuss conditions, what hill to go to etc:

Mark Bunyan 0117 924 4153 PG
Tony McCausland 01225 312178 PG
Paul Davies 01225 338676
(Mobile) 0820 722324
John Stevenson 0117 962 4519
Rich Harding 0117 971 9380 PG

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Tim Swann

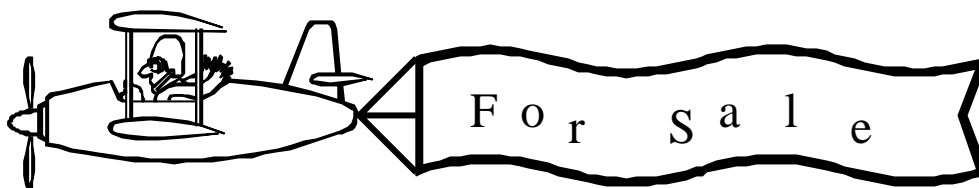
01179 550870

Please let Tim, Marcus or myself know if you want to be added to this list.

See you on the hill or in the pub!

Rich and Tim.

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Gliders & Bits For Sale

Edel Energy Large, White/Purple. Only 30 hours airtime, new lines. Excellent sink rate, suit pilot 70-100kg
£950

Mylar Kiss Citroen colours, recent Airwave overhaul, Good condition. £490

Race 2 – holder of the harness altitude record of 41,000'. Five flights only. Black with Royal Jordanian logo.
Suit pilot up to 5'7". £290

Keller Hi-Tec Red. Suit Pilot up to 5'7". £130

Contact Judy Leden 01298 871498 (1)

AIRWAVE K2 - Good Condition, Kept Indoors, Red Leading Edge, Blue Undersurface, Excellent Handling.
£600 Tel Chris on 01275 794180. (1)

Edel Sector Medium (75-95kg) ACPUL Competition. THE 1997 competition glider, pink,red, white. Suitable for an experienced Airwave Challenge, BPC or Nationals pilot. Only 10 hours usage, immaculate condition. £1900 (£2700 new).

Ailes De K Flyair 950 Small (take off weight 64-84kg) DHV 1-2; Purple; Suitable first canopy; very stable (even at top speed), easy to inflate launch, wide speed range (min/max 17 - 48 kph with speed system), 30 cells, reasonable performance (this is the canopy I did my first XC's on!). Comes with Air Bulle Harness. £350ono
Tel Richard on (01747 811302 (North Dorset) for a test flight. (1)

AIRWAVE K4 - Good condition. Low airtime for age (approx 3 years). Genuine reason for sale of much loved glider. £1000 o.n.o. Tel Mike 01453 886087. (1)

Edel Space - Medium (70-90 kg) Excellent first/intermediate glider in very good condition - 20 hours airtime max - 1 careful lady owner. Complete with Scorpio harness (used 3 times), Apco Mayday reserve (never used!) -£ 1500 (to include Davron 100 Vario)

Phone Tim Pentreath on 01225 424953 - evenings

(Bath, Somerset) 01225 447003 - daytime (2)

Discovery 195 as seen in Skywings - £1350

Magic IV 166 Mint, sail still crisp as new, probably one of the best around - £595

Trekking Space 44 (Med) 75-95kg fast, light handling intermediate. One careful owner - £950 Tel Bertie 01747 830380 (Home) (3)

Adverts will automatically come out after they have been in three issues of NOVA. If you sell your stuff before then, let the editor know so your advert can come out and you will not be hassled by thousands of eager buyers!