

NOVA

October 1998



**Meeting 1st October
CLUB AGM
December 3rd
Christmas Dinner & Prize Giving**

The Committee

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Information

For Club Coaches Information See The New Updated List Near The Back Of This Magazine.

Sites

Lulsgate 01275 474441

Weather

Wendy Windblows Call Rod Buck to Subscribe 0114 253 0372
 Avon, Gloucestershire, Wiltshire and Somerset 0891 500405
 Glamorgan 0891 500409
 Dyfed and Powys 0891 500414
 Airmet South 0891 500693

Club Web Site <http://www.skytribe.force9.co.uk>

Send XC Flights to

Tim Pentreath (PG)
 Neil Atkinson (HG)

Mid-Week Flying Phone 0800 515544

Avon HG & PG Club Diary			
Date	Event	Venue	Contact
01/10/98	Club AGM	The Compass Inn	Colin Lark
05/11/98	Club Meeting, talk from Fiona on Yemen	The Compass Inn	
03/12/98	Club Christmas Dinner and Annual Prize Giving	The Compass Inn	Colin Lark
07/01/99	Club Meeting, guest speaker Bob Drury	The Compass Inn	

NOVA



**Hang Gliding and
Paragliding Club**

NOVA

The Avon
Hangliding & Paragliding
Club Newsletter
July 1998

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

All contributions should be sent to the Editor of NOVA. NOVA can also be found online at www.skytribe.force9.co.uk



Editors Bit



Welcome to the October issue of NOVA. This month sees the AGM, I hope you'll support the club and get involved if you want to. I have agreed to stay on as editor, some people seem to think I do a good job, fools. However, Tony Moore is joining the ranks of NOVA staff as well assistant. He will be well assisting with the mag, including distribution. This issue will have been emailed to Tony for printing and distribution, so if bits end up in odd place blame him not me ~~z~~. I must thank those that have sent articles in recently for this and the next issue, it's great to have something to put in the mag.

The club at the moment seems to be going from strength to strength, although we may have missed out in the Airwave challenge, I'm sure we will be back next year to claim our rightful place at the top. Also the social events have been growing, culminating in the weekends excellent 'Bash'. It was great to see so many people out on the hill and having a good time in the evening. I would like to say a big thankyou to Simon Kerr who took on so much of the stress of the weekend, also a big thanks to all the others that put a lot of time and effort into the event. I can't believe that the weather played ball, so much that several people went XC over the weekend including Tim Brunskill and Nico who flew over 40km on Sunday.

I guess that will probably be the last decent weather we have for a while, but the club will still be active over the winter months. If you check out the club diary on the inside of the front cover you will see that we have events planned for the next 4 months, including the Christmas meal and prize giving which for once will be before Christmas.

Anyway that's all from me for now, see you on a hill and remember;

Get High, Stay High, Fly Far

Or

Get Drunk, Climb High, Fall Over

Marcus

Finally if anyone wants to join a Dual syndicate can you please contact Tim Brunskill or myself.

Send your articles to

Marcus King

159 The High Street, Batheaston, Bath. BA1 7DW

or

Email: marcus@skytribe.force9.co.uk

Fax is also possible by arrangement, phone me on 01225 852912

LETTERS...LETTERS...LETTERS... LETTERS... LETTERS... LETTERS...

PRESS RELEASE

Commencing SEPTEMBER 20th

Bristol based orthopaedic surgeon Dr. Alan Gibson is about to embark on a unique adventure for which he has been preparing for two years. Alan and his wife Solveig, together with eight other intrepid travellers are heading for the Republic of Yemen, at the southern end of Arabia, with the aim of flying from the highest mountains in the peninsula - by paraglider. Alan and Solveig know the country well as they lived there for four years in the 80s, when they were engaged in medical work.

Since returning to Bristol, where Alan works at Southmead Hospital, he has taken up the sport of paragliding. His memories of the awe-inspiring mountain ranges of Yemen inspired him with the idea of taking a team of fellow pilots on an expedition to explore the flying potential of the area. Alan said: "I went out there last year to do some test flights, and found that there were huge currents of hot air coming off the dry and barren landscape, enabling me to stay up without difficulty and at one point get to an altitude of over 16,000 feet. If I had gone any higher, I would have needed oxygen to survive!"

Alan's lead pilot for the trip will be Fiona Macaskill from Olveston, one of Britain's top female paraglider pilots, who with husband Angus is planning to attempt to break the world altitude records for solo and dual paragliders. Fiona said: "I can't wait to fly the mountains there - the photos of the country are really spectacular. As I've flown mountains in many parts of the world including the Alps, Australia and South America, I can give technical advice to the other flyers. For the altitude record attempts, we will be using oxygen equipment, plus a barograph to register the altitude of the flights." Pilots Ian Hall and Dave Evans will be joining the group and back-up on the ground will be provided by Solveig Gibson, Martin Bateman and Fred Holmes, all of whom have experience of the Arab World and speak the language. They will be met in Yemen by local guide and pilot Mohamed Al Magaleh, plus three drivers. Accompanying the expedition will be a camera crew led by Mandy Dickinson, wife of adventure filmmaker Leo, best known for his spectacular film "Ballooning over Everest". She will be joined by cameraman Stephen

Williams, already experienced in filming paragliders. They are planning to make a documentary for national television.

The expedition has so far received assistance from Yemen Airways, Napier Quill, System X and Airways, and leaves Bristol on September 20th. The trip will last for three weeks.

Alan has promised a write up of their adventures for NOVA, and Fiona will be talking about the trip at the November meeting.

The following emails were received following the bash;

Thanks to the Avon Club for the hard work that went into the bash at Mere..... Cheers..

You even managed to get the weather to play ball.....

Loads got away especially on Sunday

Where did those that got away.... get too.....

Mark Taggart

After falling asleep on top of the hill on Sunday, nursing a _huge_ hangover I only managed to get away home to crash out.... Still it looked like some people were moving fairly well...

~Pev

> Thanks to the Avon Club for the hard work that went into the bash at

> Mere...

Yes indeedee, t'was most fun and much appreciated.

> Loads got away especially on Sunday

> Where did those that got away.... get too.....

Tim Brunskill and I landed just after the 40km mark, just past a village called Blackford, within sight of Brent Knoll where we could see people flying, but just couldn't reach. It was an extremely pleasant flight. We even got a retrieve back to Wells (where Tim lives) in a police squad car - the first time one of those has taken me somewhere I wanted to go - what a nice man.

Tim Pentreath, who left around the same time dropped out just before Evercreech (I think).

I lost Simon Kerr in the haze near cloudbase about a third of the way into the flight (he was a couple of climbs ahead and seemed to be taking a slightly more notherly track than I was) and would love to know where he got to.

Nico.

Bad day at Selsey

Thursday the 16th of July is indelibly printed on my mind, first of all it's my wedding and second we had a bit of an exciting day...

Light westerlies were forecast but at 9am it was virtually impossible to detect any wind or direction. Ring Wendy Wind Blows, Blorengis is giving 2-7mph NNW, Milk Hill is giving min 0, max 0, average 0 from the North! How do they work that one out...

So eventually we end up on Selsey, the weather has been so appalling this year it's good to be out, even if it means just getting a few high tops to bottoms for the students, no point in waiting all day just in case it picks up.

The sun is shining; it's a beautiful day, fluffy cumulus and a very light north or north-westerly.

Time to fly, well fly down anyway. I have five students with me. John, Andy and Courtney have all flown Selsey before and could really do with a soarable breeze. At least they will be able to practise big ears and turns on the way down. Adrian and Paul have not flown here so this is just perfect for them to get some high flights in.

The day was pretty dull really, despite a cracking looking sky there never seemed to be any usable thermal activity close to the hill. So fly down they did, several times, often using Alpine launches, as there was just not enough to reverse launch into.

By 4pm, I thought enough was enough and decided to pack it in after one last flight down. By this time there was a detectable sea breeze from the West, this meant sometimes a light breeze would blow across the hill, but if you waited it would waft back up the hill enough to get off in.

Courtney is ready goes off in style, local pilot Marcus Harley follows hard on his heels, I notice that he seems to be flying in a head wind from the West as he flies down. There was a light waft coming up the hill and I told Andy to go go go.

Which he did, bless him.

The take off was perfect, the glider then sank big time... plenty of clearance from the trees, even so boy was he going down! Just as he cleared the tree line **WALLOP!** Half the canopy disappeared, it then turns 180 degrees back towards the trees and **HE WAS GONE.**

Grab phone and run down the hill, leaving a few hasty instructions to the others like pack up now. Get to the trees and shout to Andy who answers immediately, "are you all right?" I call, "yes, yes I think so" comes back. Looking around the trees I see nothing, I then look up. Andy is suspended about sixty feet up between two large trees, the canopy is caught up in foliage but it doesn't look that secure. If it goes it could easily be fatal!

He is in fact completely unhurt, but it's time to think about him getting down. It took me about 5 seconds to realise there was nothing I could do. Time for help. The fire brigade took no time to arrive as you can see the station from take off. The second outfit to arrive was one of several film crews... How do they do that?

The boys from the fire department stood around sucking their teeth and finally decided that what they need was a bloody great ladder and lots more back up. However all the great big ladders are fixed to fire engines, the portable one was big, like really big for cleaning windows but stopped a good twenty feet from where Andy was. Meanwhile backup had arrived in the form of several reporters, lots of camera people and video with live satellite link. Andy you're famous mate... This really cheered him up, every time he looked down the flashes going off blinded him. The other backup was several police cars, ambulance and another team of experts from Lidney fire brigade.

Looking dead posh in their red suits they turned out to be experts in cliff and cave rescue. Well it's a tree they said, not like a cliff or a cave... more sort of, well difficult really. Still they did manage to stabilise the situation by managing to throw a rope to Andy. If it all turned bad now he would swing about 15-20ft down and across into one of the trees. It was pretty obvious that the only way down was up and a helicopter was duly called.

All the way from Chivnor it came, because did you know that's the nearest one to us. Two and a half hours after he took off Andy is winched down, not even a ride in a chopper.

Looking remarkably chipper, as soon as he is disconnected from the harness, the reporters were in there. How do you feel? Did you think you were going to die? Smile, one last shot, have you anything to say to the folks back home... Once clear of the

media circus his main desire was to go down the pub, which we did and discussed the events over a pint before taking him home.

I can only say that I sweated buckets during that 2-3 hours, I felt totally responsible because I was totally responsible. What turned out to be a major rescue could have been hospital visits or worse. But on reflection it was the best and only sort of accident to have. One that makes you question everything you do regarding safety. I am sure I will get a bit 'yeah that'll be alright to take off now' whether we are instructing, coaching or just trying to get someone off the hill to wind dummy. I would not have said the conditions were unsuitable until I witnessed this accident, certainly from now on I will be much more cautious if a sea breeze has developed even if it's still virtually nil wind on the hill.

Live and Learn

Robin

PS I have visited Mrs King to make sure the helicopter didn't frighten the cows and to ask permission to get the canopy down. She seemed to think it was the best entertainment she had had in a long while.

NEWS etc...

From the Chair

Are you happy with the way our club is run? If not, now is your chance to do something about it. The AGM will take place at the Compass Inn on the first Thursday of the month (1st October 1998). Come along and have your say, or listen to what others might have to say, you are bound to have a good time, it's a great crack at the Compass Inn, we hope you can make it.

Remember with out the help and commitment of a handful of keen and enthusiastic pilots, we would not have the freedom, pleasure, and camaraderie that free flying brings us. We on the committee are having a great time, we get all the perks, get to know all the news and gossip, become better pilots and will probably all end up being famous. There will be two committee posts vacated Entertainment's organiser and club librarian, Rob Wheeler has had to step down due to work commitments and Tony Moore will now be assisting our News Letter (Nova) editor Marcus King. All the other committee posts are up for grabs so you had better start canvassing, see you then.

NOVA October 1998

Diary Note: The Avon Club Christmas Bash will take place at the Compass

Inn on the 1st Thursday of December (3rd). A guest speaker/entertainer is being sought, if anyone has any ideas or suggestions please let one of the committee know. Put that thinking cap on.

Colin Lark (Chairman)

CLUB MEETINGS

The **October Meeting** as you will have read above is the **Club AGM**.

Fiona will be giving a **talk** on her trip to **Yemen** at the **November meeting**.

The **Avon Club Christmas Bash** will take place at the Compass Inn on the **1st Thursday of December (3rd)**. A guest speaker/entertainer is being sought, if anyone has any ideas or suggestions please let one of the committee know. Put that thinking cap on.

We can confirm that Bob Drury will be talking at the January meeting, this will be one not to be missed so put Jan the 7th in your diaries now. The following information on his latest trip was recently posted on the net.

Some may know that Bob, Rob & Peter planned to traverse Pakistan on paragliders.

Unfortunately, the Cruise Missile attacks on Afghanistan put a stop to these plans.

Instead they ended up in Northern India. It's been 3 weeks now and I got a garbled fax from them this morning. They are all well (no shits - yet) and currently in Leh (North India). Not sure where they came from but they are heading towards Manali. They've all been to almost 7000m and were able to see China, Pakistan and Nepal at the same time. It's "unbelievably rough" and the Zaskar Valley was apparently "too much" so they left it as quickly as possible. 3 weeks to go. No doubt Bob will write a good story.

Best wishes,

Matthew Whittall
<http://firebird.computer-partner.de>

SITE NEWS

Overcrowding & General Behaviour on Avon Sites

Concern was expressed at the recent committee meeting regarding increasingly crowded skies at our sites, with particular respect to Selsley and

Westbury, especially in the light of recent tragic events elsewhere. Whilst no-one wants to see the introduction of rules such as flying windows (no, not the screensaver!), limited numbers in the air at any one time, etc. these steps may become necessary if a little more common sense is not made to prevail. This also applies to behaviour on the ground - on Westbury, in particular, far too many pilots, of both disciplines, are setting up on or just behind launch and then just sitting there obstructing take-offs and landings.

We wish to reinforce the authority of pilots experienced at any particular site to request other pilots to modify their behaviour, not just in respect of Site Rules, but also in terms of common-sense and courtesy towards other pilots. It was further suggested that we identify these pilots more specifically, perhaps by issuing such stalwarts with helmet stickers in order that visiting pilots in particular know that they are 'qualified' to offer advice or instruction. This suggestion will be actively pursued. In the meantime, we would like to forewarn all pilots flying our sites that, where necessary, they may be asked to amend their behaviour in some way and that the committee will take a very dim view of anyone refusing to comply with a reasonable instruction.

If this reinforcement of current informal arrangements has no effect the club will be forced to take more authoritative action before the results of the inconsideration of some pilots causes a major incident.

Thank You
Rich Harding Avon Sites Officer

Other Items

Mark Taggart has arranged a hang glider conversion course for paraglider pilots, here are the details;

Cost... £350, to include accomodation, meals and tuition

Venue... joint services centre at Crickhowell

Date... 8th to 18th Dec

8 places available, 2 already taken

open to PG pilots with 30+ hours

contact Mark Taggart on 01249 782086

Results of the Raffle

At the End of Season Bash, unfortunately due to the organiser getting slightly worse for wear, mainly due to having to drink copious amounts of fine ale to relieve the stress of missing caterers, the raffle was never drawn. Anyway Simon managed to the draw in the privacy of his own home, but still didn't manage to rig it, so the prizes are up for grabs.

1st prize goes to a buff ticket and it's number 5.

2nd prize goes to a yellow ticket number 50.

3rd prize also goes to a yellow ticket this time number 24.

To claim your prize give Simon Kerr a call asap.

SOCIAL & OTHER STUFF

I've booked Bob Drury to come down for the January meeting to give his slide show & talk about his Himalayan adventures. By all accounts this will be a quality event and one not to be missed.

Onto other things the club library is looking very sad and depleted, so if you've borrowed something and have had it for a while please return it.

The time of year has come where we can look back and think ...wow what an epic summer that was.....

NOT ! But now is a good time for all you low airtimers to make use of the smoother conditions and build up those hours. I found that midweek is usually the best time to do this to avoid the crowds, so here are the dates during Oct and Nov that I'll be out, weather permitting, if you want to join me. (associate membership of TVHGC would be useful)

Oct 6,7,12,13,19,30

Nov 5,6,11,12,17,18,23,24,30

Phone me if you want to meet up. If you want help during the weekends give Brent a call (phone numbers at the front of the mag) Remember that it's not a good idea to stop flying during the winter, spring thermals are not the best conditions for blowing away the cobwebs !!

That's it for now, see you out there

Tony.

1998 PG XC League - on the web at <http://homepages.primex.co.uk/~timpent/avonpgxc>

1998 PG XC League (most recent flight - 27/8/98)

Rank	Name	1	2	3	4	5	6	Grand Total	Average	Total (all)	Average (all)
1	Fiona Macaskill*	65.8	26.8	13.3	13.1	12.6		131.6	26.3	131.6	26.3
2	Colin Hermon	45.2	24.2	21.6	20.8	19.7		131.4	26.3	131.4	26.3
3	Nico Preston*	66.0	33.8	22.9	4.3			127.0	31.8	127.0	31.8
4	Tim Brunskill*	27.5	24.6	23.2	18.6	16.1	15.1	125.2	20.9	204.2	14.6
5	Tim Pentreath	30.2	23.8	23.6	22.5	8.9	7.9	116.9	19.5	116.9	19.5
6	Simon Kerr	27.2	20.2	16.2	14.3	13.9	12.7	104.4	17.4	131.8	12.0
7	James Mallinson	57.1	18.1	17.6	10.1			102.9	25.7	102.9	25.7
8	Marcus King	19.3	18.5	11.0	10.7	10.4	9.7	79.5	13.2	98.7	11.0
9	Richard Harding	15.7	14.4	14.0	13.1	10.9	10.7	78.8	13.1	96.4	10.7
10	Elly Milln	21.6	18.1	14.9	7.9	7.4	5.9	75.9	12.6	89.7	10.0
11	Tony Moore	18.0	12.9	10.8	8.5	8.1	4.9	63.2	10.5	63.2	10.5
12	Paul Cashman	12.1	12.0	9.2	8.8	8.3	8.1	58.5	9.8	73.7	9.2
13	Donna Pinker	22.1	17.9					40.0	20.0	40.0	20.0
14	Karl Ford	13.9	13.1	10.5				37.5	12.5	37.5	12.5
15	Mark Drake	14.4	14.0					28.4	14.2	28.4	14.2
16	Robert Davis	27.2						27.2	27.2	27.2	27.2
17	Charlotte Hedges	9.8	9.5	5.8				25.1	8.4	25.1	8.4
18	Dick Jeffcoate	12.9	9.5					22.4	11.2	22.4	11.2
19	Richard Taylor	20.6						20.6	20.6	20.6	20.6
20	Brent Pullen	14.3	5.7					20.0	10.0	20.0	10.0
21	Alex Coltman	12.0	5.3					17.3	8.6	17.3	8.6
22	Adam Gould	12.1						12.1	12.1	12.1	12.1
23	Merlin Crossingham	9.8						9.8	9.8	9.8	9.8
24	Rob Davies	5.9						5.9	5.9	5.9	5.9
	Grand Total	580.8	322.3	214.6	152.8	116.4	74.9	1461.8	16.8	1634.0	14.7



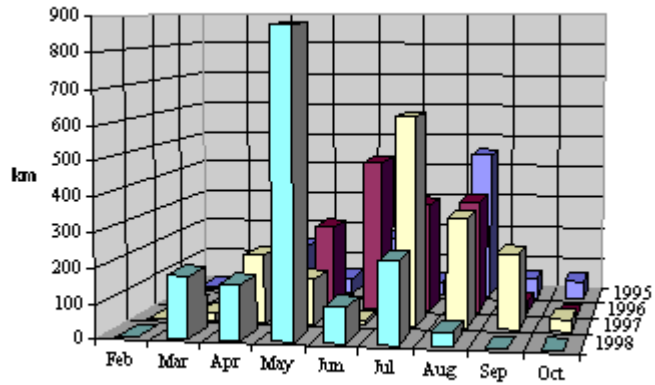
At cloudbase above the Bloreng (18/4/98)

Well, reasonable weather seems to be with us at last (just about) but I have to say the XC entries haven't exactly been flooding in! Maybe after this weekend...

In my previous speel here I was saying that June was bad, and that July had been good in previous years, but as it happened July was pretty dissapointing really, with only 237km entered in 15 flights:



Paramania! (3/5/98)



Avon VW meet! (at Paramania)

However, Jim Mallinson, Avon's juggler supreme, flew an absolute stormer from Olivers on 24th July - 57.1km - landing I'm not sure where, but a pretty good distance away! Congratulations on your personal best and on the 3rd best flight in the Avon league this year.

Congrats too to our very own Competitions Organiser, Simon Kerr, who arrived first into the goal field in the Ochils BPC on 25th July, but somehow managed to come second! (Actually he landed just short of the goal line, but only one other person made it into goal).

Also on Saturday 25th July, I organised an Airwave challenge semi-final down in Abergavenny - despite our best efforts, Avon was knocked out - click [here](#) for a full report.

I've just got back from competing in the British Open in Morzine, France - what a mission! I'm in the process of writing a full article for Nova etc. but I'll give you a taster here!



Future World Champions! (Toby & Emily)

- ?? First the travelling - 23hours in Tim & Elly's camper van (blue one opposite) with the four of us (Marcus as well) all sharing the driving
- ?? Flying the afternoon we arrived
- ?? Lots of 'biere serieux'
- ?? Flying 7 days out of 7!
- ?? Stunning scenery
- ?? More bieres
- ?? Very hot - just wearing shorts and T-shirt under the flying suit, wonderful!
- ?? Cloudbase between 9,000' and 12,000'!
- ?? 3 tasks flown, 1 cancelled mid-flight
- ?? Beaucoup de vin rouge
- ?? Elly chucked her bag on the Friday, and had a long descent under it
- ?? I chucked my bag on Saturday, and had a short descent under it!
- ?? 'Juggling' Jim Mallinson did an epic performance at the prize giving
- ?? Big party
- ?? Big hangover
- ?? Mass fly down on Sunday



Why wasn't June like this?

All in all a fantastic experience - I even managed to come

31st (out of about 70)!

No flying for me for a few weeks - a family sailing/camping expedition to Poole Harbour this weekend, followed by a fortnight's camping in the Dordogne region of France (without the glider!) - but I expect to be inundated with XC entries over the next month.

Good flying!

Tim Pentreath - 20/8/98



Just a quick reminder of the rules:

1. Flights must be entered within 30 days of making the flight
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 3 km
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, Turnpoints, LZ grid ref.

Contact me : Tim Pentreath

at : 168 Bradford Road, Combe Down, BATH, BA2 5BZ

home : 01225 832922 (phone/fax)

work : phone - 01225 447003, fax - 01225 318997 (please mark it for my attention!)

tim@pentreath.primex.co.uk

<http://homepages.primex.co.uk/~timpent/avonpgxc>

Competition News Extra

The club will be holding the annual prize giving at the Christmas Dinner on Thursday the 3rd. We hope all the prize winners will be able to make it to receive their prizes. Could all those member that currently have a club cup or shield please hand it back to one of the committee members asap.

AIRWAVE CHALLENGE NEWS

Another final another year we failed to win any team prizes, and this time I only had myself to blame.

Funnily enough the weather everywhere on Saturday 22 August was fine everywhere except at Shining Tor in the peak district. Why was the 1998 Airwave HG final being held on top of the only hill in the country under lashing in rain? Well it's a sort of ritual really. It just wouldn't be the same going away to an Airwave final and not have the skies open on you after you've carried up some godforsaken hill and started to rig you're glider!

The brave Avon team this year was myself, Geoff Rogers, Sean Worlock, Simon Stone and Jon Martin and our newly acquired League pilot being Ian Dibble a refuge from the once mighty Wessex. Welcome to the Average Avon Ian! Colin Lark had forsaken us to fly dual for the joint services (NOT), under the pathetic excuse that I'd told him we hadn't made it to the final. Sounds to me like he didn't fancy camping with us but would rather be put up in a B&B at the taxpayers expense.

As usual we arrive at the campsite after dark, put up the tent and rush off to find a pub still serving food.

That's my excuse and I'm sticking to it when cross examined by the wife... Unfortunately this years campsite was sandwiched between the road and the railway line so wasn't what you'd call quite. Especially on Saturday night when the nearest pub had a disco in a marquee until the small hours. Sleep seems an unnecessary luxury at these event's sometimes.

The one and only task on the Saturday was open XC window opening at 2.45 PM after the rain finally stopped. Gary Wrydnam got away fairly early and was followed by two more gaggles. With our Geoff on the top of one of the later groups. Geoff managed to stay and top for 45 Kms to come second overall and come away with a pile of goodies. Gary meanwhile had to leave his cloudstreet because it was going into the East Midlands airspace, decking him at 85 Kms.

The cruellest trick was the failure of the rest of the team (except for Ian anyway) to drop over the back and score a single K . This meant that when they could finally be bothered to enter their scores the southern club beat us into 4th place by 1.02 Kms. All team members left on the hill will repeat after me . I will score points for my club. I will

The usual barbecue on the Saturday night was held, but the venue and grub didn't make for a particularly sociable evening. All in all quite a disappointing weekend. Oh by the way did I mention that we now have a club compass to help us find our way away from the hill. Thanks Chris and Airwave.... I'd have preferred a working altimeter personally, but that's another story.

HG XC League

Class 1 Hang Gliding League

Pilot	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Flight 6	Total
Colin Hale	43.13	16.65	110.36	49.08	14.23	8	241.45
Neil Atkinson	43.13	32.68	14.02	18.60	41.9	25.56 o/r	175.89
Geoff Rogers	45.5	34	o/r				79.50
Sean Worlock	28.31	34.00	o/r				62.31
Kevin Winter	42	?					42.00
Karl Ford	19.31						19.31
Ian Dibble	12	? 5.43					17.43
Jon Martin	14.50						14.50

Jim and Chris are on Extacy Sky God League (or Class 2 for the boring)

Pilot	Flight 1	Flight 2	Total
Jim McMakin	75.00	?	75.00
Chris Jones	51.50	?	51.50

Geoff flew a blinder at the Airwave final, but but was let down by the rest of the team (myself included). We were beaten into 4th place by the Southern Club with just 1.02 kms more, this was just a flop over the back something that four of us failed to do!
Colin Hale still has a firm grip on the club XC league this year, although Geoff and Sean are closing in after an Out and return to the far side of Trowbridge on Saturday 15th August

Unfortunately Colin Hale had a bad accident on Sunday 13th September, resulting in a broken nose, collar bone, arm elbow and wrist. Apparently the elbow is severely fractured and is likely to take up to 18 months to mend. Let's hope for a quick recovery.

The British Open Morzine

Mon 10th

We arrived in Morzine at about 8am after travelling through the night in the blue van. We had a few hiccups on the way, one when a wheel was making strange noises and one when the van wouldn't start after stopping for petrol. First impressions are that this place is a bit intimidating, narrow valley, loads of trees, and big hills. Apparently yesterday was great, people getting to over 10,000' and flying all over the shop. The plan is to get some kip, and then to coin a phrase, get high, stay high and fly all over the shop...

...Well after an hours sleep (?) we decided we would go flying. Nick Roberts had apparently done over a 50km triangle the previous day so we tagged along with him hoping to gain some knowledge. We all jumped in the van and headed up to Les Gets. Two lifts whisked us up to the top, where it became the usual sit on the hill session. People tried but no one got up and all went down. The wind started coming over the back, and we all shifted positions. A few people managed to get away. An American girl, Gill?, got especially high and wandered off, whilst we stared at her enviously. Tim P was the first of the Avon crew to get up and slowly climbed away from the hill for the start of a reasonably epic flight. I followed eventually after getting a tad low in the tree filled gully. I got to Morzine and went into indecisive mode, and pootled about up towards Avoriaz. Then headed back and landed at the Morzine LZ and headed to the adjacent bar, where I was soon joined by the others. The beer went straight to our heads so an early night was called.

Tues 11th

First day of the competition proper. The usual sitting about waiting for briefings took place then we all rushed to Mont Chery and sat around again. A safety briefing followed for the Open Pilots. Steve Senior called a 62km task with a start gate at Morzine. Unfortunately not long after this one of the wind dummies was rotored in, breaking a leg and vertebrae. A helicopter was called and we all stood down. Later a new briefing, called a 45 km triangle with a ground start, Avoriaz, Col de Colombier, and Sommand with a goal at Morzine. The first guys left and climbed out massively high and headed off to Avoriaz. The two Tims took off, but some dusties took Sarah Dunn out of the sky, luckily she was OK. The wind then turned onto the back, I took off and

got one of the last climbs out. It broke up at 1500' ato so I booted it to the peak of eternal lift. I got there reasonably easily and climbed up, but could not get high. Donna joined me, and decided to try the cliffs, sink all the way but I got lift at the cliffs and climbed all the way to Avoriaz. I spent ages there trying to get high enough to get my turnpoint photo, but I never got it. I eventually flew back to Morzine, losing points all the way. I burnt off height in a big spiral, and confused the marshals by coming it the same time as the big boys who had just completed the course.

The others had all had excellent flights. Tim P got to turnpoint 3, Tim B got to turnpoint 2 then made it back to Morzine, Ellie landed between 1 and 2. Tim B was pretty bloody extatic having had 12 up and getting to 11500'. As usual two 'beers serious' hit the mark. We headed back and had a civilised evening that was until Tim P suffered a deflation on standing up. Tim B then decided Tim P and I were just a little too dry, a water fight ensued. This was ended by Tim P picking up Tim B and chucking him in hedge. We retired to bed, to dream of high flights, and in Tim B's case, maybe, all those Para Bims he was yet to hug.

Wed 12

The day dawned blue, as the team arose from their slumbers, as usual Tim & Ellie were last up. Fiona Mac arrived to look at the campsite and decided we were acceptable campsite companions, so we shuffled things around to fit her onto our plot. The plan to do a shop went out of the window, and in the end we only just got to the 10am briefing. This was a fairly quick affair, but not a pleasant one for those who had the previous days scored zeroed for landing after the land by time. Tim P was in equal 24th, Ellie in 55th and myself in 65th, strangley with 2 points less than Donna who had landed in the same field. Tim B had some how been lost.

We made our way up the mountain, where Steve Senior called a 60 km or so task. A few people were worried about the clouds that were already building. There were Cu Nims over Cham/Italy and over the Jura, but we were told that they weren't going to come to us. A large cloud built above the hill and shut everything down. Nerves were running and it was all to easy let yourself get scared. Eventually a gaggle climbed out, suddenly I felt calm for some

strange reason, and ran to my glider and got ready. Tim B got off and got a good climb from low in the valley and headed off to space. Tim P and Ellie were soon off and I took Ellie's slot. Erica helped me sort the glider and then the wind came over the back. Steve Senior was discussing whether it was rain or insects falling on my canopy when the wind stopped and I went for it. The glider came up perfectly, and I flew down the cables and took the start gate photo. As I was gliding across the valley the task was canned, so I turned back to Les Gets.

We all met up back at the base for plenty of 'beer serious' and plenty of chat. The clouds behind built and built, and we were soon hit by the gust front. We headed back to the campsite and battened down, then spent an enjoyable evening drinking and eating, sheltering from the rain.

Thurs 13th

We awoke to a rather overcast day, and most people seemed to be resigned to a rest day. At briefing Steve was more buoyant and sent us up the hill. They were worried about over development, so they set a reasonably short task. There then started a mammoth hill sitting session trussed up in flying suits and harnesses. Eventually Adrian Bishop got a climb from the steep face behind the summit and gradually everyone took off. The wind was being a bit fickle, and I had to switch sides a couple of time. I got off and headed round to the steep face where I joined Jim Mallinson and Ali Walker in a climb. We climbed steadily out and were joined (or we joined) several others including Ellie. All the way up I had been checking for cloud above, but it had been clear, then suddenly it was white. Big ears on and then glide to Super Morzine, where we picked up another climb. I took this to base, and left the others to go for the turnpoint. After the turnpoint I got a bit lost, I couldn't work out the best way to go, and got sunk. I headed to the cliffs where I got nothing, I then had a rather nasty glide down through the gorge to a tight landing. I walked back to base, for more beers. About 10 people made it to goal, Innes was first but had to turn back to avoid hitting cables.

We spent the evening in the local Auberge, having a fantastic meal.

Fri 14th

What a day!!! We all arrived in Morzine for the 9.15 briefing, which takes place at 10 as usual. A briefing was called for 12 on top, so we lazily wandered around town and made our way up the hill. Steve Senior

called a 64km task with a start gate then 4 turnpoints.

We all got ready and as soon as the window opened people were off, and the sky became more and more busy at base. Tim B took off a disappeared into the melee, Tim P was having a few difficulties getting off. I took off with Elly and soon climbed out over the cable car wires. I got to base just before the start gate opened, then had fun trying to take the photo. My first attempt resulted in the glider 360ing on it's own whilst I was trying to look through the viewfinder.

Everyone set off on a glide but Fi and Elly put some extra turns in so I followed suit. I thought it wasn't really worth it so set off on my glide. The next thing I heard was Steve Senior on the radio saying 'pull in the tip, pull in your main'. There then followed lots of discussion about who had thrown their reserve. I soon realised it was Elly, and turned to see her plummeting under her bag. Elly landed between the two lifts and despite a hardish landing was ok.

I carried on my glide to Super Morzine, but by this time I had lost my bottle somewhat, I then headed to the peak of eternal lift to try and sort my head out, but ended up going to land. I spent the afternoon in the goal, waiting for people coming in, and hearing the tales. Somebody else threw their bag at Avoriaz and Guy Anderson lost his helmet in a spin. Eventually Pat Holmes appeared to take the win, he was followed a while later by John Sylvester and Simon Oliphant who made the line with inches to spare. Tim B flew a blinder totally unaware of Elly's descent, and made the third turnpoint.

Howie had organised a BBQ for the evening, so we headed off leaving various notes for TB. La Boomerang is, as if you couldn't guess, an Australian run hotel, and the barbie was up to Australian standards. A good evening was had with Ellie having to answer the same questions over and over again. Eventually tiredness set in and our beds called us.

Sat 15th

Another bright morning, and the usual rush to a briefing which didn't happen until an hour later. We were told to be up at take off in a couple of hours, so a lazy wander round town for the odd pressie and then all aboard the chairlift. When we got to the top the wind was a tad strong, not something you want in the Alps. We all stood down for a while, then Bruce Goldsmith led a SIV discussion. He talked about assymetrics and how to control large ones without stalling the wing. It was interesting that Bruce said gliders aren't made with trimmers anymore, because

you can't get off them in case of an incident. This was interesting in the light of Ellie's tuck, as she had just gone onto fast trims for the glide.

The day was eventually canned and some people went free flying. I decided to head down with Mike Aston and Gill Nephew to do some of the activities in Les Gets. The others decided to stay. We went to the base and sat around chatting. News started to filter through that some one had thrown their reserve back at Mt Chery, it eventually became clear that it was Tim P, and that he was fine, 2 out of 4! I'm sure Tim

will write more about this himself. I waited for the others and slowly got more pissed. Tim and Ellie went for an evening flight and enjoyed an amazing restitution flight.

The party started in earnest with Jim M showing off his juggling skills, this was followed by the presentations, dinner and more beer, chat and stupid antics, and thus ended another british open.

Marcus King

Flying the reserve (or A Soul Survivor)

It was the start of task 3 - the window had opened and about half the field were already in the air climbing well over takeoff waiting for the start gate to open and to take their photos. I forward launched and started thermalling over the front of take off. After about 15 minutes I had joined the others at cloud base. The start gate opened and I managed to take a couple of pictures. The 'racers' were already on their way to Avoriaz and the first turn point. I could see they were getting low quickly so decided to hang back and gain more height before leaving the hill - I climbed back up to cloud base - a little over 2000' above takeoff and turned for the glide across the valley. I rased the trimmers to fast and off I went - for a second or two - then I was hit by something that collapsed my entire glider from the leading edge onwards. It's impossible to remember exactly the deflations that ensued but I felt that glider was swingling violently from side to side before I was thrown backwards into the harness and round as it entered a spin. I de remember conciously going 'hand up' in the hope that it sorted itself out but feeling distinctly uncomfortable being thrown around by an out of control wind, I went for the reserve handle and pulled. I felt I was flying under the reserve for minutes - I probably had 1500' to come down - but in all that time I fought the main glider, trying to pull it in as taught and as Steve Senior was instructing me to do over the radio. I would say to anyone, unless you are a weightlifter, not ot underestimate how hard it is to pull in he main glider - it fights back and tries to inflate and the all the while the whole show is swinging about. The oscilations were quite large at times and I knew that that was not how I wanted to hit the ground so I kept pulling, although by now the glider had twisted itself so many times that I was pulling on what had become a thick rope of lines. Only in the last second

of flight did I finally get hold of the wing tip and get the glider under control. Meanwhile, I'm taking and occasional look down at what's below - one chair lift in action - a second set of lift cables running parallel to the chair - numerous red poles marking the mountain bike route - trees everywhere - a restaurant roof - and the grassy slope. With luck, I seemed to be aiming for the latter. The final 20' or so came up horrifyingly quickly and I said to myself 'PLF' 'PLF' 'PLF'. I landed hard on my side on the slope and for the first time I saw the reserve uphill from me in it's final deflation. I was certainly alive, nothing seemed broken, my shoulder had taken the brunt of it but I was very shaken.

Steve Senior, a little later, advised me to think about what had happened and why I did what I did. Why did my Soul collapse and not recover? It's usually very stable and not easily upset by thermic air - whatever had hit it must have been monstrous. With trimmers on fast and minimal brake, the glider was doubtless less stable which must have contributed to it's nil recovery. And could I or should I have attempted a recovery from the spin? I think the only option left would have been to fully stall the glider (as taught by Jocky on SIV and practised on a very stable first wing). Maybe if I had had buckets more height or if the terrain had been less welcoming, I would have tried. However apart from a stiff neck and shoulder for a couple of days I was unhurt, so I guess I did do the right thing in the circumstances.

My confidence has taken a knock although I did fly again later the same day and for the two days afterwards whilst we were still in Morzine. I felt a bit like a beginner because as soon as the air got bumpy or I found myself getting too high, I was no longer enjoying the flight. Hopefully, I will soon

regain my confidence but have more respect for turbulent air together with the use of trimmers.

Mathematically, I probably flew the reserve for about a minute and a half with a descent rate of a little over 5m/sec. My flying weight is 72kg and the reserve is 24 sq m.

The Firefly - Issue Three

Introduction

Morning Campers & Camper Vanners! Here I am again with Issue 3 of The Firefly - hopefully not just the antidote to another blown out / nil wind day! In this offering:

?? Shock News - Firefly seen on Northern Avon site! :-)

?? Airtopia negotiate new Northerly at Westonbirt Arboretum!

?? Night-Time Free Flying with strategically-placed searchlights! (This one's almost true, eh guys?!?)

Oh well, looks like late June's optimism about the weather picking up was a tad misplaced, n'est-ce-pas? (That's Italian, you know?) Having spent some time priming my relatively new boss on the signs of an impending request to go home early, I've had to develop my lessons a little further - conversations such as:

Boss: The seagulls are going round in circles again.....

Firefly: Yes, but they're going backwards and one of them appears to be on an SIV course!

Boss: I can see those fluffy cloud-things you were talking about.....

Firefly: What, like the one that was over the BRI when you started that sentence and has just been snapped by the speed camera on top of Avon House North?!

But seriously, as I've recently met a lot of newcomers to the sport (& the club), I would like to assure you people in particular that it isn't always like this - just the last three years!! No, really, the most important thing is to decide when you're available to fly and make the most of it - if you don't believe me, see the 'July 18th - Southerndown' section below. Now back to your usual diet of sideways humour and general silliness!

June 30th - Hay Bluff / Selsley Common

Desperate for airtime - that's the only way to describe the feeling at the end of June; so desperate in fact (with 8 minutes for the month!) that the boss was scarcely in the door before I asked for the day off! Canned Mrs Firefly's car to Hay under an infuriatingly over-developing sky and then got blown about a fair bit, so decided to retreat to Selsley. I could tell this was going to be a good move from the motorway junction, with Mr Airtopia in the distance soaring gracefully. Unfortunately I'd missed the only mega-thermal of the day (which had decked almost everyone except Fifi McTavish, who'd managed 15km from it) but, as the only other time I'd flown here was to check my old canopy (after Spiderwoman rescued it from a tree at Frocester) it was great to fly the site properly.

Printer John was there, fresh from a full-frontal on Crook Peak a couple of days previous, as were assorted students and others (there, that is!). A couple of hours of demonstrating the manoeuvrability of my pinkie later, it was off to watch the goal of the World Cup and the heaviest landing of the year - should have just carried on flying into the evening!

July 18th - Southerndown

Talking of evening flying (see above) brings me to one of the most surreal flying experiences of my brief aerial career. The Usual Suspects assembled on the Friday evening at Llangattock, for some preparatory festivities in anticipation of Captain Fantastic's 41st the next day - oh, and an Airwave Challenge semi-final. The alcoholic haze couldn't disguise the fact that the next morning was fairly obviously blown out and, with the resulting low turnout of clubs in the Bus Station car park, the comp. was canned. This left Team Avon with a free hand and a cunning plan - go to Southerndown 'cos if it gets flyable anywhere it'll be there.

Patience my tinsel angel - The afternoon was spent walking/falling off the cliff path and lazing on the beach, with the odd bit of climbing and sea-dodging thrown in for good measure, but when we returned to the car park it was

still blowing 20mph+. At half-seven I decided it was my turn to play Mr Optimist and go for my glider and the others followed - mainly out of curiosity, I think! At 8.20pm Birthday Boy, assisted by his Sweet Soul Sister and The Webmistress, finally managed to get airborne. Ten minutes later The Piper and myself got off the deck, scratching around for lift whilst Captain F. made his way East, across the bay to the slightly higher cliffs on the far side. While a little uncertain at first it quickly became easier, King Splittie then following us into the air and making the surprisingly lofty aerial beach crossing, proceeding to throw his MAC around in the sea thermals better than the bloke in the Fisherman's Friend advert!

Nash Point and back was the goal for the Captain and he all but made it - going down on the return leg on the other side of the headland we were flying. Firefly having completed singing an entire Marillion album (it's a long story!), we switched cliffs a couple more times in very buoyant air and then finally wing-overed down to the beach, when the light had all but disappeared, at 9.40! Time for a barbie - oh no, we had to make the potato salad first! Four totally blissed-out pilots hit the sack just after midnight - our many, many thanks to the two who didn't fly for making it possible by helping us get airborne.

In The Next Issue

New, Spot The Pilot Competition!
101 Best Prayers for Better Weather!
And much, much more!!!

Shock, Late News!

Pie-Eyed Piper just fails to reach goal & 1st place in Ochills BPC: "I dropped me bloody Rizla!"

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Club Coaches List

Name	Home Phone	Mobile Phone	HG/PG	Rating	Coach
Jonathan Stanley	01705 642173		HG	CP	Club Coach
Paul Lewis	01734 663192		HG	CPC	Club Coach
Neil Atkinson	01225 754152		HG	P	Club Coach
Guy Collinsplatt	01722 714660		HG	P	Club Coach
Colin Lark	01453 546991		HG	P	Club Coach
Jerry Etheridge	01225 811768	0374 722413	HG	P	Club Coach
Tony Richards	01749 860433	832 656645	HG	P2	Club Coach
Nicholas Romanko	01117 924 8722		HG	P2	Club Coach
Nigel Fovargue	01793 643748	0973 626090	HG	XCPC	Club Coach
Michael Ramsey	01454 321532	0402 880265	HG	AP	Club Coach
Jason Board	0934 510404		HG	AP	Club Coach
Robin Brown	01453 827202		HG/PG	XCPC/P	CC/Instructor
John Alder	01747 828576	0831 430057	HG/PG	P/CP	Club Coach
Nico Preston	0171 2076290	07970 892606	HG/PG	P/AP	Club Coach
Mark Taggart	01249 782086		HG/PG	CP/P	Club Coach
John Maynard	01491 834278		HG/PG	CP/CP	Club Coach
Michael Wild	01249 760569		HG/PG	AP/EP	Club Coach
Chris Jones	01225 319052	0966 170014	HG/PG	AP/CP(S) SP(W)	Club Coach
Richard Westgate	01747 811302		HG/PG	P1/AP	Club Coach & TI
Karl Ford	01722 433778		HG/PG	XCPC/AP	Instructor
Stephen Wills	01278 452813		HG/PG	AP/CP	Senior Coach
Eleanor Milln	01749 679908		PG	P	Club Coach
Terry Thomas	01453 882592		PG	P	Club Coach
Marcus King	01225 852912	0585 813736	PG	P	Club Coach
Antony Moore	01980 594455		PG	CP	Club Coach
Fiona Macaskill	01454 613788	0468 743613	PG	AP(S) P(W)	Club Coach
Amanda Laurence-Peckham	01222 704864	0585 243834	PG	AP	Club Coach
Clive Laurence-Peckham	01222 704864		PG	AP	Club Coach
Tim Brunskill	01749 679908		PG	AP	Club Coach
Colin Hermon	01989 750774	0468 402001	PG	AP	Club Coach & TI

New Members

Please welcome the following new members who have joined the club in May and June:

Status	HG/PG	First	Surname
M	PG	Robert	Allen
M	HG	Martin	Broadway
M	PG	Dave	Bullard
A	PG	Raymond	Clark
M	PG	Stephen	Clark
M	PG	Sean	Cunningham
A	HG/PG	Ben	Empson
M	PG	Simon	Ford
M	PG	Chris	Harland
F	PG	Nia	Harland
M	PG	Elliot	Wright
M	PG	James	Osborough
F	PG	Tracey	Osborough

Low Airtime Contact List (as at 28/5/98)

HG/PG	Surname	First	Home Phone	Mid Week Flyer	Rating	Glider
HG	Austen	David	01275 847943	Y	CP(W)	Discovery
HG	Broadway	Martin	01722 790536		CP	Elan
HG	Cannon	Douglas	01249 701160	Y	CP	Calypso
HG	Edwards	John	0181 940 1610		CP	Clubman/Scandal
HG	Evans	Susan			CP	Aeros Target
HG	Fairall-Whitelegge	Oliver	01985 850233		CP	Vision 5
HG	Hale	Colin	01666 837574		CP	Kiss
HG	Jones	John	01963 350125		CP	Vision 5
HG	Pemberton	John	01703 842379		CP	Aeros Target
HG	Stanley	Jonathan	01705 642173	Y	CP	K5
HG	Walsh	Richard	01747 840679		CP	Avian Elan
HG	Warren	Mark	0117 977 4640	Y	CP(S) CP(W)	Vision 5
HG	Wreford	Neal	01985 214732	Y	CP	Vision
HG/PG	Horbury	John	01275 875140		EP/CP	Flight Design A4
HG/PG	Jones	George	0117 929 1560	Y	CP/CP	Discovery 195/Edel Sirius
PG	Allen	Robert	01225 793826		EP	UP Vision
PG	Bell	Clive	01264 772209	Y	CP	Trekking Ritmo
PG	Bull	Robert	01225 753184		CP	Freex Frantic
PG	Bunyan	Mark	0117 924 4153		CP	Edel Super Space
PG	Clark	Stephen	0117 973 5938		CP	Harley Cyclone
PG	Cockwell	Mark	0117 939 3156		CP	UP Vision
PG	Crossingham	Merlin	0117 924 3086		CP	Edel Space
PG	Daw	Gary	01285 640754		CP	Airwave Jive 26
PG	Field	Jim	01985 216619		CP	
PG	Gates	Ben	0117 939 5437	Y	P	Airwave Reggae
PG	Gibson	Alan	0117 962 2827		CP(S) CP(W)	Super Space
PG	Gittings	B	01452 421211		CP	Edel Atlas
PG	Gould	Adam	01275 462692	Y	CP	
PG	Harley	Marcus	01452 331736		CP	Edel Sirius
PG	Harvey	Martin	0181 789 7358	Y	CP	Advance Sigma 3
PG	Hodgson	Martin	01793 852318	Y	CP	Airwave Harmony
PG	Keith	Stephen	0117 978 4944		CP	Flight Design A4
PG	Leigh	Geoffrey	0117 960 9764	Y	CP	UP Vision Classic
PG	McCausland	Tony	01225 312178	Y	CP	Harmony 27
PG	McGeever	Scott	01935 410847		CP	
PG	Murtie	Steve	01373 827486		CP	Apco Spectra
PG	Newton	Claire	01985 844050		CP	
PG	Newton	Mark	01725 513830		CP	Harley Eclipse
PG	Patrick	Russell	0973 628607	Y	CP	
PG	Rhodes	Kate	01285 760264		CP	Advance Epsilon
PG	Riley	John	01452 722504	Y	CP	Harley Sirocco
PG	Schrotter	Jean-Christophe	01225 331336	Y	CP	Paratech P40
PG	Taylor	Richard	0117 923 2463	Y	CP	UP Vision
PG	Wells	Stephen	0117 9869914		CP	Pro Design Challenger
PG	White	Philip	0117 927 3947		CP	Edel Super Space II
PG	Wood	Simon	01225 755099	Y	CP	Genesis
PG	Yeandle	David	01749 671421	Y	EP	

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For peace of mind phone Offpiste Aviation Limited on: 01453 546991



Members Adverts

Discovery 195 MkII 8 Hours from new. Supron Harness, Speed Bar, Wheels, Spare Uprights, Supine steering bars. Bargain at £1250 for quick sale. Contact George on 0117 929 1560 (1)

Trekking Espace 110 - 160kg Small Tandem / Bloaters wing. Spare set of lines, Hurricane Gel Harness, Brauniger Vario, Helmet, All kit brand new, wing in mint condition £1200 ono Call Adam on (01275) 462692 Evening or (0117) 971 4159 Days (1)

Airwave Rave 27 II Colour Green 40 hours of user, Sky Systems harness, well used but working. Junkers Reserve, Never used in anger re packed 1 year ago. Selling due to work commitments and crap weather. Contact Rob Wheeler on 01761 233094 or 07970 499210 (1)

Advance Omega 4 25 (75-90kg) Less than a year old in excellent condition. Standard risers and fully sheathed lines. Fast and stable high performance canopy £1350. Tel Tim Brunskill on 01749 679908 (1)

WANTED I'm after a second hand glider within the £500 -1000 price bracket. It's got to be in good nick and nice to fly. I am thinking especially of an Amour 159 or K4+, but I'm open to any other suggestion. If anybody in the club has got something for sale I could be interested in, please let me know... Thanks Alain (Cornwall) 01841 520 619

Storage Space Required. Hanglider Pilot living in Clifton, Bristol looking for storage for a hanglider in Bristol or nearby. Any help much appreciated. Tel John Dawson on 0117 9739014 (2)

Solar Wings 155 S4 Racer - mylar leading edge white top surface - red under surface - speed bar aerofoil uprights - spare upright - tow wheels - XC bag low airtime excellent condition. **Cacoon harness** with Mainair Life Pak emergency 'chute. **Lindsay Ruddock** digital/audio vario with Thommen altimeter. Tow release (harness mounted). Protec summer flying overalls - Ozee thermal winter flying overalls. GPA flying helmet with R.A.F. visor. Speedbar mounted aerofoil airmap case. Aircrew rigging knife. Flare gun (pen type) with magazine. All in excellent condition - £1500-00 the lot. Contact David Bridge 01243 377496 evenings 01705 842285 daytime e-mail bridged@desn.port.ac.uk (3)

Rumour 1 14.5 m CofA gc £300 XC veteran requires new home. Topless babe forces sale! Call Neil on 01225 754152 Home 01225 814515 Work (3)

UP Kendo M Good cheap performance wing. Offers in the region of £600 Phone Simon Kerr on 01935 425991 (3)

XXM 26, 70h, good condition, comp line uppers with spare standard set, great BPS wing, £1250 or make me an offer Chris Harland, email: nia.harland@virgin.net tel: wk. 0117 936 5902 home. 01844 354260 (3)

ITV Merak, (Large) 90-120kg all up weight range 11A 1B, excellent condition, only 25 hours airtime, still very crispy, perfect second glider and proven stable XC machine £1400. Please call Richard on (01403) 865 251 (evenings) or leave a message anytime on 01426 140 652 and I'll get back to you. (3)

This Page Last Updated 21 September 1998

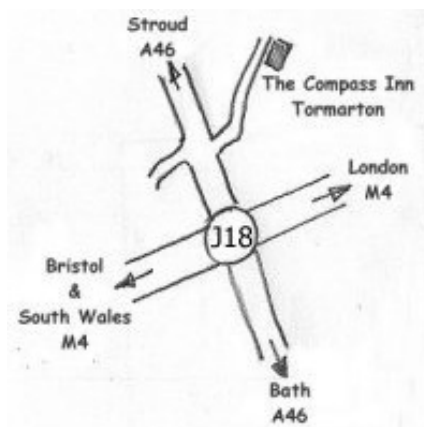
Adverts will automatically come out after they have been in three issues of NOVA. If you sell your stuff before then, let the editor know so your advert can come out and you will not be hassled by thousands of eager buyers!

October Meeting – Thursday 1st October

Compass Inn, Tormarton

Club AGM

Your chance to get on the committee!!!



So You Want To Go, How Do You Get There?

The above map shows the location of the new meeting venue. It is easily accessible from the M4 Motorway at Junction 18. Turn North off Junction 18 of the M4 towards Stroud on the A46. After 500 yards turn right, sign posted Tormarton. The Compass Inn is 500 yards on the right.