

NOVA

Dec 1998
Jan 1999



Meeting 7th January
Bob Drury
Slide Show
Flying in the Himalaya

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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

Send XC Flights to Tim Pentreath (PG)
 Neil Atkinson (HG)

Avon HG & PG Club Diary

Date	Event	Venue	Contact
02/01/99	Reserve Repack	St Werburghs Climbing Wall, Bristol	Robin Brown
07/01/99	Club Meeting, guest speaker Bob Drury	The Compass Inn	
04/02/99	Club Meeting, First Aid Course	The Compass Inn	Brent Pullen
04/03.98	Club Meeting, BHPA Safety Officer	The Compass Inn	Brent Pullen
01/04/98	Club Meeting	The Compass Inn	
02-05/04/98	Flights Count Towards Easter Cup	50 Mile Radius of Bristol	Tim Pentreath Neil Atkinson
01-03/05/99	Paramania	Builth Wells	
06/05/99	Club Meeting	The Compass Inn	
01-09/05/99	Club Week in Snowdonia	Cottage in Snowdonia	Simon Kerr
03/06/99	Club Meeting	The Compass Inn	
01/07/99	Club Meeting	The Compass Inn	
03-04/07/99	All Out / Festival of Flight	Wroughton	Skywings
05/08/99	Club Meeting	The Compass Inn	
24/07-08/08/99	Club Trip To The Alps	Chamonix/Annecy	Marcus King Simon Kerr
02/09/99	Club Meeting	The Compass Inn	
09/99	The Mere Bash	Mere	NOVA
07/10/99	Club Meeting – AGM!!!	The Compass Inn	
04/11/99	Club Meeting	The Compass Inn	
02/12/99	Club Meeting – Xmas Meal and Presentations	The Compass Inn	

Mid-Week Flying Phone 0800 515544

AVON



Hang Gliding and Paragliding Club

NOVA

The Avon
Hangliding & Paragliding
Club Newsletter

December 1998

&

January 1999

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



Well the year of 1998 is drawing to an end, and it's that time of the year when we all tend to look back, and then look forward to the following year. Well it seems like the weather has been pretty crap this year but looking at the XC leagues some serious flying has been done. We seemed to get off to a good start with various weekends over in Wales. I started my XC season on a borrowed MAC Feeling with Rich Harding flying from Hay Bluff. It was a cloudy day but we managed the jump to the Talgarth ridge which enabled us to make a few kms before indecision led us to go down the valley behind without much height and hence not getting very far. Still it was our first XC of the year and we were 1 and 2 in the Avon league and for a couple of weeks at least we were in the top 20 of the national league. 2 weeks later we were back in South Wales, this time with a fairly large group. We managed to do the ridge run as far as the gap in fairly buoyant conditions *"I climbed out over the back to about 900'ato when I saw Simon Kerr climbing at the front of the cloud so I headed over. Simon shouted 'is this haze or cloud' and within seconds we were in the white stuff. I big eared then spiralled down out of it."* We ended up going down attempting to make the crossing to black hill. Still a few more KMs had been added to the XC league..

A little while later the Avon league was shaken up when we ran the XC virgins weekend. This was our first 'camping weekend' of the year and saw Tim B nose dive into the fire after maybe a bit of over indulgence. More importantly the Saturday saw us all flying, pity the XC virgins didn't go XC, but the rest of us made up for it by skying out under a rather large cloud. I ignored everything Tim B had told us in the briefing and thus got the shortest flight of the day, if only that fire had been working. Tim P got furthest that day landing near the coast, his epic retrieve was well documented in NOVA. It was a pity most people had to get back as we had a good time in the campsite that evening!

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The Easter weekend saw some of us getting incredibly high at Westbury, topping out at about 4000' all cursing the range. Guy Anderson proved that you could go XC by making it down past Warminster, unfortunately he was not a member therefore

ineligible for the Easter Cup, it therefore fell to me for the 2nd year running, with a short hop to the other side of Eddington. Graham Steele flew over 100km from



Flying from Hay to Pandy

the winch on this day, he said he only 360ed a handful of times on the whole trip. The next few weeks didn't give us too much more flying...

The next event was the first major flying get together of the year, Paramania Fly In. Many of the Avon paragliding regulars gathered on the Friday evening for a great weekend of flying, not only was it flyable but flyable on the hill above the campsite. I was flying my new glider for the first time, having received it that week, which added to the excitement. Most of the club managed XCs over the course of the weekend, even if Rich Taylor had to fly through rotor to achieve his 3km



Westbury at Easter

from Hay on the Monday. Many of the Avon Pgers moved on up to North Wales to spend a week in a cottage. The trip, organised by Simon Kerr was an excellent week, although no flying was achieved due to the weather, well recommended for this year and

now we have a few triangles worked out so watch this space.

The BPC was now looming so of course the weather deteriorated. To be fair it wasn't that bad at the Snowdonia event just a bit strong which meant many

pilots stayed on the ground. The wind suited big Tim P who made the most of it to win the event. The next two weekends were both down as

BPC meets but both were rained and blown out, we made up for a lack of flying with some serious partying instead.

The weather smiled on the first leg of the British Paragliding Championships (formerly the Nationals).

A few club members were involved in this and so some of us went over to lend our support, oh alright we went to try and beat the pants off of them. On the Saturday we went up to Hay Bluff, a task was set to fly to Pandy then over to

Talybont-on-Usk, a flight Simon and I had made the year before. We had some great flying, but I with a host of others went down a few kms behind the hill at Pandy on the way to Crickhowell. We all assembled in Crick for the usual drinks etc. Sunday was probably my worst flying day of the year, we went to the

Bloreng with the Nationals crew. We were flying before the window opened, Simon and Ellie climbed out and headed off, I pushed out in front and climbed back sticking with it when others left to head back. I climbed out over the back, I couldn't see the other two but assumed they had headed out over the plateau north of Merthyr. The lift died and I struggled to find more lift, I found a bubble but it was weak and I was close to major power lines, so I headed to the scarp where I felt sure there would be lift, of course there wasn't and I ended up landing, only to watch gaggle after gaggle pass over head as I walked back to the road. Loads of people did big distances that day, including Simon and Ellie who had landed and managed to get a lift back quickly to have another go.



Flying my new canopy

I think the bank holiday weekend at the end of May was the last of the consistent flying, ten teams assembled in Abergavenny for an Airwave Challenge Comp. The Saturday saw us at Hay Bluff, and despite initial doubts over the wind, a task was flown. Paul Davies, Brent and myself missed the best of the flying whilst carrying an injured pilot off of the hill. Sunday was not great XC weather but still well flyable. Monday saw us back at the Bluff and I managed to get down to past Crickhowell in strong conditions. This was my last decent XC of the year. Apart from the now famous Mere weekend, the rest of the year seemed to made up of snatched bits of flying here and there. One of the best of these was when a few of us headed over to South Wales on a howling Friday evening for Tim B's birthday and a possible Airwave Semi finals. The Friday night was spent partying in the vans and the local pub. On the Sat it was still howling and only about five people turned up for the comp. It was a nice day so we headed down to the coast, and spent the day wandering around. At about 8 in the evening it dropped off enough for us to fly and we had about 2

hours of great flying in the smooth lift. It was one of the best flying experiences of the year in a way, just having great fun flying with good friends.

In August Tim P, Tim B, Elly and myself headed over to Morzine for the British Open and the final leg of the Nationals. This was big flying in big mountains, but great fun and I felt like yet again I had learnt loads, especially about my new glider. Since then I have just snatched the odd flight here and there. So what about next year? Well I wonder which theories on the weather will be correct. Some people have said that it should be good following this El Nino year, on the other hand Dave Sollom suggested that it might all come back again going the other way. I guess we all have to wait and see.

If the weather plays ball plans are already being drawn for next year, hopefully we will get even more club members going XC and getting more flying. On the cards are the rerunning of the XC Virgins weekend, hopefully a few virgins will go XC

this time and a few more will be able to stay for the social side. Simon is again running a week in North Wales, although rumour has it that he may be going to Goa that week to avoid the weather. The last week in July and the first week in August will see a club trip to the Alps. The club will also be repeating the Mere bash, can we possibly hope for a rerun of the weather? All this and the now crowded comp circuit, let's hope the weather is kinder to us.

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

And of course A merry Christams and a great year's flying in 1999.

Marcus

Reserve Parachute repack

at

Bristol climbing wall, St Werburghs Church, Mina Rd, Bristol. January 2nd 6:00 PM start.

This is a strap you to the ceiling spin you around and bung it job.....

Can you find that handle? Will it come out and how long will it all take!

If you have never tried to throw your reserve or if it needs to be repacked to the new BHPA guidelines this is your opportunity.

Cost £25:00 advance bookings only.

Call Robin 01453 827202

On holiday with the Condors!

I first started paragliding over two years ago, one of the dreams I had was to encompass my new sport into my (valuable) holidays. When I had 16 hours, I went to Sierra Nevada on a package via Butterfly for a most educational week. Not only was my airtime greatly increased but my confidence too. A year later and as much flying as a job will allow. (Including flying in the airwave challenge for which I would like to thank Simon Kerr for encouraging me and making me feel welcome.) I had just bought a new Gradient Sapphire, and flown it a couple of times resulting in the most smiles per mile I had ever experienced.

Now it was time for another holiday.

Joy, I thought as Colin announced an Avon trip to Dennis Trotts. Poo, I thought as I realised my dates didn't coincide. What to do? I didn't want to go on my own; I had never flown BIG Mountains before. I asked around, people were going to various places at various times but none matched my very inflexible holiday break. And anyway I wanted to go to the Alps!

I was moaning to Robin Brown at the all out about my predicament and he said "have a word with John (el'нено) Fielder, he knows everyone, he's bound to know of someone going away etc, etc."

So, I made the call.

"As it happens " said John, "the Condors (of Devon and Somerset fame) are going to Annecy for two weeks."

"Not the...." I was asking.

"Yes the last two weeks in August."

Great!

A phone call later to Jeff Hoer and I had successfully invited myself to join the Condors summer trip to the Alps. Plus there was space in one of the cars going, even better half price travel!

So how was the holiday? Only the best experience of my entire time flying. Of the fourteen days ten were flyable. We mainly flew the very popular local site of Col de Forclaz, where 2400' top to bottoms to our campsite made pleasant evening flights. But that was not what I was there for. 2pm each day like clockwork, hooof, up you go. 5000' above the lake no problem. The when you hit 14up I'm not sure what screams loudest, you or the vario. With plenty of height over the lake it was perfect for practising big wing over's and of course the obligatory spiiiiiral dive, cor blimey that's fun. Most days presented me with new challenges and experiences. The best being when I flew 30.5k around the south end of the lake, with Mt Blanc on the horizon. Dispite failing 2k short of closing the triangle because of increasing winds, and having a one-hour walk back. It was a personal best and a flight I will never forget.

We also flew Mt Salev (actually just a 2000' cliff) overlooking Geneva. It was here that I experienced my first 100% leading edge, bag of washing type collapse. Oh boy! When it happened, I responded correctly and calmly sorting out the following asymetrics no problem, survival mode perhaps. It was the remainder of the flight in which I felt nervous, aware of every tip curl and bump, crossbraceing (and sphincter) well tight. The next day with 20/20 hindsight I was back, and decided to try a flat spin.....s**t, f**k, ooooooooh my goodness. Not good! But recovery of the wing was as per the book and there were no tears.

In the mornings of the second week we made use of the small (1000') ridge just above our camp site which would work for about 1.5hours in the morning

sun. It was from here that my travelling partner Robin Campbell (a Hang Glider pilot) flew, and unfortunately crashed on landing. He miss-judged the wind and landed his calypso on a barbed wire fence, breaking his left arm. Airsports insurance in hand (the good one) he was whisked to hospital. A couple of interesting points were raised. 1. Make sure you know what the excess is on the policy and be ready to pay it when you are discharged. 2. The airsports insurance only covers you medically for what your E111 dose not (in France anyway). 3. And that it only covers you for repatriation if they the insurers assess the situation as life threatening. It was not enough that, the French doctors thought Robin should be flown home. Not how we had interpreted it, at all.

As if that was not enough two days later a British hang glider pilot messed up his take off on the ramp

at Col de Forclaz, and stalled straight back into the car park below. The pilot was unhurt, but he had smashed the windscreen, bent the left wing and dented the roof of Robin's car. It took 15 minuets to convince Robin (still in hospital) that it was no wind up, and that yes these really were the insurance documents. To his credit, his first question was about the pilot not his car! Kind of handy I went with him really, as he now needed a lift home.

For me the holiday was exceptional, relaxation, good food, great company and superb flying. Going abroad with very experienced free flying pilots made all the difference to me as a relative new comer to the sport. Finally, I must extend my thanks to the Condor gang for putting up with me.

Merlin Crossingham

NEWS etc...

CLUB MEETINGS

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. This is going to be a special event, everybody I know who has seen the slide show says it is absolutely brilliant, NOT TO BE MISSED

The February Meeting will be a first Aid Course, we feel it is important that everyone should have an understanding of basic First Aid, Sooner or later you will witness an accident on the hill so come along and make sure you're prepared to deal with it. The club has put money into getting a qualified instructor, we hope you take time to come and learn some simple techniques that may save someone's life!

Following on from the February meeting the BHPA Safety Officer will be coming down to the March meeting to discuss accident drills etc.

SITE NEWS

There have been a few problems at Westbury recently with a glider 'buzzing' the take off area, this is being dealt with by the sites officers.

Other Items

Summer Trip 1999

Yes we are already planning for the 1999 Summer Trip, we thought this year at least we would give you a bit more warning so those of you who have to book your holiday a long time in advance get the chance to go. A group of Avon Pilots will be heading out to the French Alps for the last week in July and the first week in August. We will probably be in the Chamonix/Annecy area, all pilots welcome. If you are interested in coming along and want more details contact Marcus King or Simon Kerr.

NB This is not a commercial trip

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.

1998 PG XC League (Final Results)

Rank	Name	1	2	3	4	5	6	Grand Total	Average	Total (all)	Average (all)
1	Nico Preston*	66.0	42.1	33.8	22.9	4.3		169.2	33.8	169.2	33.8
2	Tim Brunskill*	42.1	27.5	24.6	23.2	18.6	16.1	152.2	25.4	246.4	16.4
3	Colin Hermon*	45.2	24.2	21.6	20.8	19.7	19.4	150.9	25.1	150.9	25.1
4	Fiona Macaskill*	65.8	26.8	13.3	13.1	12.6		131.6	26.3	131.6	26.3
5	Tim Pentreath	30.2	23.8	23.6	22.5	16.5	8.9	125.5	20.9	133.4	19.1
6	Simon Kerr	27.2	20.2	19.8	16.2	14.3	13.9	111.6	18.6	151.6	12.6
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	Dick Jeffcoate	13.9	12.9	9.5				36.3	12.1	36.3	12.1
16	Mark Drake	14.4	14.0					28.4	14.2	28.4	14.2
17	Robert Davis	27.2						27.2	27.2	27.2	27.2
18	Charlotte Hedges	9.8	9.5	5.8				25.1	8.4	25.1	8.4
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	596.4	337.0	240.0	177.8	131.2	97.6	1580.0	17.6	1787.9	15.3

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

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home : 01225 832922 (phone/fax)

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

tim@pentreath.primex.co.uk

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British Open 1998 – Tim Pentreath

Morzine - 10th-17th August

Monday 10th August

At 0800, after a non-stop 23 hour journey in Tim & Elly's trusty camper van, we arrive in Les Marmottes campsite just outside Morzine in time to hear how Nick Roberts had flown for 5 hours the day before on an alpine grand tour. We also hear that Ceri Brown is in hospital after getting dumped at low level when coming in to land. And apparently Dave Snowdon landed in a tree too! Hmm... what the hell are we letting ourselves in for?!

After pitching camp and getting an hour's rest we follow Nick up to the Mont Chery take off (alt 1827m) above the village of Les Gets (alt 1172m). What little wind there is can't make up its mind which direction it wants to come up the hill. Various people take off and alternately climb to base or sink out. Eventually I pluck up courage and go for it, and after a bit of a struggle end up having a super flight over to Avoriaz and most of the way back to the landing at Morzine. Marcus gets high and makes it into the Morzine landing field although not via Avoriaz. When we later meet up with Tim & Elly we find that they are on a bit of a downer having both bombed out.

After drinking a 'biere serieux', registering at the comp base (a hotel adjacent to the Morzine landing field), and drinking another biere serieux we head back to the campsite for a pasta and red wine frenzy!

Later that evening Tim decides that either Marcus and I are giving him too much gip about going down, or that we need a shower, and decides to start a water fight. Having no water to hand I decide to retaliate by picking him up, spinning him around and

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chucking him in the hedge. I thought this was justified although judging by the response from some of our French neighbours it was clear they didn't approve. Oh well, I suppose it was nearly midnight.



The Campsite



Mt Chery Take Off

Tuesday 11th August - competition day 1 - Task 1

Briefing at 0900 (well 0930 really) - the usual stuff, welcome, weather and timing of the task briefing on the hill. Do some shopping then make our way up to Mont Chery for the 1200 briefing, which of course happens at least 30 minutes late!

When it does happen a 64km task is set - holy moly! The usual GPS programming frenzy takes place, followed by drawing the route on the map.

Some official wind dummies take off to test the air (it always seems to take an age before the first thermals appear). All of a sudden there's a rush of people to the 'edge' of the hill - one of them had a large deflation and piled in and has to be helicoptered off the hill. We later hear she's broken

an ankle and done something to her back, but will be ok idc. This obviously delays things considerably and Steve Senior decides to shorten the task - removing TP15 knocks about 12km of the total distance.

With impeccable timing I take off just as three dust devils are making they're way up the hill - a girl called Sarah flying an

Epsilon gets dumped near some trees but is OK - my glider tips right back behind me and then surges forward. Marcus, watching at the time, waits for it to fold up, but massive brake input stops a full frontal

and it levels itself and I climb out! Until the last day, that was the worst turbulence I experienced.

I can't remember all the details of the flight, but it had everything - rough scratchy thermals developing into bigger smother ones higher up, high cloudbase (3300m, 11,000ft), long fast glides across valleys, scratchy climbs up rocky peaks, the occasional small tuck - this is what flying is all about - it was spectacular! I'm only just leaving TP16 when I hear over the radio that

the leaders are coming in! Still, I press on but am aware that time is running out (land by time is 1830). I get the photo of TP20 at about 1800, and then sink out horribly behind it. I have just enough height to reach a steep rocky bowl about 2km away and spend the next 10 minutes slowly scratching up to the top of it. I know I'm not going to make goal and go on a mad dash with Nick Roberts and Steve Simpson, but am forced to land 6 minutes before land by time in a field just below the Mont Chery take off. It was quite a popular spot with Fiona Mac, Hamish Philips and Italian pilot also landing there.

A wonderful French lady makes three trips down to the main road to give us all a lift down to the main road where we get an easy lift back to Morzine for some more serieux bieres!

My flight works out to be 45km, which puts me provisionally in 24th place. Needless to say I'm pretty chuffed! (If I'd managed to fly another 1km and land back at take off, I would have flown a perfect triangle flight, which in the UK would have earned me 135km for the XC league!) Once we all regroup its back to the campsite for another pasta and red wine frenzy! (Sounds familiar?)

Wednesday 12th August - Day 2 - Task 2 (cancelled)



The Taskboard (and Duncan)

We're up on the hill a bit earlier today because of the threat of cu-nimbs forming, and sure enough, not long into the task, just when the leaders are at TP30, the task is canned as it starts raining on take off! Tim B and Fiona Mac are a little peeved as they were in a good position, but I don't mind too much as I was struggling a bit. It was an air start today, and seeing 30-40 gliders on their way

up to base above take off was an incredible sight, but it would have been better if I had been up there with them, but my take-offs left a little to be desired that day!

When I get back to HQ, the Task 1 scores have changed quite a bit - what with 'nil points' for late landings and turnpoint photo errors, I end up moving up to 17th place for Task 1. If it carries on like this I'll be doing quite well!

Back at the campsite the skies over towards Avoriaz are incredibly black, and a strong valley wind picks up bringing a fair bit of rain with it. Still, it doesn't put us off our pasta and red wine frenzy! (Yawn - serious lack of imagination here, but it's easy to cook and tastes good!)



The Mountains Behind Avoriaz

Thursday 13th August - Day 3 - Task 2

It was back to Avoriaz for the first turnpoint today - I managed to take off in the middle of the field for a change and had a good glide across to the

hill of eternal lift where I had a lovely climb with Fiona and Colin Hermon up to base. From there it was a simple glide over to Avoriaz to take the TP photo. However things went downhill from there with only a weak climb over the main car park not allowing me to top up my height sufficiently. I was with a few others at the time and at various stages we decided to cross

the Lac du Montrimond valley to get onto the next ridge.

Unfortunately by this time a layer of cloud had shut off the lift and loads of us went down at various points in the valley. As if having to find a safe landing spot in this narrow tree lined valley wasn't enough, we had to avoid the lake too! I landed near the mouth of the valley and was joined shortly afterwards by Steve Simpson and Steve Etherington. Again the retrieve was a dream with a couple of French mountain bikers in a van picking us all up and delivering us back to the comp HQ for more large beers!

Bucking the trend set over the previous three evenings, we ate out at the local auberge and had a wonderful meal washed down with copious amounts of local vin rouge. And so it was off to bed with thoughts of what tomorrow would bring in our heads...

Friday 14th August - Day 4 - Task 3

A 64km task was set again taking us to Avoriaz for the first TP. There was a lot of hanging around waiting for the conditions to improve and after huge indecision about where to take off from I managed to take off after a couple of aborted attempts. I was well and truly at the back of the field this time and had a lot of catching up to do. The view from base over towards Avoriaz was just amazing - there must have been at least 50 gliders all heading across the valley towards the cliffs leading up to Avoriaz. No one seemed to take the less direct route via the hill of eternal lift (HOEL) today, so I did! And found nothing! (I later found out that either the cliffs work, or the HOEL, but not both). It was about this time that I heard on the radio that someone flying an orange UP Soul had chucked their reserve above take off. Donna reported that it wasn't her which meant it must have been Elly! After a few



Avoriaz TP

anxious moments Elly radioed that she was down safely and unhurt, thank God.

So by the time I reached the cliffs I was well below the top and somewhat nervous. The lift at this point

was so light and patchy that turning didn't really seem to be an option, so I pressed on, only too aware that Chris Dawes and the Sky TV cameraman (on the tandem) were right behind me! By the end of the cliffs at Avoriaz I had probably only gained a hundred feet or so, and it was a painfully slow and extremely nerve wracking process

working my way up to the top of the cliff. After what seemed like an age I found myself thermalling nicely with Tim B, Fiona Mac and others and I started to relax a little feeling dead chuffed that I had caught them up after such a huge battle with the cliffs. I still had to take the TP photo, but things were definitely looking up!

Imagine my surprise when the radio crackled into life saying that someone was descending under a reserve over the Avoriaz golf course - which was exactly where we were thermalling! Looking first up to make sure there was no one about to land on me I then looked down and sure enough saw a XXX in trouble! (It turned out to be Bruce Clarke who landed safely).

So banishing all thoughts of reserve deployments I pressed on with the task in hand - getting that photo! The thermal seemed to be petering out and I was expecting us all to head along the cliff to take the photo, but I was the only one - bollocks! They must have got it already! I got the photo easily, but was now down to cliff top height again having to join in the mêlée for a second time - I really could have done without this!



Marcus on Takeoff

Fortunately I found a second good thermal which eventually got me high enough to make the crossing over the Vallee du Lac Montrimond, reaching the ridge with enough height this time! At this point Tim B, Fiona and others were at the top of a climb above me and were just setting off on a major glide over the valley. Pretty soon I was up high along with Steve Etherington and Steve Simpson again and we set off over the valley following in the 'footsteps' of Tim B et al. We could see them desperately scratching over the trees and slowly they managed to get high and cross over the ridge onto the sunny side where they all soon found good climbs.

Meanwhile I was nearing the other side, but I reckon I was lower than the earlier group because, despite fighting like a bastard for about twenty minutes, I eventually had to admit defeat and settled for a landing just above a tiny hamlet consisting of barely more than a bar, a chapel and a few houses. It was bitterly disappointing not getting any further (Steve Etherington, who had held back slightly on the glide across arrived with more height and subsequently made it to the third turnpoint along with Tim B), but before I had packed up the glider I was joined by Dave Parsons and another Dave (surname forgotten), so I didn't feel quite so bad!

We made our way to the bar and spent a very pleasant hour soaking up the atmosphere of this beautiful spot. However it was going to be a hell of a walk, and we weren't exactly on a main road! Before we had barely taken a dozen steps we heard a French voice asking if we needed a lift - we couldn't believe our luck, and yet again another dream retrieve took us back to comp HQ in time to see the leaders crossing the line.

This really was a fantastic spectacle - we were all willing Simon Oliphant across the line, he made it with about 3ft clearance! Next came Innes Powell, suffering repeated collapses as he headed for the line. He crossed with enough height to allow a typically flamboyant landing - a very tight turn virtually putting the wingtip on the ground, whilst touching the ground with his left hand and then landing perfectly to rapturous applause! Then came

NOVA Dec 1998 / Jan 1999

Graham Steel who landed only 30m short - still, what a flight!

I had met up with Elly by this time and was hearing all about her 'excitement' earlier - what a story! Being the plucky thing she is, Fiona drove her, Angus (who had joined us today) and myself up to the Super Morzine take off for a confidence building flight in the evening restitution. Despite not having a reserve Elly took off and had a good half-hour flight before landing back at the HQ.

Still no sign of Tim B, so we headed back to the campsite and then on to the Boomerang for the barby, where Tim eventually joined us, clearly very relieved to see Elly in one piece.

So, what a day - two deployments, frantic scratching along the Avoriaz cliffs, high drama at the goal line - what on earth would tomorrow bring?

**Saturday 15th August -
Day 5 - Task 4
(cancelled)**



My Landing Site!!!

Up at Mont Chery there was much deliberation about the conditions. There was a reasonably strong (by alpine standards) prevailing wind, which was causing some concern. (Apparently the valley wind in Morzine had caused a tandem to hit a crane earlier in the morning). Whilst we were waiting, Bruce Goldsmith gave a couple of impromptu talks on instability and active flying - little did I know that I would be demonstrating some of the things he talked about an hour later!

So whilst we were listening attentively to Bruce, the powers that be were debating what to do with the day. Eventually they reached a consensus - they were not happy with the conditions so the task was canned, much to my disappointment, as I wanted to improve on my medioca scores from the last two tasks. That also meant the end of the comp since Saturday was a reserve day in case we hadn't had three valid tasks.

Because of the warnings of strong valley winds quite a few people were choosing to take the chairlift back down, but despite this there were a number of pilots (myself included) keen to fly and make the most of the conditions, which to my mind were not too bad -

just a gentle (by UK standards) breeze from the south west.

I'm not going to go into much detail here about [what happened to me](#), but suffice it to say that I had a very pleasant flight for about 15 minutes, and then I landed very shortly afterwards under my reserve after demonstrating certain aspects of Bruce's talk - a massive deflation, followed by a spin in which the lines got twisted, followed by a so-called 'death spiral'...

Anyway I landed safely, packed up with the aid of Tim B, and headed back to the comp HQ for some serious drinking! Needless to say I had to repeat the story about twenty five times to all and sundry. Not being as brave a Elly, I declined the offer of an

Sunday 16th August - posing for the TV cameras day!



The View from Super Morzine

The two camera crews that had been following us around for the last week were keen to get some shots that they could blend into the rest of the footage to try to show a 'complete task'. So about thirty or so pilots (myself included - I was keen to fly again, albeit with a borrowed harness and reserve, to get my confidence back) and laid out for a simulated mass ground start. Innes had briefed us all on the 'task', but needless to say it all went to pot when the 'window' opened! Instead of going up, people were going down, fast! I tried to take off but failed miserably in a slight tailwind. Still I guess about twenty gliders got away in the first couple of minutes and it certainly looked spectacular. I took off about ten minutes later and joined everyone else on the 'hoel', where I felt decidedly nervous in the borrowed harness and increasing wind. So much for getting my confidence back! I decided to head down to land, which wasn't totally straightforward in itself - the increasing wind made it touch and go at times.

evening restitution flight without a reserve, but Tim and Elly did go up to Super Morzine and had a super flight, landing during the prize-giving just as the light (but not the lift) was fading fast.

The evening was great fun, starting off with an epic juggling performance by Jim Mallinson (those of you who saw him at the Mere fly-in will know what I mean). The prize giving was a good-hearted mixture of piss-taking and serious prizes. Alas my reserve deployment was too late to get a mention or a booby prize!

All this time I had been on a permanent high - it was only when I lay down in my tent that I realised how lucky I was - quite a sobering thought...

So there ended the last flight of the trip - not exactly an epic one to end on, but at least I had got airborne again!

We headed back to the campsite to pack up, and by about 1800 we were on the road and heading north to catch the 1600 ferry from Cherbourg the following day. We eventually made it with about 45 minutes to spare after driving pretty much non-stop since 9am.

The reason why we ended up cutting it a bit fine was because we had all overslept after a particularly good

night's sleep in one of the AutoRoute rest areas. It was the first time in many years that I'd slept under the stars and even sharing the groundsheet with Marcus didn't spoil it too much!

Final thoughts...

Well, what a week...! Despite feeling somewhat subdued on the long trip back, it really was an excellent trip. This was my first time competing in a competition at this level and I have to



Tim & Elly in the Van

say I thoroughly enjoyed it. OK, so there was a lot of hanging around waiting for briefings and take off windows and so on, but that is the nature of the game and I don't think that will ever change. Just think of all the times we've all sat around on hilltops in this country.

As to the safety aspects of competitions such as this, well, a lot has been said already in the 'pages' of europg, ranging from 'this has been one competition too many', to 'this was a well organised and safe competition'. Having not been to any other comps of this nature I can't compare it, however I've got no complaints. The flying was fantastic, although it has to be said that the Mont Chery take off was tricky at times with the 'wind' constantly switching sides, but in a way that added to the challenge. However very few



people bombed out each day so it can't have been that bad, and it was a big enough site to handle us all.

I've learnt from my 'incident' too, and although I think I was just plain unlucky, I will definitely have more respect for alpine conditions even when they seem benign. It's a much more complex picture out there and it's unwise to imagine you're on a UK hill, especially if the wind is stronger than usual.

Overall it was a fantastic experience and I wouldn't have missed it for anything. My final words must be to Tim and Elly for organising the trip and providing the transport - the trusty VW camper van served us well despite all the abuse we gave it! Thanks guys!

ALTERNATIVE SITE GUIDE

BRATTON

Liz Wood

Westbury, located not too far from Warminster or Trowbridge. A nice site to bring the non flying members of the family as there is a range of things for them to do:

Grass sledding - watch out for the nettles (Ordinary sledding if the snow is fresh)

Kite flying - watch out for the gliders

Sun bathing - watch out you don't burn

Ice Cream Eating - watch you don't get fat

Or just sit and look at the views - the white horse, the historic site of Bratton castle, the people on the ground, or the people in the air.



A nice site for the inexperienced - as there is usually someone who will chat to you. It has a largish take off, largish landing, and takes wind directions from West to North.

Watch out though for the pool! This is an area which is frequented by locals walking their dogs. Watch out also for the "stuff" that the farmer puts on the ground at the northerly take off, as this has in the past smelt awful, stuck to canopies and shoes, and at times consisted of feathers!



Emergencies

There is no loo!

Parking

This at times gets congested, as this is a popular site visited by, and enjoyed by the general public - and on occasions we have been advised - visited by aliens, although they do tend to keep to the Warminster area.



..... "Earthling, Explain How You Fly These"

Where Else To Go

Westbury itself has a number of retail outlets, and a very good fish and chip shop.





Trowbridge has the nearest McDonalds, B&Q, Great Mills etc to Bratton - if you need an excuse to get out of the house.

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The Firefly - Issue Four

Introduction

Hello, good evening and welcome! Apologies for the brevity of Firefly 3 - here's a bumper edition to banish that cold turkey! Stuffed into this Issue:

- ?? Comprehensive Minutes of last BHPA AGM - wait, come back, I'm just joshing!
- ?? Early September Flight Test - New Fly-o-matic Pocket Handkerchief does 150km in 10 mins!
- ?? Use of airband radios in convoy driving - a consultation paper!

Grrrrrrr! As I write this I'm actually quite annoyed with myself, as I thought it was too light to head for Westbury when I got home from an interview earlier, whilst there are now balloons zipping past my window - I'll just have to kid myself it's too westerly! I also thought there was a pigeon sat on the windowsill just then, but it turns out that's the noise ICQ makes when you receive a message! :-)

Self-doubt notwithstanding, I haven't seen too much of you lot lately as I've been on me hols. Many thanks to Captain Fantastic for an exhilarating trip back on the Flight Deck (no special favours - he just happened to be flying us and needed to squeeze on a couple of passengers from a broken-down 'plane) - absolutely mega - particularly coming down into Bristol at night through rain clouds! And the only thing I recognised from Airplane was this strange, pop-up auto-pilot that kept appearing beside me said her name was Ann or something

August 15th - Westbury



Westbury

Wow! It's an epic Saturday - where did that come from?!?! :-)) Too bad I've got to be back in Bristol late afternoon to do some sound engineering - I'll have to go to Westbury! As long as I don't end up spiralling back over the range like Easter Sunday and have to pull out of it.....

Anyways, a quick 'phone call to Westbury Wendy (that'll teach him for saying he didn't like 'Firefox!') who says he's been "walkin' 'is dog 'n it be gurt lush" (or something like that!) is enough to make the ride down a fairly non-leisurely affair, and when I arrive he and Simon have already had a good flight to over 1000' ato, over on the Bratton

face. This set the Tone (who was busy scaring himself sh1tless on Combe, having rung us earlier to say we were on the wrong site!) for the day. Mind you, not for everyone - this was one of those mainly thermic days when you couldn't just rely on ridge lift - you had to be prepared to work; the 'wind' also kept switching round to the North-West and back, resulting in many misjudgements (aka bottom landings!), particularly from people trying to scratch the bowl in sink cycles!

By early afternoon, a strange, two-tier gathering had developed, separated vertically by thousands of feet - The Wind Wizard, The Red Baron, Nackers, Simon, Wendy and Firefly all wandering around under the clouds and, I kid you not, about fifteen hang gliders sat on the ground doing nothing! Guys - your aircraft look very pretty from 4000'+ asl in a constant seven-up, in a sky that allows you to pull out 'cos you're almost in the range and fly over to the quarry whilst losing only 200', but what were you doing?? I mean, it was strong enough to put a friction burn in

my PG from 'technical' :-) ground handling and yet easy enough for Nackers to spend an hour and a half just meandering around at cloudbase, doing a Red Baron impression! Thanks for the airspace, anyway!

Ah, well, at least you all took off eventually - after five o'clock as I rode home.....

August 22nd - Hay Bluff / Selsley Common

Deja vu, anyone?

A stripped down Team Avon - read Firefly, MacSplittie and The Pied Piper - meandered across the Severn on a second consecutive, flyably-forecast Saturday, only to arrive at The Bluff to find the wind blowing a houl from the south-west - thank you very much, Mr Kettley - Not! A couple of ciggies later and it's dropped off and come north-westerly; a walk most of the way up later and it's launchable and northerly - huh? Oh well, better get up there then - King Splittie and I airborne for about fifteen minutes before The Piper joins us and immediately rockets straight upward; two minutes later all three of us big ears down to the car park as the wind picks up, the air gets shitty and it swings back north-westerly. Sod this; pack up and go to Selsley!

Arrive at Selsley; howling gale blowing from north; speed-bar-less pilot with big ears being unceremoniously dumped backwards north of main ridge; sit down to 'contemplate' (read: more ciggies!); hmmm!

At last - half an hour later it drops off and Firefly is first in the air. Everyone is then a bit perturbed, after a further fifteen minutes, when I land just as they're all about to launch! No matter, I assure them - it's just cycling strong at times - and this time we all get off. The first two-hundred feet is tricky as ever, especially behind the treeline, but generally it's good flying. The Piper almost got some footprints on the top of his canopy too - I don't mean on the ground either! All in all, a crazy day but enjoyable in the end.



Simon and Marcus at Selsley

September 19th/20th - Mere - Avon End of Season Bash

Saturday: Get up (seriously hung over); look at sky; check wind strength and direction with eyes, internet & 'phone; ask wife if hallucinating(!); drive to Mere. An encouraging throng of far too many people to come up with nicknames for :-) await and the afternoon proceeds, with light thermic conditions allowing intermittent hill flying; no matter - in between we enjoyed watching the speed winching competition down in the bowl! Firefly, Our Tone and Nico spiralled up in one of the best hot bits. Shouting "Are we going or what?!" at Tone, just before we hit the inversion and Nico and I turned back, was a little unfortunate, but I think he enjoyed the rest of the afternoon at Long Knoll(?), although he did miss the Airtopia-sponsored tree landing exhibition.

Saturday Evening: Well, am I glad I went into town for a burger on the way down to the bowl?! We started with Juggling Jim and ended up juggling burgers between VW Campers - when the 'caterers' eventually made it (after a brief tour of Wiltshire) they didn't have any burners to cook with! The band were certainly entertaining, even with the addition of The Three Degrees on backing vox - anyone putting photos of that on the internet, be warned - I have pictures of all of you 'dancing' :-), Ginger Spice utilised his unfair advantage in the pole-climbing competition, Mr Jet-tastic must be nuts 'cos he allowed us to fly his model paramotor by torchlight and the evening

ended/morning began with several club luminaries using The Piper's Playstation to demonstrate the dangers of drink-driving.

Sunday: Described by The Floating Sage as the best ever day on Mere - and he's been flying since the mid-seventies. Initial weather news was fortunately inaccurate and Firefly was sent up as wind dummy, for which honour he reaped the reward of the only uncrowded air of the day. A mega day with lift all the way across the bowl at times, although most of the hangy fraternity stayed by the winch which became increasingly cross-wind. It looked as though no-one was actually going to leave the hill until mid-afternoon, when Captain F., The Piper and Mr Jet-tastic climbed out from a large field which was being ploughed, just behind the town of Mere! Nothing strange about that - Nico was about 4km in front of the hill at one point but couldn't go anywhere because he didn't have his map! Anyway, he and Ginger Spice (who has written an excellent piece about the weekend [here](#)) absolutely booted it across the sky to join the three in front and off they went..... The Piper will remember his flying suit and gloves next time - as it was he had to put it down near Shepton, whilst The Captain and Nico landed 40km away, in sight of the Bristol Channel!

Thank you to The Red Baron for preventing a nickname crisis by finding his flying suit!

In The Next Issue

The Big Fat Repack - aka You've Been Framed with Lisa Riley!

How to Defend a Libel Action!

And much, much more!!!

Parting Thought

Make Love - Be Happy - May the Angels swim like Minnows in your Blood

(© Steve Hogarth, marill10n, 1998)

CAPTION COMPETITION

Yes it's a competition, win yourself a rather lovely MAC T Shirt and a Dirty Dog Baseball Cap, all you have to do is think of some witty captions for this photo of the juggling Jim Mallinson and his lurvely assistant Mr Tim Brusnkill.



Rules what rules? As usual there are none, bribes especially welcome ☺

Send you captions to the usual address or email to captions@skytribe.force9.co.uk , get them to me by Jan 31st.



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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



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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A PERFECT PLACE - AN IDEAL STATE

Yet more holidays.... 'It is of course impossible to have too many holidays'!

We are off to Dracula country, the former Transylvania, now Romania, at the end of February This is a fly/ski trip for any class of pilot who is looking to go somewhere a little different! Excellent value for money, for full information pack please call, places are filling up fast....

Reserve Parachute Repack

Saturday 2nd of January at the Bristol Climbing wall, 6:00pm

This is a throw and repack event to B.H.P.A standard, advance bookings only. Cost £25:00

Please ring to book your slot.

Previously enjoyed Gliders

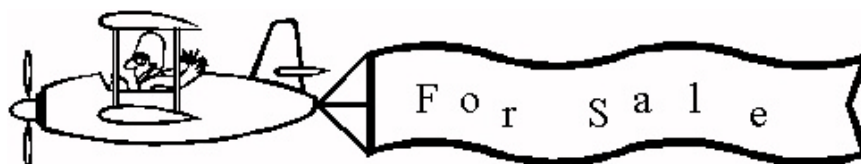
Advance Omega 4	M	Spanking	1,400:00 Offers
Advance Epsilon 23	S	Full Kit	1,050:00 Offers
Trekking Espace	XL	Full Kit	will split
Trekking Ritmo	L	Was £600:00	now 400:00
Trekking Prelude	M	Was £600:00	now 450:00
UP kendo	M	Was £650:00	now 400:00
Airwave Reggae	M	Was £800:00	now 700:00
Airwave Jive	M	Was £700:00	now 500:00
Firebird Barracuda	L	Was £750:00	now 600:00
Harley Sirocco	L	VGC	now 500:00
Harley Sirocco	M	Was £500:00	now 400:00
Apco Spectra	M	Was £550:00	now 550:00 !

Call Robin
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Members Adverts

Nova Sphinx L (95-115kg all up) - flown to victory in the 1998 Snowdonia BPC, need I say more? £500 ono. Contact Tim Pentreath on 01225 832922 or tim@pentreath.primex.co.uk

UP Fast race harness, only 2 months use. £300 ono. Ring Donna 0117 9327603 or mobile 0777 1863228. (1)

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 Sytems 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. **Cocoon 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)

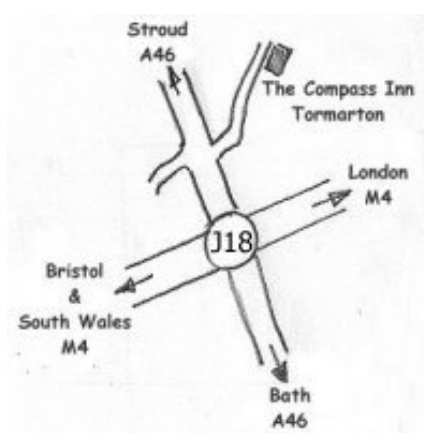
Adverts will automatically come out after they have been in three issues of NOVA. If you sell your stuff before then, let the editor know so your advert can come out and you will not be hassled by thousands of eager buyers!

January Meeting – Thursday 7th January

Compass Inn, Tormarton

Bob Drury – Slide Show on Flying in the Himalaya

This is your chance to see the slide show that everyone is talking about. There is bound to be a good turn out so get there early for a good seat. See you there.



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.

HAPPY CHRISTMAS AND A GOOD YEARS FLYING IN 1999