

NOVA

*Next Meeting - Hear about
early holidays, SIV in
Turkey, Chamonix, plan
club trips this summer to
Laragne and beyond and
watch various vids*

April 1994

AVON



**Hang Gliding and
Paragliding Club**

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sites

Mere Rifle Range	(0747) 860201
Lulsgate	(0275) 474441
Crooks Peak: Phone	(0934) 732730
Mr Croft to check bottom landing field	

weather

Avn, Gls, Wilt, Som	0891 500405
Glamorgan	0891 500409
Dyfed and Powys	0891 500414
Airmet South	0891 500693

Chairman's bit

(or two down, one to go)

I finally made it off the ground this year! Unfortunately my first flight was far from voluntary. It was a light to no wind day at Merthyr and being bored sitting around I thought I'd pop up my brand new shiny A4 to see if I could pass some time ground handling. The wind was further off the hill than I thought and as the canopy came up it swung around and away from me. Thinking that this was becoming a bit too much to cope with I decided that I'd pull it down by the rear risers. Now this used to work on my old Dream, so finding myself 10 feet in the air while pulling on them came as a bit of a surprise both to me and the guy on the Ninja who chose that moment to come in and buzz the takeoff area. I decided that I might as well have a short flight along the ridge, the Ninja pilot landed, packed up, and went home (sorry mate).

Not being content with blowing me into the air the local wind sprites then decided to play with me on the ground. While I was sitting there minding my own business a gust came through and took me and canopy for a short trip across the grass and rocks. This left me with a quarter inch square piece missing out of my helmet. Hopefully this has cured me of my bad habit of sitting in my harness without my helmet on, if you see me doing it again please feel free to give me a rollicking.

If problems really come in threes then you had all better give me plenty of space, both air and ground, next time I venture out.

The good news is that I can genuinely forecast good weekends for the rest of April and early May. Why an I so sure? Because I have to work on them.

Pete

The Venue

We've been at the Larkhall football club a while now, and it has been an excellent venue. It is great to have a place all to ourselves, with a bar and a TV to show video's. They have now put the room rate up from £10 to £20, so it might be time to look for another venue. What do people think?

If anybody knows of somewhere with comparable facilities for less dosh let the committee know. Of course if you're all really happy with the place we'll stay.

Editorial

Editor Paul Davies is off in the USA for a few weeks with work (lucky b\$£tard), so Helen Barnes has volunteered to be editor. Well done Helen.

Unfortunately Helen is off in Holland with work (poor b*&ger), so the task for this issue has fallen to me.

Thankfully technology has advanced since I last edited Nova, and most of the contributors have manage to give in their stuff already typed, phew! I've made a special effort with this issue, but we still need some more *hang-gliding* articles - please!

Send your stuff to me for the next issue not to Paul.

Chris Jones
20 Blenheim Gardens
Bath
BA1 6NL

Next month: **Nick Romanko: the truth behind the rumour!**



Who will be telling us about how he got to 3,500' in wave at Westbury in January and maybe why he spends his weekends dressed like this!

Good luck to Mike and Penny Bowering who got married recently. Will they ever be seen on the hill again! (We hope so, because Mike is due to show his excellent home-made video, USA 93, at a club night)

A man who will most certainly be seen on the hill again is Barry Seeley who has thankfully recovered from a rather nasty illness. Hope to see you in the air soon Barry.

And finally a joke.

"What do you call an under-weight, purple princess?"

Answer: "Ray Bass!"

No, I don't get it either....



Chris

Club Trophy Winners 1993

Hang-gliding cross country league:

1st.	Jason Board	- 474 miles
2nd.	Neil Atkinson	- 237 miles
3rd.	Nick Joyce	- 142 miles

Paragliding cross country league:

Fiona Macaskill - 17km

Longest hang-gliding flight:

Jason Board - 105 miles (from Mere!)

Easter competition hang-gliding:

Neil Atkinson

Easter competition paragliding:

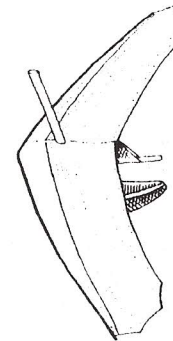
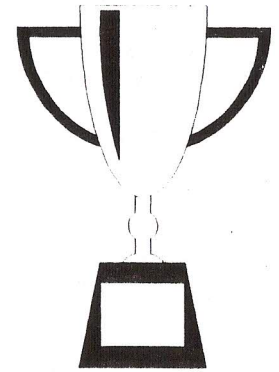
Marcus King

Novice trophy hang-gliding:

Neil Andrew

Novice trophy paragliding:

Mark Baines



Easter comp moved

Due to the utterly crap weather over Easter in our neck of the woods, the Easter comp. will be carried over to May bank holiday, so don't put your maps away yet!

Easter May Bank Holiday Competition 94

Here are the rules for this years Easter MBH Competition.

There are two classes, one for hang-gliders and one for paragliders. The winner of each class will receive a trophy.

1. Each pilot can enter one flight for each day of the Easter MBH long weekend. The pilot with the greatest total distance wins.
2. The competition is open to all full Avon members.
3. All flights must start from a hill within 50 miles of Bristol. Not as first stated, on a hill where Ray Bass is. Sorry for the mistake!
4. Out and returns with at least 50% of the flight out of ridge lift count double, triangles triple.
5. The onus is on the pilot to provide proof of any flight entered.
6. All flight must be flown with an up to date airmap.
7. Any pilot found to have infringed on Airspace or broken any site rules will be disqualified.

Notify Hang-glider flights to: Neil Atkinson (0225) 754152

" Paraglider flights to: Marcus King (0225) 782516

Don't forget that the club has a sizeable collection of Ordnance Survey maps for fixing XC co-ordinates. They are available at club meetings or from Chris Jones on the hill.

You could of course do what Mark Haycraft does, and use an ordinary map to get a rough fix and then phone Chris with a description, for an exact grid-reference and distance calculation. Chris also has a rough and ready QBASIC PC program to calculate the distances between two grid references. (Available to anybody who wants it, free.)

Sites

Frocester

Oh no! Yet another accident at Frocester. Please, please be careful, we don't want to get ourselves a bad name and give the council cause to turn against us. At the moment they are pro-hang-gliding, let's keep it that way.

A reminder to all pilots that the fields behind launch and the picnic area are out of bounds. The land owner is very anti! If you find yourself behind the hill and are unable to get back to the front, then turn downwind and get as far as you can away from the rotor. Whenever possible try to make it back at least as far as Nymphsfield village. Of course try not to get stuck behind the hill in the first place!

Paraglider pilots take note that the farmer who is anti, owns the fields back to the village, so stay out of them. Also remember that there are only two bottom landing fields currently in use; the main one, as used by the hang-gliders and the field below the trees to the north of take-off (this is a continuation of the take-off field!). **Stay out of all other fields.**

No epic XC's from Frocester yet this month, just a few low grovels.

Ubley

It has started, the rush to the coast. The first trips of the year were undertaken during a day of very fresh-winds. Not for the faint hearted like myself!

NE winds have been popular of late with many pilots disappearing over the back in a feeding frenzy, I even managed it myself (but I'd rather not talk about it).

Westbury

A few nice days of late. I scared myself on my paraglider by getting to 800ft in a stonker of a thermal and deliberately flying out of it, as I couldn't take any more! Give me a base-bar to grip and I'm happy.

The range thing is on the boil again, but as usual, don't hold your breath.

Note: to paradanglers NO SIDE LANDINGS. You know the rules! Hugh this means you!

If you have any anecdotes you'd like to include in this section let me know.

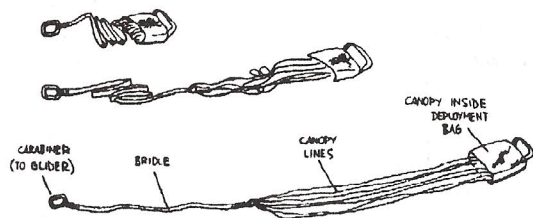
Chris

Parachute packing evening

At Colin Lark's Hg Hut

West End, Coaley, Nr. Dursley

Wednesday, 18th May, 7.00pm



If you haven't re-packed your reserve parachute after the long winter months why not do it with others (on-hand help available) at Colin Lark's HG Hut on Wednesday, 18th May starting at 7.00pm.

If you bring your car please park on the grass on the left hand side - the car at the front and rear of the cue must have their side lights on. To maintain good relations with neighbours, Colin has asked that no one uses driveways for turning in.

So, why not make the most of this opportunity and pencil it into your diary now.

Come on guys!
Read the sites guide!
There is no excuse for -
"Oh, I didn't know the rules!"
You know who you are!!!



How I lost my red streamer

by Helen Barnes



On 19th February this year I had 4.5 hours airtime, gained very slowly since achieving club pilot and flying my new A4 paraglider in October last year. The British winter got the better of everybody it seemed, with many pilots in February 1994 saying they'd had no airtime at all over the winter.

But even as winter descended, four of us were plotting to get away. Where could we find good flying in February?

The answer arrived directly, at the November meeting of the Avon club. Dennis Trott said - "Come to Chamonix".

I read Dennis' blurb about 1,000 times. "Dec - Jan : gentle thermals. Feb - April: Nice conditions, XC possible". December and January sounded better - I wasn't sure I was ready for XC after 4.5 hours! My companions persuaded me that February was good - until David Sollom told me that when he was there in February, you couldn't fly for very long because it was sooooo cold. I bought a fleece balaclava and a pair of glove liners.

I read Dennis blurb another 1000 times, playing out all the bad possibilities. What if it's too rough? What if I'm scared of the take-off? Will I have to use *skis*?

I read an article from Cross Country of 2 years ago. Half of the sites in Chamonix seemed to require crampons and the mountaineering ability of Chris Bonington to get to take-off. 'Para-alpinism' they called it. Paragliding is enough for me.

Paul Davies has been there before and said that the sites would require a very good alpine launch technique. I went to Cowards Bowl and alined till my shoulders hurt. Then Paul said for a true simulation, I should try launching running UPHILL. I declined.

Dennis sent a very detailed site guide. Lack of oxygen was becoming an issue, as one site had a take-off at 4500 metres. Bottom landing didn't seem all that simple either, featuring wooded, snow covered postage stamps in the middle of built up areas. Only slightly daunted, I packed my thermal underwear and set off.

A long drive later, the four of us arrived chez Dennis. He announces they've just had the best day of the season so far (great!) but tomorrow it'll be snowing. I'm gutted and sink off to bed in the nearby apartment, tired and disheartened.

Sunday

Dennis/the alarm clock/the psion organiser was supposed to wake us at 8am. At 9.15, Nick asks if anyone's awake? Outside, it's snowing busily. We decide to go skiing - a scary thought as I last went 7 years ago when I had 2 functional knees. It's foggy and snowing, I can't see 2 feet in front of me, the chair lift has clobbered me in the back of the calf 3 times, but I've remembered enough to keep going (just!)

Back to Dennis' for an hours talk on flying in the area - excellent. I'm really motivated and ready to go - all of us have goals and we're all determined to make them. In a fortnight, anything should be possible.

We accompany Dennis to the local, and sup some very bizarre sugary lager - a taste which we rapidly acquire and equally rapidly come to dislike!

Mon

Skiing, as predicted by Dennis.

Tues pm

It's stopped snowing and raining long enough to see blue sky. It may just be time to go flying. Dennis says the Chamonix valley is still claggy, so we go to Plaine Joux - round the corner, and what appears to be the world's smallest take-off. Snow on the ground (it's adjacent to a ski-slope), and the pilots who aren't under Dennis' supervision go first. Andy does a great job of skiing across the take-off, powered only by his canopy. I feel nervous.

Dennis shows us how to lay the lines out for the best alpine launch, as the take-off gets very crowded with several paragliding schools sharing it with local and visiting pilots. One is soon surrounded by irate French pilots apparently, after stuffing up one's take-off.

The thermal conditions are flapping the flag on take-off and I'm hugely relieved that reverse launch is the order of the day - hopefully less opportunity to completely stuff up than trying the less-familiar alpine technique.

Dennis volunteers me to go next and advises using A and B risers to bring up the canopy a bit more slowly. The canopy pops up above my head, I turn around and I'm away! YES!!! Airborne at last, and off first go!

Dennis' voice comes on the radio. He suggests turning right over the trees, which I do, but chicken out as the tree tops fail to recede. As it's been so wet of late, the ground is drying out and the thermals are small and punchy. It feels like a rough ride, but I think I'm high enough to try my first 360. It worked - and I didn't fly into the hill! I try another, wondering if the first was a fluke - it wasn't! My vario stops making up noises and changes to the nasty monotone of sink for the next 8 minutes. Everywhere is down - sometimes 7 or 8 down. There's a church spire worth avoiding, and I don't think I'll try the emergency landing in the quarry.

The bottom landing is in the corner of a much larger field and is marked with a rectangle of old tyres painted white. The air seems a bit sinky here too - but there is no wind and the landing is fine. Excited, and more than a bit relieved to have made it over the trees, I'm eager for the next flight. We drive back to the top in Dennis' van, as he's come down to collect us. Cursing the French for their awful driving, he careers up the hill. Some in the back of the van turn a pale shade of green, and I'm OK as long as I look out of the window!

Back at the top, the wind has dropped so - OH NO - it's alpine time. Dennis helps me lay out the lines.

First try - I snatch the risers too eagerly and stuff up

Second try - I get a deflation, which I can't remove, so I stuff up this one

Third try - by now I'm sweaty, embarrassed AND Penny has caught it all on camera. Got it this time and I'm away. Float down over the trees - very little lift this time, so only one 360.

25 minutes of flying - a good day for a nonk.

Wednesday

Well, it couldn't last. Reported in at Dennis' at 9am - the forecast is bad. Skiing again.

Thursday

Weather bad again - saw 'Remains of the Day' with French sub-titles.



Friday

Oh yes - the forecast is better. Time to fly the fabled Chamonix valley. It's a complete scrum as we compete with all the skiers to get up to take-off in the cable-car. These 6-person gondolas were not designed for people AND canopies, and I always seem to end up on the floor *underneath* mine.

Take-off is on snow again - this time you can't see the bottom landing field, and you have to fly under the cable-car wires and across town to get to it. I blow my first alpine and get away second go. It's 11am, and there's clag over the other side of the valley, so no lift generated from the valley floor. I make it under the wires (Dennis claims you need a good 5-up after take-off to come close), then it's sink all the way to the ice-covered landing field. It's exhilarating having a 3000 foot top to bottom, but it feels a bit spooky flying right over the middle of town.

Andy and Nick landed in the 'Mr Blobby-shaped' field close to the lift back to take-off, and have made it up there already. They report 15 to 20 mph wind on take off, so we go back to Plaine Joux and the trees.

Familiar now, there's enough wind for a reverse launch. I turn right on takeoff and get above the trees. Here we go - 20 minutes in thermic conditions, 360s above the trees and over the car park. I get to 1000 feet above take-off - the highest I've ever been. Tight turns as instructed - oops - too tight means the energy conversion on leaving the turn becomes a surge. I feel weightless and worried, and stick the brakes firmly in the middle. Now I'm too far out from the ridge, and it's time for a 10 minute glide to the bottom, taking some photos on the way - every shot will have my boot in it, like all classic paragliding pictures!

Crunch, as I land hard on the bank of a tiny stream. My knees get a pounding and too late I realise the canopy has drifted over me into the water and is filling up with silt!!

Saturday

Chase the wind. Drive to Mieussy and inspect the landing site before going up the hill. Nice and big, with those useful white tyres, and a tad boggy. No streams in site.

There's a big sheer rock face above us - soarable but a bit daunting. No need to worry - it's blowing too hard on take-off so we can't fly. Back to Plaine Joux for a top to bottom maybe? When we get there the locals are folding their canopies away on take-off. Dennis says keep clear of the trees as the wind is katabatic (blowing slightly down the hill) and there may be a Foehn effect too. I remember Paul's advice about practising alpine take-offs uphill. Fully committed, I run like blazes and get off first go (thanks Paul!).

Sunday

No flying. Visit the Aiguille du Midi in 100kph wind.

Monday

Plaine Joux again. My first flight is good - I'm working 2 and 3 ups above the sanatorium. (It seems that it's not just pilots who come here for a rest cure!) I'm staring at a big rock face and wishing I could circle up in front of it, but 400 foot above take off will have to do.

Two more top to bottoms today and a practice big-ears with my new (purple) carabiners - it turns out to be a very long stretch to reach them, dangling all the way out of the front of the harness.

Andy tried an XC to Passy, ending in a nightmare landing skimming downslope over layers of power and phone cables. Doctor Bob from Scotland went up for a last flight, misjudged the bottom landing and flew into the shed, wrapping his glider over the windsock. Only one broken A-line and some damaged pride!

Tuesday

More flying. One trip back to Chamonix valley (Plan Praz) and up the gondola. This time cloud is low over the top of the hill and it's snowing quite hard when I take off. Dennis comes on the radio and talks me into a spiral dive. It's no problem with all that height to play with and Dennis' reassuring tones on the radio. As I come into land the

valley wind has picked up, but it's hard to see the white windsock against the snow. I'm close to stuffing up a landing, as the trees below me are coming up to meet me. Luckily the speed bar is to hand, although I consider quite seriously the possibility of landing on the narrow cross-country ski track in the trees. Gritting my teeth I make to the field - phew!

It starts to rain heavily in the bottom landing field and I radio the others to come and collect me. Kat (a 'local') nobly volunteers, and I'm assuaged by a huge sense of guilt as she reverses her car into someone else after collecting me. Luckily it's another local pilot, who sees the funny side of it - his jeep hasn't sustained any damage.

Wednesday

It's blowing over the back in Chamonix so off to Plaine Joux again. The sky is going milky, so conditions are getting worse but we jump off anyway. I follow a local who seems to know what he's doing, but all too soon I'm in sink and heading for the bottom. I'm making a landing approach at exactly the same time as Nick - queuing for landing happens all the time at this busy site. Just then I spot a buzzard below me and it starts to turn. My vario starts making up noises and I turn too. Thanks Mr Buzzard! I'll join the landing queue later.

So, a fortnight in the Alps, over 5 hours airtime, 1000 foot above take off, a spiral dive, thermalling for the first time, and a brilliant holiday I had more than achieved my aims! As a final reward, I was able to take a pair of scissors to my red streamer!

Many thanks to Dennis Trott, and if you're a (low airtime) pilot in search of inspiration, perspiration and canopy inflation - book now!

WUFFO Stories (as told to the editor)

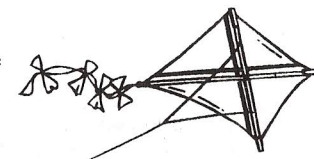
Whilst flying Westbury on my paraglider, I landed next to a very well dressed lady who had been flying a kite for a small child.

"That looked wonderful! What an excellent landing" she said.

I was about to say that I did that kind of thing all the time, when she said,

"I especially liked the way your balloon-thing folded itself up neatly on the ground behind you"

I just smiled.



AVON LOW AIRTIMERS.

Not much to report at present, other than Tim Swan was reported to have flown at Westbury recently although the sighting remains as yet unconfirmed. Gary Bond also flew and is definitely showing a 'go for it' tendency, which inevitably means that he will not be a 'lap' for long. If other LAP's have been getting some in, please let us know, just for the record.

Our second Low Airtimer meeting was poorly attended, although I believe that those that were there had a great evening. We chatted about Airlaw with the help of charts and worked out cross country routes for Westbury so that if you find yourself at 2000' and climbing nicely in a 15 knot post cold frontal N'NW flow, and you have already worked out your route and its pros/cons in a warm pub lounge, chances are you will keep climbing in the knowledge that your primary consideration will be height gain with a view to setting off for Warminster, as opposed to working out when you have to leave the upper regions of that lovely thermal in order to get back to the ridge. Here endeth the first lesson.

And Jesus went unto the mount and spoke unto his flock saying, " He who rushes to get airborne after long lay offs could throw a seven and joineth me in my 11 up lounge".

New Series.Things they dont teach you in school!

Some time ago, with about five hours under my belt I found myself soaring Pilot Hill in marginal conditions. Having gained enough height I looked for where I wanted to land and turned downwind following a higher performance glider in. First mistake! His hotship naturally needed to lose height by flying further back from me and as I was over the landing area now and 60' up, I decided to do my final turn and aim for the spot. However, as I started my turn, I was aware of the other pilot tip stalling and 360ing away from the landing area. I had quite simply stolen his wind and forced him to totally rethink his landing plan at a point where he really didn't want to be. Here endeth the second lesson.

Not so long ago, I found myself at Westbury late one summers evening with nigh perfect conditions. I realised that I had very limited time to rig, fly, land and pack away, and was in the air in about ten minutes. After a superb flight lasting 20 minutes, I landed and unclipped, stepped forward and started to de-rig at which point I noticed that the pip pin was only touching the tensioner Swan catch at which point it simply popped out, a sight which made me stop in my tracks and come out in a cold sweat.

I had been so keen to fly that I had assumed the pip pin was completely through the whole assembly. Naturally, there isn't anyone in the club who has ever been that keen to fly and so this will never happen to you. Here endeth the third lesson.

Whether you are a Low Airtimer, or an experienced pilot with hundreds of hours please write in and let us all learn from your mistakes. Yes, you do have to put your embarrassing cards on the table, but if we can help low airtimers to think coherently and to become good pilots from the word go, the Avon club will benefit along with the pilots. Or have you all had totally blemish free Hang or Paragliding careers to date?

Lastly, Paul and I are talking about a flying holiday for LAP's during the last week of June or the first week of July. We are considering hiring a large minibus with roof rack and camping/B and B, or whatever. It wont be Larange or Ager, but it will be well organised, travelling to the very best sites in the Dales/Peaks or North/Central Wales, cheap and thoroughly enjoyable but before we can really get to grips with costs etc we need to know if people are interested, and if we get 15 definites, we will get going. Please phone me on 0272 246504 or Paul on 0272 551 346 to let us know if you are interested.

Oh by the way, you cant fly cross country until you have the XCPC certificate, and in order to get this you need to have attended various instructional evenings such as First Aid. Funnily enough an excellent First Aid evening was very poorly attended at the last meeting, so obviously every body has this signed off in their log book and we must have the safest sites in the country. I was once witness to a terrifying accident on a hill three years ago involving a very experienced Thames Valley pilot. Luckily he didn't die, but getting an unconscious pilot out of his harness from under a wrecked flapping glider on the side of a steep ridge in strong winds was not something I wish to repeat, so please bear this in mind when future First Aid evenings come along. Here endeth the fourth lesson.

Lastly, please dont forget that Paul and I are there to put your ideas into practice, so lets get imaginative with our aviating!!.

And finally, dont forget that a thermal can only rise in the world if it has the strength of its own convections!.

Delta golf, signing off.

FOR SALE.

SINGLE GLIDER RIDER. AS NEW. HYPER MAGNETIC. (Comes with Volkswagen bonnet)
£20. o.n.o.
Contact Dave Garbe, 0272 246504.

PLUS

SMALL RED AND GREEN PLASTIC THING. £5.No offers!.

"Go for it" 94 Rules

Note: that as from this year hang-gliding flights must be made from a recognised AVON site to count!

**"Go for it", Hang-gliding XC League
94**

1.	Each pilot can enter as many flight as they wish. The minimum distance is 5 miles. The winner will be the pilot with the greatest total distance at the end of the year. An additional prizes will be awarded to the pilots with the longest single flight.
2.	The competition is open to all full Avon members.
3.	Flights must be from AVON sites.
4.	Out and returns with at least 50% of the flight out of ridge lift count double, triangles triple.
5.	The onus is on the pilot to provide proof of any flight entered.
6.	All flight must be flown with an up to date airmap.
7.	Any pilot found to have infringed on airspace or broken any site rules will be disqualified.

Notify Hang-glider flights to:

Neil Atkinson (0225) 754152

**"Go for it", Paragliding XC League
94**

1.	Each pilot can enter as many flight as they wish. The minimum distance is 1 km. The winner will be the pilot with the greatest total distance at the end of the year. An additional prizes will be awarded to the pilots with the longest single flight.
2.	The competition is open to all full Avon members.
3.	Flights can be from any UK mainland site.
4.	Out and returns with at least 50% of the flight out of ridge lift count double, triangles triple.
5.	The onus is on the pilot to provide proof of any flight entered.
6.	All flight must be flown with an up to date airmap.
7.	Any pilot found to have infringed on airspace or broken any site rules will be disqualified.

Notify Paraglider flights to:

Marcus King (0225) 782516

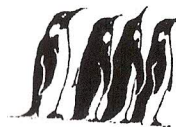
"Go for it" 94**Hang-gliding XC table - as of 16th April.**

Position	Pilot	Flight 1	Flight 2	Flight 3	Total
1.	Mark Haycraft	30.00	13.62	20.00	63.62
2.	Neil Atkinson	11.19	45.11		56.30
3.	Jason Board	45.00			45.00
4.	Colin Hale	13.08			13.08

Distances may be approximate! Phone Neil with exact distances or give them to him *in writing* on the hill.

Paragliding XC table - as of 20th April.

Pilot	Paraglider	1	2	3	4	5	Total
Mark Drake	Apco Supra	15.2	3	3	2		23.2
Marcus King	US.Voiles Storm 401	3	2				5
Chris Jones	Voodoo 1	3.19					3.19
Helen Barnes	Flight Design A4	2.75					2.75
							0
							0
Grand Total							34.16



Well claims are starting to come in thick and fast now that the weather has started to improve. It's good to see two new names in the list of flights so far, but there must be more of you out there doing good things.

Please try to get details of flights in as soon as possible. You can either post them to me or fax them to me at work on (0225) 707880 and mark for the attention of M.King Business Services. I suggest you use the form below to make sure you get all the necessary details. We do not require witnesses or such like, we will just trust you lot not to cheat, I'm sure we would find out anyway.

PG or HG	Name	Glider
Date of Flight		
Take Off	Place	OS Ref
Landing	Place	OS Ref
Length of Flight (km)		

Paragliding Bit

Well, hello again, the weather at last seems to be improving and I've seen a few of you out on the hill. Not a lot to report on though, but a few XCs have been filtering in to me, keep them coming. I have had the chance to compare a few of the newer canopies on the market recently, and very impressive they are. I attended the Inter University competition where I flew my Storm and a Miura, unfortunately the weather wasn't too good and a fairly simple task was set at Rhossili. Back at Oliver's I understand at least one person got away. Dave Sollom says that things have been fairly quiet on the national XC league front but just recently things have begun to hot up with the three main canopies being the B3, Rainbow and the Miura.

Finally a bit of a warning to you all, the conditions are starting to get stronger out there so take care, already one club member has ended up in hospital as a result of a major collapse in rotor after being blown back.

Fly safely and see you on the hill

The Airwave Challenges

First of a date for you diaries, The Airwave European Challenge is being held in Laragne and will run from 7th to the 13th of August. It looks like there will be several club members will be out there again this year. It is an excellent competition to learn from and the flying in Laragne is brilliant. You to could become world famous, well in hang gliding anyway, like Rob Crane, just don't forget your red streamer. It is hoped that a hired van will be going down for two weeks so drop me line if you want to come along, I will also be taking my van to this event and the PWC in Avoriaz the week after if anyone is interested.

The British Airwave club challenge is being held on a slightly different basis to last year. It is going to be in the form of a knockout competition. Teams will be mixed discipline to encourage more flying together and a greater exchange of knowledge. Richard Westlake from Wessex in organising the competitions for this area. The first of the rounds is looming up on us and we need teams of hang gliders and paragliders. **The first round being on May 14-15th in Devon.** I will contact those people that have expressed an interest by sending me a registration form a week or so before.

As last year I have included a Competition Registration Form with this issue. You MUST complete this form and return it to me if you want to fly in the interclub competitions!!!

Other competitions

Anyone out there interested in going to the Manx Airwave TT June 11 and 12, I maybe attending depending on cost etc. Contact me if you are interested. We need 4 to form a team, but it can be mixed hang gliders and paragliders.

Marcus

Off the NET



Those of you who read last months extract from the internet must have found it as entertaining as I did! So here are a few more gems from the big wide world of free flying. Yeah, I know it's not Avon stuff, but it's a good read, and you guys just aint writing anything!

Back protector works!

From: Pat Caulfield <70272.1343@compuserve.com>

Subject: Two more cents on back protectors Date: 20 Jan 94 09:10:00 EST

On May 28, 1993 I put myself into the unenviable position of being whipped into a tree when launching from a slot cut in a treed ridge. I impacted the tree with my right lower leg, then I was spun to the right and hit on my left side (below the ribs) and hip. The injuries to my leg were, three fractures of the tibia, two fractures of the fibula (one classified as a powdering of the bone) and two fractures of the ankle. These injuries seemed to be consistent with what I could see while sitting at the bottom of the tree and looking at my leg wrapped around it.

The surgeon classified my injuries as "high energy", and was puzzled that I did not have the other types of injuries normally associated with this, i.e. burst spleen, internal bleeding, etc.

The next day (after my first surgical procedure) as the bruising began to appear he became even more puzzled as I had bruise on my side, hip and inside right upper thigh. In his best bedside manner he mentioned that he had never seen bruises this bad on anyone who had lived. This of course motivated me to break streak.

On my left side the bruises stopped at a clearly defined line which matched, as you have probably guessed, with where my back protector began. I explained to him that a back protector had been in my harness. He said that it appeared that the protector had prevented the impacts on my left side from penetrating beyond the point of bruising and was probably the reason I did not have the other injuries he would have expected.

Several weeks later, I pulled the back protector from the harness and I could see the stress fracture marks on the left side. I believe that as I hit the energy was distributed into the protector and then into the harness system, resulting in the surface bruising to my side and inner thigh (leg strapped being pushed to the right).

Now I admit that this is a flukie un-intended use for the protector, but it seemed to save me some grief. I would recommend protectors to all PG pilots and possibly other body armor, as well (moto-cross equipment works real nice). I was using a fiberglass/kevlar "back buddy" back protector from Bob Schick at South Wind Hang Gliding in Salt Lake City, Utah. As you can imagine, I am very pleased with his product.

Pat Caulfield, PG/HG Pilot, Eagan, Minnesota USA

Some thoughts on Big Ears and other descent methods

From: Gary Paulin <72760.3511@compuserve.com>
 Subject: Big Ears, B-lines, etc.
 Date: 18 Dec 93 21:19:32 EST

The question of which is better, on line at a time or both together may be a glider specific answer. If glider is prone to front tucks then you might avoid this by doing one side first. I've never heard of this technique though so I'd be really sceptical. Doing both together is the more normal way and has the advantage of keeping a straight course line. Absent a specific recommendation from someone very familiar with a particular wing I'd go with the traditional approach.

As to B-lines vs. Big Ears, B-lines have the advantage of a higher descent rate but require more careful technique on exit since its possible to enter a continuous high speed stall or "parachutage" especially with an older chute. These are often hard to diagnose since the glider looks and feels normal except for the absences of forward airspeed (and wind in your face). Big ears is simple and straight forward to enter and exit though care needs to given on exit to avoid going asymmetrical. Also it often requires some strength to hold a glider in continuous Big Ears, especially on older Class one gliders designed around high internal pressures. I've done both techniques in both clinics and live flying and will typically do ears unless I need more down.

Some pilots still consider the front horseshoe a reasonable descent technique but I don't. We had a pilot come out asymmetrically last year and she spun in to crash. Everything I've heard and seen says to avoid this manoeuvre.

A last item to consider for any of these manoeuvres is glider stress. In Big Ears all your weight gets suspended by 50-60% of your canopy, and more importantly your 50-60% of your lines. This has two draw backs, first the glider can get out of whack if the center lines stretch with the load. This probably isn't unsafe but you never know. Secondly if you're doing this in turbulent conditions you have fewer lines holding you up in case of sudden shock loads. With manufacturers going to even smaller line diameters the possibility of "zippering out" goes up. On the other hand when you do a B-line you're on 75% of your suspension lines. The possible stress to the glider is now fore-and-aft and could cause the glider to get out of trim for angle of attack or airfoil shape.

Many of the European manufacturers have started warning pilots that any canopy deformation manoeuvres may decrease the life of the glider and may ultimately pose a hazard to safe flying. I guess the bottom line is canopy reduction should not be a routine manoeuvre, it should be reserved for situations where you really need it and if you do it a lot check your glider more frequently for deformation. Or just buy a new set of strings every year. (BTW I'm not a dealer)

Hope this short missive stirs some discussion. I'd like to hear more on the topic.

Gary Paulin
 Northwest Paragliding Club - Seattle WA
 Ailes d K Flyair 1100

There I was, I thought I was gonna die ... Part III

From: "Andrew L. Breffeilh" <73243.446@compuserve.com>
 Date: 28 Jan 94 12:15:05 EST



Confession time:

Phillips Ridge is THE mid-day soaring site in Jackson Hole. About 1,300 feet up, above the town of Wilson, it is our only drive up site. The LZ is a private pasture about a mile around the corner to the north-east. Needless to say, you don't want to scratch too long. The launch faces Southeast, AWAY from the prevailing West-Southwest, and is on the lee side of the Teton Range, downwind from 10,500 Mt. Glory and its Eiger (Ogre) shaped bowl. Valley heat usually pushes the catabatic/prevailing back about noon for a couple of hours before the sun in the canyon to the south reverses the flow. When the streamer on the radio tower blows down-launch, the window has closed.

It was two p.m. and the streamer on the tower was indicating down, but less than 3 knots. The only Class II PG present had a Class I along, so I was the "wind technician," -- as I was soon to learn -- wind dummy. I was verge Class II and trying to eke out my last 30 minute thermal flight for my class II. It was late September, and all the ingredients were in place for a poor-judgement launch.

The launch is a small steep clearing in the sagebrush in heavily forested aspen groves. Several PG pilots got treed there last summer launching in the wrong cycle. I got off clean, in a good thermal cycle (NOT! -- really a rotor cycle. Seconds from launch, I had my first collapse -- 40%, at treetop level. Guess it's a rotor launch after all. When my wing reinflated, it turned downhill to get a little more recovery altitude in case (dream on!) I got another collapse.

I scratched around the point, headed north-east directly for the LZ, rock and roll all the way. You could call it real punchy thermals, but for the lack of sustained lift, or call it what it was -- really nasty rotor action. My wing was surging like those swing set rides I used to take where you try to make the chain go limp. With brakes I could moderate the back swing, but not the forward swing. If only it was moving in two dimensions. I rocked left and right in my harness like bull riding. At one point my right wing went violently limp, and I was suspended from only the left side. Before I had a chance to look up it slapped back into place and jerked me vertically. The lift and sink felt all greater than 3 m/s (no vario), often jumping back and forth like a bumpy road. The wing was complaining constantly, with snaps and crackles.

Fortunately, I have an Ailes de K Flyair, a very strong and forgiving recreational advanced intermediate wing. It really holds solid through the strongest gusts, and seldom collapses. At one point, my right wing collapsed forty percent, and I looked up to watch the cells reinflate one at a time, like a zipper jerked shut; I didn't even have to pump the brake. As you can tell by now, I was flying with my left wing into the hill/rotor.

I had a couple of hundred feet at the LZ, and an audience. The smart money was sitting out this hand. The LZ is pasture mixed with sagebrush, and slightly downhill. I usually S turn through the low strong thermals until they let me down. Just as I was setting up, a really strong one lifted me about 400 feet. I rode it along the south tree line, watching the flag turn

strongly facing north. When it passed, the sink was equally strong, into a strong headwind. I turned north, barely penetrating. Elevator down! 1,000 fpm! I was crawling forward but feeling freefall down. There is no ground effect with a wing fifteen feet overhead. I thought I was gonna ... Under 100 feet, five seconds from impact, I let up completely on the brakes -- speed is life! I Started flaring at about thirty feet, taking one wrap as I made the big flapping motion with my arms. Amazingly, the flare was perfect, and I ended up standing on the ground, with my wing still inflated overhead, with no more impact than jumping off a picnic table. I had prepared for a PLF, but didn't need it. Yeeeee...haaaaaaaa! Only eight lives left.

Moral: A little rotor at treetop level may and probably does indicate a much bigger one further out. When the window is closing, don't get slammed in it.

P.S. Did I mention that no one launched after me?

Andrew L. Breffeilh

A special flight

From: Richard Canant <richard.canant@toadhall.com>
Date: Wed, 30 Mar 94 23:07:00 -0700

This afternoon, I was privileged to experience something wonderful. It was glorious. It was exciting. It was way cool. (*He does come from California..Ed*)

I must tell you about it.

I'm a new Novice HG pilot with a little over 6 hours air time and 211 flights. Five of those hours (in four flights) have been since I got my Novice rating two weeks ago. I fly at Marina Beach in California, a coastal ridge site (as if you couldn't guess from the hours).

Today, I found The Shear.

This morning's paper forecast NW winds at 10-20 knots for Monterey Bay and at 12:45 pm, I couldn't stand it anymore. I called Phil at Western Hang Gliders.

"Phil, the paper says NW at 10-20."

"Well, we've got 12-14 at 260 degrees. We're flying. You coming down?" "You bet!"

An hour later I'm setting up in 16-18 mph winds, switching between 280 and 290 degrees. Too far North for the ramp and too trashy for a beach launch (for me, anyway, I'm no Superman) so I carry my glider down to the North Dune launch, a 50 ft. 2 or 3 to 1 slope. It is only a little farther to the South Dune, which is a steeper 80 ft. launch, but the beach is mostly washed away in front of North Dune and it is Really Difficult to ground handle the glider across the 2 foot expanse of beach that is left. So I climb North Dune and launch and

fly past the hard part.

Now, it's blowing pretty good and I'm flying a Mark IV 17 so I've got a plan. I will stay in front of the ridge at all times. I will check the ocean whitecaps often for signs of deteriorating conditions. I will land out immediately if I have any doubts about staying in front of the ridge, even if it means a three mile walk back with the glider.

The air is gusty and strong, so I'm extra careful. I spend some time in front of Lakecourt (the biggest hill and the easiest lift) pointed straight out to sea at minimum sink ... going up but not moving over the ground. As I get to a certain height (I'm not a very good estimator yet, maybe 200-300 feet AGL), I start to go backward. So I pull in and go back down to the slightly slower air. I spend some time stuffing the bar and practising going fast (but mostly down, it's a Mark IV, remember) and I fly back and forth between South Dune and Stillwell (about 2 miles) 4 or 5 times. I get bumped around a bit but I'm having Too Much Fun. I have to pay attention to not getting blown over the back, but I watch the ocean and feel the air and stay over the beach and I'm doing fine.

There were two other gliders flying when I launched, but after 30 minutes, they are gone. I worry a little about the fact that no one else is flying, but I'm still comfortable with the conditions, as long as I'm properly respectful. After about an hour and 15 minutes, two other gliders come down. One flies right by Lakecourt, but the other one starts working the lift out over the surf and getting high. It's a Klassic, the new PacAir high-performance glider and it looks good. I try to work the lift over the surf, too. I work hard and only get up a little and I decide I'm not having fun anymore. Why should I try so hard to do what that other guy did, when I was having Too Much Fun doing what *I* wanted? So, I'm going to go down to Stillwell once more and then head back to the main LZ at the parking lot.

I start flying south and I'm pulled in some, but not as much as before. Hmm, maybe it's dying down a little. Whitecaps look about the same. But it's definitely easier to stay over the beach. It's also easier to get up. I'm pulled in a little past trim and I'm still going up and I'm getting high! Maybe 400, 500 feet. Quite a bit higher than I've been before. Whee! As I get closer to Stillwell, I'm higher yet, and as I turn back, just in front of the building, (but 600 feet over it), the air got Real Smooth. I felt the lift and finally realized what it was.

The Shear.

I worried about it pushing me over the back, so I watch the beach like a ... well, like a hawk, and I am not going back. Just UP. Without a vario (or experience) I can only guess, but I don't think it was more than 400 or 500 fpm. I couldn't have cared less what the fpm was. Wow, altitude! I don't push out to min. sink since I'm going up anyway and I don't want to push my luck (or my inexperience) so I just enjoy getting high. This is what hang gliding is all about. I look all around and can see far. Behind me I see some white stuff. Fog, I think. But I look some more and it's not fog. It's clouds. I'm above the clouds! This is too much! It is also kinda scary. I think about turbulence and that my glider is scheduled for a strip-down inspection *next* week (instead of *last* week) and that I don't have a parachute yet. (I won't need one flying at Marina. HA!) So I start moving back north toward the LZ. I cruise along, with the glider pointing mostly down the beach, instead of toward the water like I have been. The air must be too busy going up to worry about going fast.

I'm really high now and I'm out over the water where the breakers start and I decide to do a 360 I think about it some more and move a little more out over the water and do one to the left. Yes, that was definitely

different than two 180s I do another one to the right and end up cranking it around. Well, maybe that's enough for today. It's starting to get pretty bumpy, I must be losing The Shear. I see a couple of gliders coming south (I guess they saw me in The Shear.) I'm over the beach and getting lower and I'm having to point the glider out to sea and pull in more and more to keep from going backwards and I don't like it. So I ease my way south again. I'm still 300 feet over one of the other gliders and we work south together. He's working hard and I'm more or less just flying so I realize I must still be in some shear lift. As I get to Stillwell again, the other glider has stayed behind and I go up again. I don't stay as long, so I don't get quite as high. I head back to the main LZ and stay more over the water, thinking I'd get past the fast air. I'm getting close to the LZ and am starting to come down when I notice the other glider has made it and is not far behind me at about the same height.

I decide to make my approach from the south along a little ridge there and I turn back to lose altitude. Unzip the harness. I get caught in the venturi again and I have to stuff the bar almost to my waist to stay over the beach. I'm going down fast and I hope the wind gradient will allow me to soar the last 500 feet of ridge to the main LZ. But no. I go upright and assume a bi-tubal position (one hand on downtube, the other still on the basetube) because I want every scrap of pitch control available, Just In Case. I continue my almost vertical descent to about 10-15 feet AGL when the gradient finally appears. I start moving forward a little quicker and I ease out to almost trim speed. I actually give a little tiny twitch of a flare and no-step onto the beach. Now I pull in hard to keep the glider from flipping over and get unhooked. I've got a 100 foot walk to the glider break-down area and after a 2 hr and 15 minute flight in The Shear, I can live with that.

While I was hiking in my glider, the other pilot that got in The Shear made a floating landing in the main LZ. He comes over to congratulate me and let me know his altimeter said 1750' and that the first time I was in the shear, he thought I was higher. I'll settle for a 1700' altitude gain in the log book.

I'm sure that I am not worthy of this honor, so soon after starting my flying career. But I did appreciate it. Way much. I did, really, really.

I was having lots of fun flying today, even before I got in The Shear, but it will be hard not to want to do it every time.

I know, I know. Deal With It.

But it sure was fun!

Richard Canant
Boulder Creek, Ca

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Landing hang-gliders , a few thoughts

On the 14th August 1992, I had a short but pleasant flight at Westbury. Unfortunately due to the conditions switching off I ended up in the EMERGENCY ONLY bottom landing field. A "new" pilot took off a little later and soon he was heading for the bottom landing field. I watched his approach which was good until the last 50-80ft. When due to being a little high he turned to give himself more room and landed slightly cross wind. He was OK and no damage was done.

I always enjoy chatting to pilots and soon was chatting about his approach, landing and how he could have set himself up for a smoother approach. I also remarked and complemented him on coming out of prone early. During the discussion it transpired that he had come from Sailplane Gliding. He said that he was surprised that at school he had not been taught a "Landing Check List". I thought back to... 1988 and when I was at school no I couldn't remember one either. I can remember SWANK and SHOW. To state the obvious and what EVERYONE KNOWS??

SWANK

S(can't remember), Wing, A-frame, N(can't remember), King post. [Oh dear and all Hang Pilots should know this!]

SHOW

Straps, Helmet, Observation, Wind. (I think)

But I could not remember a landing check list. I could remember CBSIFTTCB and I.U.F.F.S.T.A.L.L the landing check for Sailplanes. Hang Gliding landing check - NO I didn't think there was one. During discussion we both agreed there should be a Hang Glider landing check list taught at schools.

My other concern with landings is that no pre-landing checks are taught at school. Any powered or sailplane pilot is taught them. The Sailplane 1986 DOWNWIND Check list is:-

- L - Lookout, Landing zone clear.
- U/C - Undercarriage down and locked.
- Flaps - Set for landing.
- Speed - Select Circuit speed and monitor.
- Trimmer - Set for final approach speed.
- Airbrakes - Locate and leave hand on it until rest.
- Lookout - For other Aircraft on different circuits.

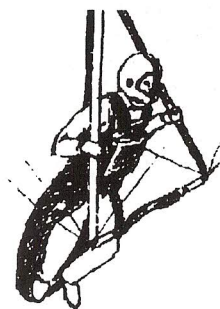
Why not a Hang Glider (and Para) check list. How about as an initial suggestion:-

- O - Other aircraft on approach.
- W - Wind direction on the landing field.
- S - Slope of the landing field.
- H - Hazards - power lines, kites etc.
- A - Approach - select approach THIS on many sights particularly for new pilots should be determined BEFORE take off.

- A - Alternative landing field, (if unable to reach the desired one.)
- L - Legs. Perpen - Perpendicular out of Prone. or:-
- U/C - Undercarriage down and locked.
- VB - Set for landing.
- Flaps - (for Class II)
- Lookout - For other Aircraft on different circuits.
- Land - genitally (*hey! not my typing. Ed..*) with a nice flair!

Landing

Get out of Prone EARLY!



On 9th October 1992, I flew at Ubley. It was a rather windy day and after an hour the wind picked up even more making it a gale dangle. Indeed a couple of times even with full speed I was not going forward! Shortly a thermal came through, or the ridge started working better, allowing me enough height to top land. I turned downwind and in seconds was over the top landing field. I turned into wind to set myself up for a long approach. I was just behind the road at about 300ft AGL I came out of prone (YES at 300ft ATO!) and pulled on to move forward and in front of the road. Oh dear, despite pulling on speed I was only easing forward. I wondered if I would be able to make the field. OK the road was quiet, but I didn't fancy meeting a lorry at 20ft. There was also a tree directly below my approach which had to be avoided. No Problem I decided, I'll land in the field behind and did a quick 'S' to put myself a little bit down and cross wind. (In retrospect I should have done a bigger 'S' to put myself further downwind.) I turned head to wind again. I was a little close to the edge of this field and if I went far forward I would hit the hedge or worse fly into a copse of small young 10ft trees. Still out of prone, I pulled on speed, relying a little on the poor L/D at speed to get me in the landing field. (I was still a little used to my Clubman 140 - The Magic IV 133 does not come down quite as quickly!) Although it was going to be tight only 10-20ft short of the hedge, I was going to be OK. Confident of a good landing I settle down and waited with loads of speed for my height to decrease.

I am unsure how high I was, but I believe I was at least 30ft above ground when I was hit by "a lethal down draft" + The next thing I knew I had hit the ground. I did not have ANY time to flare nor even reduce my air speed. Although I landed on my legs (remember I came out of prone at 300ft AGL) they didn't have much time to run, bend or anything! I decided to reduce the impact with my helmet on the ground! OK, OK, I fell forward and tried to stuff grass up

+I read a book about Weather for Glider pilots. In strong wind conditions it describes "Lethal turbulence" - rotor or a down-draft going down SO QUICKLY it can be fatal. These start becoming highly probable in wind speeds above 20mph. Perhaps (Andy Niopolitan a league pilot) during a competition March 1992 on a ridge run near Milk Hill, Wilts was hit and killed by one of these. I was hit by one 14 April 1989 and spent 4 days in Hospital with concussion. During discussion with Mike Bowring, he said he'd been hit by two similar down drafts, high winds can be nasty!

my nose, taking out both uprights

I lay there a moment slightly dazed. My neck and back aching and tense from jarring with the ground. I did a quick inventory, legs, toews, hands yes everything was OK. F%\$£ that was quick, I had been high & yet had no time to flair! (I don't know how high I was when the gust hit, but I know MOST pilots come out of prone at or lower height than I was.) I wondered how I would be if I had been in prone? I know my legs hadn't done much but at least they hit before the A-frame and my head. Yes, I think without my legs it may have been a hospital job... Walking back to the car I met Chris Jones who had seen me swatted from the air, who greeted me; "So you're alive then!" which I thought was rather apt.

This brings me nicely to my my thoughts on landings and approaches. The number of times I've seen beautiful approaches to the landing field, nice final turn. THEN sometimes 20ft off the ground the Pilot comes out of prone and moves to the uprights,,, The glider goes all over the place the beautiful approach is ruined, depending on the skill of the pilot it may be recovered, or perhaps it costs an upright. (Last weekend I saw a league pilot come in to land. Superb approach, final turn, then out of control as (name with-held) moved to the uprights and out of prone. The funniest and most spectacular was a German Pilot in Lanzarote who executed a superb approach, final turn, nice fast low ground skim. Five feet off the ground he came out of prone the glider soared up, the right wing dropped and he ended up in an expensive heap, only five foot from the spot!

The LATEST I advocate coming out of prone is before your final turn. Better still on the down wind leg or 200ft above landing². This way you are in full control all through approach and landing, leaving you free to deal with other things. At this height any zip problems can be easily sorted. I also find that the worse L/D of perpen flying useful for putting the glider down in tight spots. (After all sailplane pilots extend brakes to reduce their L/D to make landing easier.) Too often I have used the poor L/D of high-speed perpen flying to not over-shoot or land in tight corners. However when I mention to fellow pilots the idea of getting out of prone early, it usually is greeted with:

"But you have more control flying prone." - Well, flying prone I find I have to move my hands or twist to get my weight to the edge, let alone outside the 'A' frame. The sheer mechanics or physical restriction of the 'A' frame makes moving your weight beyond it difficult. Perpen, (Out of prone) with both hands (in the correct position) on the uprights, it is easy to pull your hand to the centre of your chest and so move your weight outside the 'A' frame. If you can move further and easier perpen surely you must have more control when flying perpen.

"But you can fly faster in prone." - Well you can fly quite fast perpen even if at a steeper angle. Certainly with the basebar on your goolies (sorry girls) you have loads of speed. However I really question how sensible it is flying in such a strong wind that I have to land backwards or land in prone to maintain forward ground speed. The idea of taking off let alone landing in this strength wind horrifies me!

2 - 200ft at 1m/s, ie "average" sink is 60seconds before touch down. Suppose worse case you hit a 10 down. At 200ft you are ONLY 12seconds from the ground. Twelve seconds seems a nice minimum time to have before hitting the deck. Could you get out of your harness & on to the uprights in twelve seconds and keep control?

So - you have more control, enough speed, the ONLY negative is a worse L/D. But landing, particularly in tight spaces this is not a problem and can even be an advantage. - Why then do most pilots feel happier flying prone? Because they are more used to it!

Whenever I suggest getting out of prone early, I also ask, "What is the most important minute of flight?" The 30 Seconds of take-off and landing. How do you fly them? - out of prone. So why not practise flying perpen (out of prone). The first time I got out of prone at 800ft AGL it scared me silly, because I was so used to flying prone! (I did it later at 400ft and felt much happier.) I then flew around doing numerous turns at different speeds to set up my approach. Having spent this time flying perpen my confidence during take-off and landings soared. It also made me realise that pilots who said "You have more control prone." don't or haven't tried flying perpen for any length of time. Yes it is different (and feels different) - most pilots spend hours prone and only 30 seconds perpen. Is it any wonder pilots feel happier and believe they have more control when flying prone?

So to Conclude, I advocate, and recommend:-

Practise perpen flying next time you fly. You will then be happy to get out of prone at 200ft AGL and certainly before your final turn. Your takeoff and landing confidence will soar.

Get out of prone early, (before the final turn).

O.W.S.H.A.L.F.V - let's have a landing and an approach neumonic and check list taught at Hang Gliding schools.

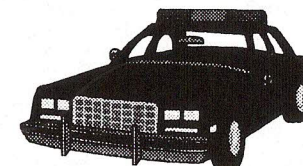
May all your flights be as high as an eagle and all your landings as soft as a feather.

Raphael E Lytton. - 90 hours

More thefts

Stolen from a car in Bristol.

Yellow Apache 2 29m
Sitting Bull harness
RS2 reserve
Sky Systems flying suit (purple and red)
Helmet - Graffiti



Anybody with information, contact the police or Carl Ford.

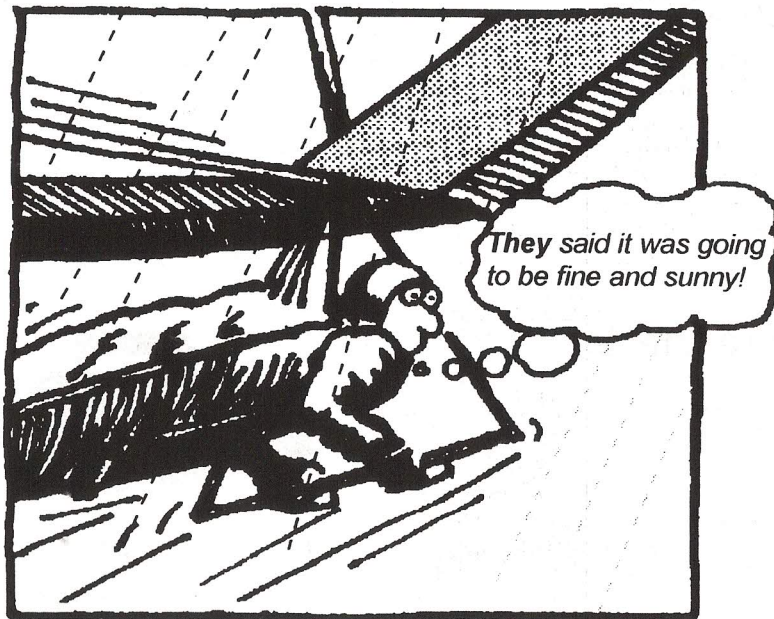
Weather, and where to find it

I guess we must have all phoned the amazingly expensive 0891 numbers to find out what the weather is doing, but did you know that there are even better facilities available via FAX. Unfortunately they are all equally as expensive. But at least with a FAX you have something to show for your money!

The following few pages give examples of what is available for those with access (thanks boss!) to a FAX machine.

Weathercall offer a service that provides you with maps and text all on one FAX. Unfortunately this takes quite a time to arrive, mine took 8 mins = £3.12 at cheap rate.


Airmet offer a number of services tailored more to the needs of the pilot. Thankfully none of these are as long. You can usually get what you want for less than £1.50. But even at these rates, if you have the time, it is often better to go to a site and see what is going on yourself.



Never believe what the weather-people say. But then again, they have to be right sometime, don't they?


Weathercall

0891 449949 will get you an index page like the one below.

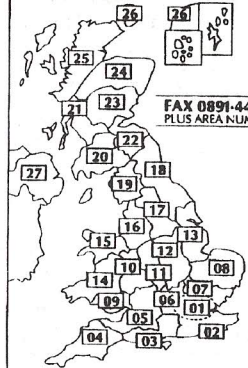
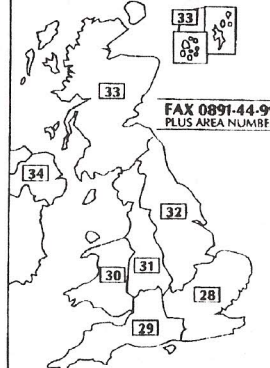


INDEX

Information Supplied by
The Met. Office



LIST OF WEATHER FORECASTS AVAILABLE BY PHONE & FAX


FAX FORECASTS FOR TODAY	FAX FORECASTS FOR NEXT 4 DAYS
<p style="text-align: center; font-weight: bold;">LOCAL WEATHER FORECASTS FOR TODAY AVAILABLE NOW ON WEATHERCALL FAX</p>  <p style="text-align: center; font-weight: bold;">FAX 0891-44-99 PLUS AREA NUMBER</p>	<p style="text-align: center; font-weight: bold;">REGIONAL WEATHER FORECASTS FOR TOMORROW AND THE NEXT 3 DAYS AVAILABLE NOW ON WEATHERCALL FAX</p>  <p style="text-align: center; font-weight: bold;">FAX 0891-44-99 PLUS AREA NUMBER</p>

TO OBTAIN A FAX PRODUCT, DIAL THE NUMBER FROM YOUR FAX MACHINE, EITHER USING THE HANDSET, OR DIALING FROM THE KEYPAD. YOU MAY NEED TO SET YOUR FAX MACHINE TO PULLING MODE.

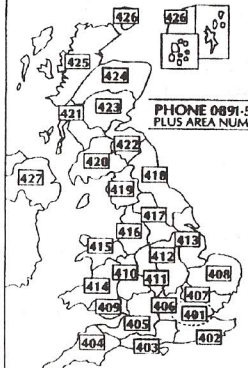
FOR HELP PLEASE TELEPHONE 071-975-9000 WITH DETAILS OF YOUR FAX MACHINE MAKE AND MODEL.

FAX PRODUCTS INCLUDE SYMBOL CHARTS, FORECAST SCRIPT AND PRESSURE CHARTS TYPICAL DURATION 6 MIN

FOR INFORMATION ON OTHER MET OFFICE SERVICES PHONE THE MET OFFICE HELPLINE ON 0344-854435



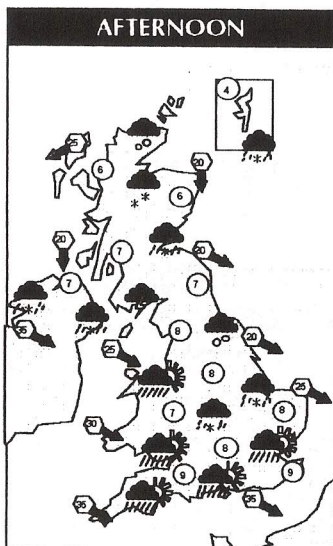
24 West Sonning Rd, ECKENHED, Telephone: 071 975 9000
Calls cost 36p per minute cheap rate and 48p per minute at all other times (as at Feb. '94)

FORECASTS BY PHONE	OTHER SERVICES
<p style="text-align: center; font-weight: bold;">WEATHER FORECASTS FOR 5 DAYS AHEAD AVAILABLE NOW BY PHONE</p>  <p style="text-align: center; font-weight: bold;">PHONE 0891-500 PLUS AREA NUMBER</p>	<p style="text-align: center; font-weight: bold;">SATELLITE IMAGE</p> <p style="font-size: x-small;">LATEST SATELLITE WEATHER PICTURE OF UK & EUROPE 0891-44-99-36</p> <hr/> <p style="text-align: center; font-weight: bold;">NATIONAL FORECASTS</p> <p style="font-size: x-small;">FAX FORECASTS FOR TODAY AND TONIGHT 0891-44-99-00</p> <p style="font-size: x-small;">FAX FORECASTS FOR TOMORROW & THE FOLLOWING 3 DAYS 0891-44-99-35</p> <p style="font-size: x-small;">FORECAST FOR 5 DAYS AHEAD BY PHONE 0891-500-400</p> <hr/> <p style="text-align: center; font-weight: bold;">WORLD WEATHER NEWS</p> <p style="font-size: x-small;">WEATHER INFORMATION FROM AROUND THE WORLD 0891-500-444</p>

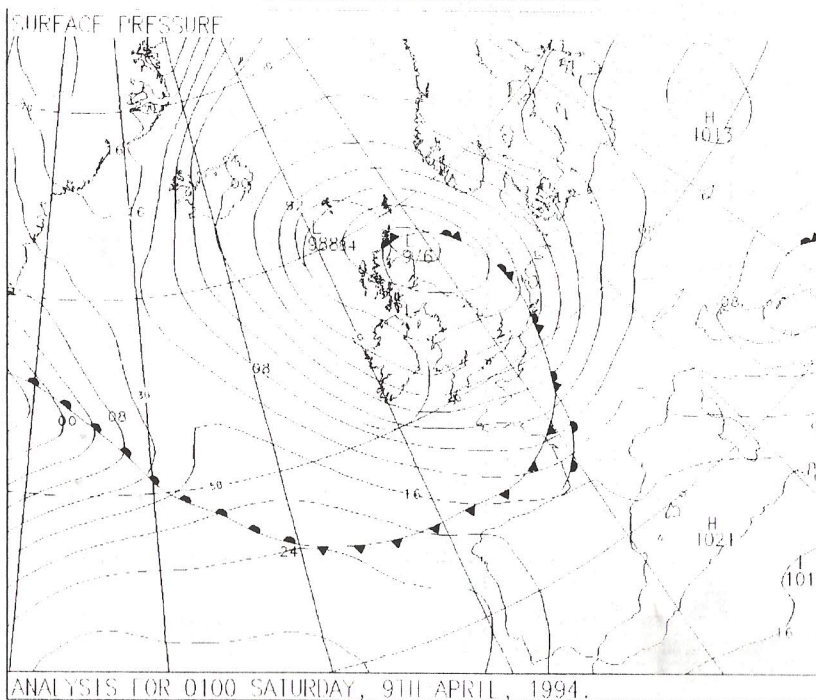
What you get from Weathercall is:

- a written transcript of the local weather, what they read out on the recorded message
- an isobar chart of the UK for today and tomorrow
- a symbol chart like the one the BBC uses for the whole country, morning, afternoon and evening. Examples are given here.

I wouldn't really recommend it for flying as it is very expensive and a bit too general.



KEY TO SYMBOLS	
	SUNNY
	SUNNY SPELLS
	CLOUDY
	OVERCAST
	SHOWERS
	RAIN
	DRIZZLE
	SLEET
	SNOW
	HAIL
	THUNDERSTORMS
	TEMPERATURE IN DEGREES CELSIUS
	WIND IN M.P.H.



Airmet

With a FAX you have access to much more detailed information than the normal Airmet voice call. The index is shown below. (this index may be out of date, as I think AIRMET for the South West has been added).



The Met.Office

Helpline: 0344-854435 (Tel)
0344-854018 (Fax)



Index of Products

FAX NUMBER	PRODUCT DESCRIPTION	TIMES								MINS	
		UT - UPDATE TIME				VT - VALIDITY TIME (all times UTC)					
0336-400-501	Index Page (Last Updated 1st November 1993)	As required								245	
		UT	VT	UT	VT	UT	VT	UT	VT		
0336-400-502	Surface Analysis chart Surface T+24 Forecast chart	0340 0435	0600 0600	0940 1035	0600 0600	1540 1635	1200 1200	2130 2235	1800 1800	5'30"	
0336-400-503	F215 UK Low level Weather chart F214 UK Spot Wind chart	0500 0400	0900 0900	1100 1000	1500 1500	1700 1600	2100 2100	2300 2150	0300 0300	5'30"	
0336-400-504	Surface T+48, T+72 Forecast chart 3 day planning text (South)	0630 1200	0000 1-3 DAYS	1830 1830	1200 1200					4'30"	
0336-400-544	Surface T+48, T+72 Forecast chart 3 day planning text (North)	0630 1200	0000 1-3 DAYS	1830 1830	1200 1200					4'30"	
0336-400-505	Explanatory notes for F215	0610	For Reference							3'30"	
0336-400-506	4 Tephigrams temp./height chart	0600								5'30"	
	SATELLITE PICTURES										
0336-400-338	Guide to Satellite Images	For Reference								3'00"	
0336-400-337	Satellite Picture (Visible & Infra-Red)	0730	0600	1030	0900	1330	1200	1630	1500	1930	1800
0336-400-339	Satellite Picture (Infra-Red)	0730	0600	1330	1200	1930	1800				
	EUROPEAN										
0336-400-341	RAFC European FL100-450 Sig Wx. F614 European Med-High Spot Winds	0215 0215	1200 1200	0800 0800	1800 1800	1500 1500	0000 0000	2115 2115	0600 0600	7'00"	
0336-400-342	F415 European Low Level Weather F414 European Low Level Spot Winds	0500 0500	0900 0900							8'00"	
	AIRMET										
0336-400-510	Airmet Index Page	As required								2'30"	
0336-400-507	Regional Airmet South text	0400	05-13	1000	11-19	1600	17-01	2200	23-07	2'30"	
0336-400-508	Regional Airmet North text	0400	05-13	1000	11-19	1600	17-01	2200	23-07	2'30"	
0336-400-509	Regional Airmet Scottish text	0400	05-13	1000	11-19	1600	17-01	2200	23-07	2'30"	
	TAF AND METAR BULLETINS										
0336-400-320	TAF & METAR Index Page	As required								3'30"	
0336-400-321	METAR 1 - S England, S Wales, Ch. Isles	BULLETINS COMPILED EVERY 30 MINUTES.								2'30"	
0336-400-322	METAR 2 - SE England, Midlands, Wales									2'30"	
0336-400-323	METAR 3 - N England, Scotland, Ireland									2'30"	
0336-400-324	METAR 4 - SE England, Ch. Isles, France									2'30"	
0336-400-325	METAR 5 - Europe									2'30"	
0336-400-330	TAF - 18 hr. Bulletin	0310	1110	1710	2310					3'30"	
0336-400-331	TAF 1 - S England, S Wales, Ch. Isles	0640	0940	1240	1540	1840	2140	0040	0340	3'30"	
0336-400-332	TAF 2 - SE England, Midlands, Wales	0640	0940	1240	1540	1840	2140	0040	0340	3'30"	
0336-400-333	TAF 3 - N England, Scotland, Ireland	0640	0940	1240	1540	1840	2140	0040	0340	3'30"	
0336-400-334	TAF 4 - SE England, Ch. Isles, France	0340	0840	1140	1440	1740	2040	2340	0240	3'30"	
0336-400-335	TAF 5 - Europe	0640	0940	1240	1540	1840	2140	0040	0340	3'30"	
0336-400-540	TAF & METAR Decode	For Reference								4'30"	
0336-400-598	GPS Newsletter (Background Information)	Thursday Afternoons								3'30"	
0336-400-599	GPS Newsletter (Status Report)	Thursday Afternoons								3'30"	

Important note: 0336 calls are charged at 36p per minute cheap rate and at 48p per minute at all other times. Quoted durations are approximate and may vary depending on size of forecast. Send a fax to our Helpline on 0344 854018 requesting a free laminated index card.

THE MET. OFFICE, SUTTON HOUSE, LONDON ROAD, BRACKNELL, BERKS RG12 2SY. FAX: 0344 854018

Brief explanation of Airmet products

F214 UK Spot wind chart

A chart of the UK showing wind speed, direction and temperature at various latitudes and longitudes at 1, 2, 5, 10, 18 and 24 thousand feet.

F215 UK Low level weather chart

Weather up to 15,000 ft. It comprises a fixed time weather chart, a tabulated description of that weather and a section for warnings and amplifying remarks.

Surface Analysis charts

Excellent Isobar charts, for those that want them. Both current and forecast.

Airmet

Text descriptions explaining the meteorological conditions in terms of wind, the freezing level, weather conditions, the outlook until a specified time and warnings.

TAF (Terminal Aerodrome Forecasts)

Text forecasts for specified aerodromes showing validity time, wind speed and direction, visibility, cloud, cloud details and general weather conditions expected.

METAR (Meteorological aerodrome report)

Gives the current weather for each specified aerodrome in terms of time, visibility, weather, cloud details, temperature, dew-point, mean sea level pressure and any trends. The METAR also contains any TAFs that were not available at the time of the TAF bulletin and any changes to TAFs. To make the most of them you'll need the explanation pages.

TAFs and METARs come from the following local aerodromes: Bristol, Brize Norton, Cardiff, Exeter, Gloucester, Lyneham, Swansea and Yeovilton.

All this stuff is very expensive, but if you use it sparingly on days when you are undecided, it can help to get you to the right site or save you a wasted journey. But then again, who believes forecasts anyway?

If you are feeling really rich you can get a feed direct to your home PC from the Met Office with a service known as MIST. All the weather information you'll ever need, at a price....

Dear Club Chairman,

By now you may have heard something about the 1st. World Speed Gliding Championships, scheduled for June 20th - 26th. in South Wales. I write this letter so that you have some general information at your fingertips should the topic arise in discussion.

I have been involved in hang gliding since the very beginning of the sport in the UK, and am passionate about it. Like many others, I think the way hang gliding developed in the seventies and eighties was incredible. But we miss what so many other sports have achieved - good publicity and sponsorship - aspects which can prove to be the lifeblood of any activity.

The 1st. World Speed Gliding Championships are designed to redress the situation, with speed gliding as the catalyst to release valuable and memorable images of hang gliding within an arena familiar and comfortable to the media and film producers.

With a competition format conceived to satisfy pilot, spectator, media and sponsor - and take hang gliding into the Olympics, the reaction from pilots, manufacturers - and the wider commercial world - has been a big positive WOW!

The intention for the future, is that the championship is decided over a series of Grand Prix.

- > With access to regular, fresh material for photographers and sports journalists a dedicated hang gliding magazine for the news stand is much more likely.
- > Speed gliding will encourage the development of fast, manoeuvrable gliders. Undoubtedly, this R&D will spin off to XC gliders.
- > By taking place in a defined area the competition is ideal for TV coverage.
- > With courses designed by pilots, turn points and markers that will deflect if clipped, and no penalty for aborted runs, the risks involved are no higher than in any other international competition.

From the beginning Airsport Associates, through Bob Harrison, has liaised closely with the BHFA. Now, speed gliding is an official part of the BHFA structure, with its own panel operating alongside those of paragliding, accuracy and traditional hang gliding.

I hope the above along with the general publicity information enclosed is useful to you, and welcome your views and comments.

I will keep you informed of developments as organisation of the championships continues.

Yours sincerely



Murray Rose
AIRSPORT ASSOCIATES LTD

cc Speed Gliding Panel

Bob Harrison, Peter Harvey, Dave Fenwick, Paul Frain, Darren Arkwright, Steve Elkins, John Pendry

1111 LEWIS, LEANRYNACH, BRICON, POWYS, LD1 1PG
1111 LAY, CHS210 56 151, MORILL, CHS210 197166

THE 1st. WORLD SPEED GLIDING CHAMPIONSHIPS

The championships are to be held between the 20th and 26th. June 1994. The total prize money of £25000 is by far the highest any international hang gliding competition has offered to date - £10000 going to the overall winner. The event organisation will be handled by Airsport Associates - the originators of speed gliding.

The 1st. World Speed Gliding Championships have been specifically tailored to provide vivid, fast moving television and will be presented in a way that can easily reach and excite the public. As well as attracting TV 'sports desk' coverage, Airsport Associates are teaming up with an established, UK based production company, in order to make a 50-60 minute TV feature programme for world distribution. This 'white knuckle' event will create some truly breathtaking images, and 'single chip CCD colour cameras' fixed to the wings will turn these images into stunning footage.

Following a format similar to downhill ski racing, top pilots flying fast, high performance hang gliders will contour-hug a series of downhill courses at high speed. The strategic placement of course markers will demand full demonstration of pilot skills and aircraft manoeuvrability.

Competition takes place over a period of seven days, with two runs being flown on each day. The aggregate time of both runs will determine the winner of the day, and of the seven days, the champion. For the purpose of deciding the champion only two days flying are strictly necessary. The simplicity of the scoring system is deliberate. The organiser's aim is for a system that can be immediately assimilated by the first time spectator. The courses - designed by top international competition pilots - are set to both challenge the competitor and be visually rewarding for the cameras and spectators.

The championships will be held in the beautiful national park area between Abergavenny and Brecon. The area features surroundings with strong scenic contrasts, varying from rugged mountains where the starts are located, to riverside parkland at the finish. The courses have been selected so that most of the action can be seen from the landing fields, which are large enough to accommodate not only the landing zone, but also the pits area, hospitality tents and several thousand spectators.

To give a diverse and international flavour to the entry, whilst ensuring the highest possible skills level, competitors are mainly drawn from teams supported by the world's hang glider manufacturers. With skill, not strength as the essential criterion, entrants, male and female, will compete with genuine equality. Great Britain will feature high in the results, for like Formula One motor racing, British designs are the best in the world and our hang gliding teams and individual pilots excel in the world competition arena. Since 1981 Britain has taken many international honours, most significantly these include:

- * 4 World Team Championships
- * 4 Individual World Champions
- * 5 European Team Championships
- * 7 Individual European Champions

The sport is supported by a mature and technically sophisticated industry; world wide it has a well developed infrastructure of highly skilled, star quality pilots, manufacturers and R&D teams. Hang gliding has attracted the attention of respected designers from way beyond its own constituency. Keith Duckworth - the 'worth' in Cosworth racing engines - recently purchased top hang glider manufacturing company Solar Wings of Marlborough. There, the aircraft are built in a Civil Aviation Authority approved factory, and research and development is headed by a Doctor of Aeronautics.

Every aspect is in place, the time is right and Airsport Associates have drawn together a team that comprehensively covers all the disciplines needed to make this a successful world class event.

Gliders for sale

Ace Medium, one careful owner, good condition. Must sell due to lack of space. Bargain £250. One of the very few gliders to reach Cornwall on XC from Avon. In the care of Jason Board (0934) 510404

Airwave K4, good condition, £1600, **Airwave Race 2 harness**, suit 5'10" pilot, as new, £250. Ray Bass (0934) 84684

Magic IV Half Race 166, excellent condition, low air time, blue leading edge, rainbow under-surface, £650 ono. Rob Cook (0275) 879126

Rumour I, medium, very good condition, less than 100 hours flying time, £800 o.n.o. Tony Williams 0272 248230

Paraglider Pilots: Double your airtime with an **Airwave Magic IV 166** hang glider including stirrup harness with parachute. All for only £475. Tel. Mark Joyce 0380 830195

Fun Air Tonic 27 square metres. Pink/yellow, 3 risers, excellent condition, one owner. Grade one - safe - ideal first canopy. Bargain £450 including Sky Systems XL rucksack. Tel. Bertie Grotrian (0747) 830380 (Mere).

Ace 160, excellent condition, low air time, v.b., white with lime green double surface, batten profile £500 or offers. Romer open face £15, phone Shaun O'Neill on (0453) 822187

Bits for sale

Thunderbird Mk 3, still the best vario on the market, £120. Neil Atkinson (0225) 754152.

Liquipak for sale, 1.5 Litres, like Camelbak, used twice only, £20. Fiona Macaskill 0454 613788

When you sell this stuff let the editor know so your advert can come out!

WUFFO Stories II (as told to the editor)

Whilst flying Westbury on my paraglider, I was approached by a couple of locals.

"How do you get your parachute up in the air?" they asked.

"Easy," I said, "you just inflate the paraglider and it forms a wing above your head. Then, you run off the hill, the same as you would on a hang-glider."

"Oh," came the reply, "Do you use a foot-pump to inflate it?"

AVON HANG GLIDING AND PARAGLIDING CLUB COMPETITIONS REGISTRATION FORM (94)

Name :

Address :

Telephone.

Home :

Work :

Mobile :

BIIPA Membership Number :

What wing will you be flying in competition? (Circle appropriate answer.)

Paraglider

Hang Glider

Both

Aproximate airtime to date :

Best XC to date :

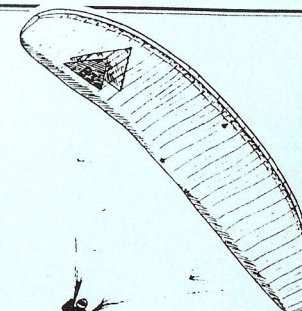
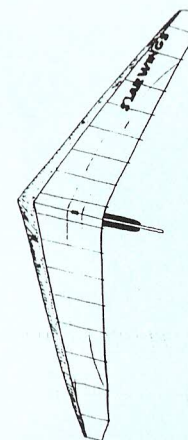
Glider Type :

Tow Rating :

Declaration

I understand that the decision whether or not to fly and whether or not to attempt any competition task set is solely my own. I undertake not to hold the AVON HG&PG Club, it's representatives, or any competition organiser responsible for any accident, injury or damage, howsoever caused, which may result from my taking part in competitions as a member of the AVON HG&PG Club Team.

from HANG GLIDERS &
PARAGLIDERS (page 1)



to PIP PINS & MAILLONS (page 20)



via HARNESSES RESERVES INSTRUMENTS WATCHES FLYING SUITS
BOOTS HELMETS BACKPACKS RADIOS MAPHOLDERS COMPASSES
TOW RELEASES ACCESSORIES BOOKS & VIDEOS SPARES & REPAIRS

send an A4 size envelope with a 38p stamp for
a copy of the ParAvion Catalogue or call in to
the shop

PARAVION SALES

Elm Tree Park Manton Marlborough Wiltshire SN8 1PS

Tel 0672 861380

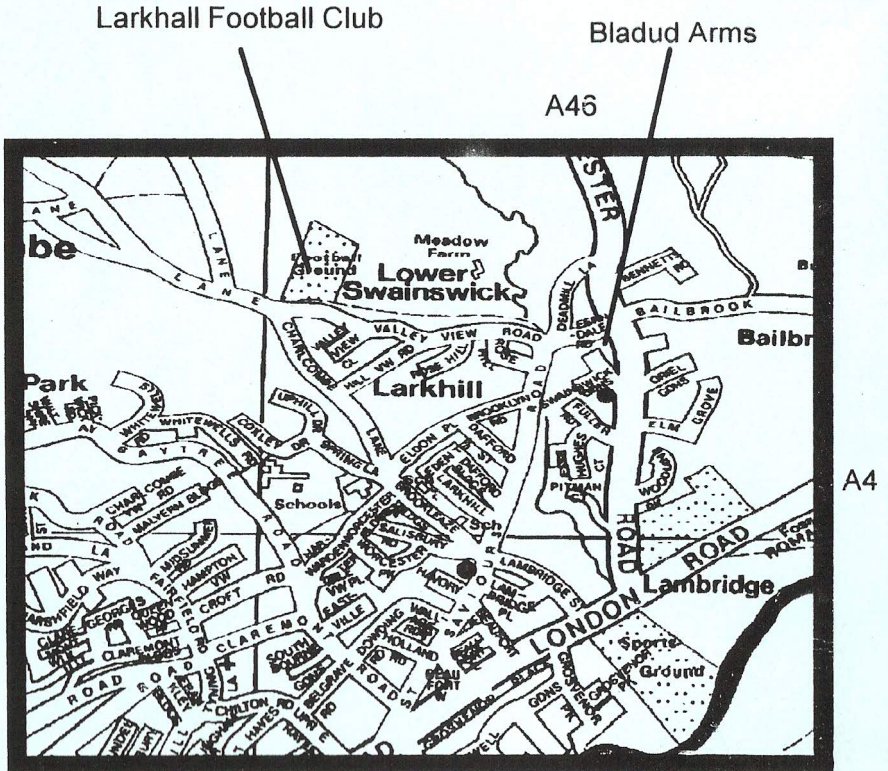
Fax 0672 861580

Visa - Access - American Express. Telephone, mail order and shop sales.

NOVA

How to find the venue for the monthly meeting, held on the first Wednesday of every month at 8.00pm.

- From the A46, turn into Ferndale Road by the Bladud Arms pub.
- Go straight across the junction into Valley View Road.
- Go up the hill for about 300 yards until the road narrows by the derestricted speed limit signs.
- The football club is another 100 yards on the right past the signs.



NOVA

NOVA MAGAZINE, 41A, GROSVENOR PLACE, BATH
BA1 6BA. TELEPHONE: 0225 338676