

# NOVA

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Meeting

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*August/September  
1994*

AVON



**Hang Gliding and  
Paragliding Club**

## The committee

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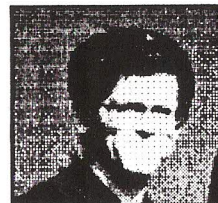
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Jon Buckingham	hg	(0272) 698708
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### weather

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

## Chairman's bit



**Vote for Chris!** Very soon in Skywings you will see details of the BHPA executive elections. Like the majority of readers the most you might do is to give them a quick glance before turning the page. This year look a bit closer and you will notice that our own Chris Jones is standing for election. So get your voting paper out and make sure you help elect Chris as someone who understands the problems of keeping local clubs like ours running.

What sort of club should we be? I've a few answers to this.

*A club with good sites.* We have a lot more quality sites than some clubs. Thanks to the hard work of a number of members, and the general good sense shown by the rest of the club, we don't have much trouble in hanging on to them.

*A club with good members.* In this club we have an abundance of members who are enthusiastic pilots and nice people to know (except when you've ended up in the bottom landing field and they managed to go XC). For a lot of people it stops there. When I first joined the club it disillusioned me a bit, but after talking to people from other clubs I've found that this is a fairly normal situation. So now it's OK by me, I'm not going to try and convert anybody.

*A club with a social scene.* Where we do differ from some other clubs is that if we arrange a talk at club meetings then a significant number of members do turn up to listen and join in. I'm regularly asked why we haven't had many talks this year. The answer is fairly simple, the committee members don't have many contacts to call on. Give us an idea or two and we'll see what we can do about them.

*Is there something else we should be, or should do?* The club AGM will probably be held at the October meeting (unless we arrange a speaker!). This will give you an opportunity to make your opinions known and discuss anything subject you are interested in. Luckily you don't have to wait until then, any member of the committee will be glad to hear from you at almost any time.

*A place on the committee.* Yes, it's getting close to that decision making time of year. You need to decide if it's time to follow your urge to show everyone how the club should be run by joining the committee. We can always find a place for you (mine?), the only real qualification needed is a bit of enthusiasm.

*Pete*

## Editorial

Hello all, sorry about the somewhat sporadic nature of the magazine's appearance in recent months, but I've been much troubled by work. Also, the summer seems a fallow period for flying stories, as people are generally off experiencing them. I expect articles from all those who have been abroad in recent times (including myself of course).

The magazine is seldom in a position to pay for articles, but we had to recently. The Royal Mail demanded 34 pence from me to recover a letter sent to me, but without a valid stamp. I must tell you, Marcus, that Business Reply doesn't work if you stick a white sticky label with my name and address on it over the original address.

*Paul*

## Sites

### Frocester/Selsley

Has anyone flown Frocester recently? Bruce Goldsmith flew 120 Km from the site recently, on a paraglider; there were no other Avon members present, apparently.

### Ubley

There have been a few flyable days, mostly with very light winds again. Kevin and Neil got away one Saturday but only managed a few miles past Cheddar. What has happened to the weather?

We've had our first "paraglider in a tree". I guess it was inevitable for a site like Ubley. Thankfully it was Chris Milford, who is well skilled in the arts of climbing. As a one time tree surgeon, he was able to extract himself with little damage to tree, glider or himself. He flew later that day at Westbury. I'm told the tree is feeling better for the experience.

Somebody, (it was me I confess!) managed to break the electric fence in the top landing field. Thankfully the farmer was on hand to turn off the juice, (but not before I'd been well and truly zapped, several times!) and I fixed it. On the same day Judy Leden turned up with a crew to do some filming. Luckily the farmer was OK about the entourage of film crew vehicles, but Ubley is definitely not the place to take along a bunch of hangers-on. The farmer and his wife mentioned they had allowed a couple of people to shoot on the land, and now they have loads of people shooting there. They were not happy about it. Lets keep a low profile here please.

### Westbury

Lots of flying has been had at Westbury this last month. No *epic* Westbury days unfortunately, but lots of soarable evenings. I caught the sea breeze as it arrived one day at 5.00pm, and managed over 2000' at on my paraglider, it scared me stupid. On another day Bertie managed to get away in a westerly and do about 10 km.

The land owner who owns the bottom landing field has given permission for a party to be held there to celebrate the final completion of the repairs to the White Horse. The organisation of this has nothing to do with us, so we don't know what impact this will have on flying there. Watch this space.

### Mere

A few rough days as usual, at Cowards, Long Knoll and the Range. Jim M flew off early one afternoon from the Range to manage 80 miles. Over two hours later I left, and achieved one of my ambitions - to fly over my house in Bath, with 5000' amsl, yeeeah! Alas, I used up the last shot in my camera taking a photo of the Royal Crescent.

A few people have been driving their cars into the Rifle Range, this is not allowed. Please don't.

### Draycott

Mark Haycraft assures me that he had one of the best Draycott days ever. Gliders were specked out all over the place. Jason and a visitor flew XC but only got a few miles.

On the same day that Jim and me were flying XC from Mere, Jason flew Draycott and had five grand over Ray Bass's house. Unfortunately he couldn't shout loud enough for Ray to hear! And he did it again the next day!

## Others

### The Deverills

After hearing that Thames Valley were going to give up this site from several of their committee, we went ahead and spoke to the farmer. Bertie, who lives locally negotiated a good deal for us and we thought the matter was settled. Unfortunately there seemed to be a bit of confusion within the Thames Valley committee, and they then decided they didn't want to give it up. This of course was fine with us, because all we wanted to do was ensure that no sites were lost to the flying public! Anyway the outcome of all this is that the site is still flyable.

The rules are as stated in the Thames Valley Sites guide with a few additions.

- No bottom landing in the Easterly bowl as it will always be in crop.
- Take-off and land anywhere that is not cultivated on both the East and North faces. These areas are set-a-side, but soon part of the top may be cropped - so stay out of it.
- Don't stop on the track leading up to the barn except to open the gates.
- Stay out of all cultivated fields even if you can't see a crop yet.
- Drive less than 10 mph through the farm.
- Always relock the gate. The combination is 2512.

Don't fly until you have read the full TV sites guide.

### Pandy

The "Hang-gliding is illegal" sign has finally gone from by the gate at Pandy and the SEW club has negotiated a licence with the National Park. This has coincided with some good flying at the site. Several Avon paraglider pilots have managed 10km + over the back and have flown to the gap (and back if they were lucky!). Other pilots have had flights of 40 miles and more.

Please respect the rules imposed by Mrs Clayton and don't stop on the track leading to her farm. Only stop in the farm yard or the field. Don't park outside the gate in the turning space.

### Blorenge

Dave Fenwick, the new Thames Valley chairman has been instrumental in getting the graziers to agree to allowing 4x4's to drive up once again. Only 10 cars have been licensed to go up. The club has installed a gate at the start of the track to ensure that the system works. The 10

car owners have to pay £20 a year for the privilege. Only two cars can be up the track at any time, and only designated medi-vac vehicles can park at the top, all other must drive down to the lay-by. So if you time your arrival right you may get somebody to carry your glider up for you!

Chris

## Hot Gossip

*Any and all contributions gratefully accepted. Get yer dirt out.*

- ⊙ It looks like the Deverills it not lost to flying. Things are a little confused. We'll let you know when things get sorted out. *(see sites info)*
- ⊙ Bill Niblet is back on a Kiss. After trying out a K4 for a while, and then thinking of giving up, Bill is back flying his favourite glider. He's also looking for a cheap paraglider with reasonable performance.
- ⊙ Ron Smith has sold his Kiss to that man mentioned above, and is now flying a K4. He's also got himself a dangler and has been seen dangling at ParAvion and Westbury.
- ⊙ Helen and a guy called Mark, flew 11 km from Pandy to near the Bluff. Unfortunately they couldn't get back, as the winds were off to the south. They walked back in just over three hours carrying their gear. Were they practising for the 444? Paul Guilfoyle had done a similar thing the week before, but had decide to leave his hang-glider behind for the walk, sensible chap!
- ➔ Dave McCarthy has just returned from a holiday in Malta. He did managed to get some flying in but the sharp rocks of the island left their marks on his canopy.
- ⊙ Simon Murphy has taken over the roll of UK importer for Firebird paragliders. Maybe we'll see Ray on a dangler in the near future?
- ⊙ John Hunt has set up a winch towing operation between Swindon and Hungerford. He hopes to tow hang-gliders and paragliders 7 days a week.
- ⊙ The clang of metal was heard on Pandy recently when a reasonable Avon pilot managed to whack his glider good and proper on landing. I'm told quite a few tubes had to be replaced. The same pilot also managed to sink out at Westbury when everyone else stayed up. I only tell you this in the interest of safety you understand; and besides Bill Niblet told me I had to put it in.
- ⊕ Marcus was seen ground handling at Westbury, despite the fact that his doctor told him not to fly for six months. I think you are taking his words a bit too literally Marcus!
- ⊕ Neil Atkinson was volunteered to organise the Airwave Semi-finals in SE Wales recently. Shame we weren't in them. Still there's always next year.
- I heard on the news that this July was the driest, hottest July since 16-something-or-other. It has certainly been the most windless one I can remember. August has been making up for it all by trying to rain every day.
- ⊙ Tony Richards had a bit of a bump at Pandy. Thankfully he was not badly hurt. His glider got a bit bent though. We hope you're back in the air soon Tony.

- The style police have issued a warrant for Dave M, who was seen wearing a see-through mesh cap-sleeved T-shirt (yuk!) and Dave P who was seen sporting undersized cycling shorts.
- ➔ Mark Haycraft and Nick Romanko are now off somewhere in Europe. Unfortunately Mark appears to have gone there to work! Nick has no such problem @!!!
- ⊙ Judy Leden was seen entertaining the masses at the Bristol Balloon Festival when she dropped from a balloon on her Airwave Klassic. Maybe she was getting some practice in for her drop from ten zillion feet later in the year.
- ⊙ What has happened to Derek Target? Has anybody seen him on a hill recently? Rumour has it that he's become some kind of born again biker. Born to be wild.....
- ⊙ World number two and inventor of a new speed to fly/vario, Chris Arai, was seen recently flying his RamAir at Pandy.
- ⊕ I, that is Chris Jones, am standing for election to the BHPA Executive Committee. So if you get a ballot paper with the next addition of Skywings I'd appreciate your vote! You could of course come along to the AGM and vote in person.
- ⊙ John Hartley has gone from a Clubman to a Rumour. His first day on the hill gave him his longest, highest and best flight to date, plus a 10% increase in his airtime. Now he wonders why it took him so long to upgrade!
- ⊕ A conversation overhead recently between two paraglider pilots (not of this parish) who were discussing how best to fly on crowded ridges. D\*\*khead #1 "I just fly legally according to the rules of the air. If someone else is in the wrong they soon move out of my way". D\*\*khead #2 "If you lose your place in the pattern it can mean having to land. If this is happening then I fly aggressively and force someone else out".

## OCTOBER MEETING

At the October Club Meeting, TONY WEBB will be coming along to talk about AEROTOWING HANG-GLIDERS. A must for any interested HG pilots in this area.

I

**Low Airtime Pilots**  
**There is now a fly-in every first Sunday of the**  
**month**  
**Contact Dave Garbe for details**  
**Don't miss out!**  
**Be there!**

## Paragliding Bit

Hi

The flying this year seems to have been a great improvement on last year and still the weather is hot (well on and off). I have been sitting here wishing I could be out there following my accident in the PWC in Switzerland. Various members have been off round the world with several ending up in Spain for the British Open and the PWC. The British Nationals 3rd leg was one by Pat Holmes with John Sylvester 2nd, showing their knowledge of European conditions. Richard Carter came in 3rd. The big news for the club is that after a rather disastrous British Open where her camera got broken in a dust devil, Fiona Macaskill came 5th in the women's section of the Piedrahita PWC and now has some women's PWC points under her belt. Unfortunately the two events were marred with further accidents among the British, Pat Dower suffering a broken arm and leg and Sarah Fenwick has broken three Vertebrae when she span in from 60 feet after jettisoning her ballast. Let us hope that both of them make a full recovery and are back in the air soon.

Well as soon as I can fly again I'll be out there on my new canopy a Harley Cyclone. If anyone is interested in this brand new canopy I should be getting some information sheets from Harley and I am willing to let people test fly the canopy. Already the canopy has done a couple of XC's from the Flight Factory's tow field near Cheltenham.

That's about it on the news front so until next time safe flying and maybe I'll see you on the hill soon.

Marcus

### Paragliding XC league

This year XC league is looking very healthy thanks to some enthusiastic fliers and some excellent weather. It's good to see some new names in the list of flights, but there must be more of you out there doing good things. Bertie still holds the club record as I write this but he has shown that anything is possible. The AVON record currently stands at 36km, can YOU do better?

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)		

## Avon Hangliding and Paragliding Club Paragliding XC League 1994

Positions as at 29/08/94

Pilot	Paraglider	1	2	3	4	5	Total
Fiona Macaskill	Trekking Miura	28.4	26.4	10.6	10.2	8.4	84
Mark Drake	Apco Supra	19.6	15.2	8.4	5.3	3	51.5
Helen Barnes	Flight Desighn A4	11.3	10.1	9.1	6.6	5.8	42.9
Bertie Grotrian	Treking Espace 44	36.2	3.5				39.7
Dave Pilkington	Trekking Miura	19.6	7.8	5.8	2	1.9	37.1
Tim Pentraeth	Nona Sphinx	28.3					28.3
Marcus King	US.Voiles Storm 401	8	5.6	3	2		18.6
Dave Boxall	Flight Design B2	3.8					3.8
Chris Jones	Airwave Voodoo	3.2					3.2
							0
<b>Grand Total</b>							<b>309.1</b>

### For Sale

#### U.S Voiles Storm 401

Approx 30 Hrs use but good as new, Mylar top surface. Suit Pilot weight 72-85 kg, 10A 1B (Assymetric Tuck) and 1C (Search for deep stall with rear risers). This is a performance canopy similar in performance to Supra, Rave etc. Willing to take beginners/Intermediate canopy as part of deal cash either way. £900 or offers. I have to sell because I am now sponsored by Harley Paragliders.

Also available Edel Force Harness will take a backplate and side mounted reserve, has integral reserve bridle. £100 or offers. Phone Marcus on 0225 782516 or 0225 760783

### Harley Paragliders

As you may now know I am sponsored by Harley Paragliders and am flying the new Harley Cyclone. This is an exceptional British canopy which in my opinion can keep up with the best of the foreign canopies. If you want to test a Cyclone or the Sirocco please contact me and I should be able to arrange something. Don't forget Harley's new incentive scheme any kms flown on a Harley means points and yes points mean goodies. As well as this, the gliders are guaranteed for 3 years and you get the backup of the Harley Club. For more details contact Marcus on 0225 782516 or 0225 760783

## Being Pulled Around the Sky

Whilst visiting me in hospital in Switzerland, Charlotte my girlfriend had been to see the PWC in Grindelwald. This experience rekindled her interest in the sport of paragliding and when she came back she announced her intention to join me in the skies. Now I'm all for encouraging this what better than to share your love of flying with someone else. When we came back to good old Blighty and I had started to get around again, but not flying agggggh, I enquired about towing courses at the Flight Factory. I got their number from my canopy and gave them a call and they sent us some details of their courses down. Two other friends, Rose and my sister's boyfriend Johnny, expressed an interest so it was arranged for the three of them to spend a Saturday doing a days training.

Friday saw Charlotte, Rose and I trawling the pubs of Gloucester, where Rose lives, with me laughing at the others trying to take it easy because the leaflets from Flight Factory said that people with a hangover would not be allowed to fly. The evening finished in one of the many Indian restaurants to be found in Gloucester, consequently I was just a bit knackered when we got up at 8 the next morning. Amazingly, we were early arriving at Cheltenham race course where we were due to meet the folks from Flight Factory who dished out Student cards, took money etc. whilst we all waited for my sister and Johnny who had got lost on the Motor way system. I ask you "How hard is it to get to Cheltenham from Bath?" Anyway after a short delay we moved onto Flight Factory's tow sight on the hills somewhere above Cheltenham. The day was starting to get hot so into the shorts for the non flyers. The morning was spent being introduced to the Ram Air canopies that they would be flying that afternoon. These are very basic canopies pretty similar to jump canopies, they have the glide angle of a brick but have the advantage of being incredibly safe. After a talk explaining what a canopy was, what air was, how the two worked together, what risers were etc. the group was introduced to a harness, a helmet and a glider. They then spent the next hour or so pulling each other round the field, getting use to the controls and being lifted off the ground.

Meanwhile several other pilots were towing on the winch on intermediate and advanced canopies. Whilst all this was going I decided to have a go at ground handling my brand new Harley Cyclone, just to keep my eye in, so to speak. One lesson learnt wear full boots when ground handling not 'Merrels' because if you don't you will get your feet full of thorns from thistles in the grass. Anyway the new glider impressed those present. One of the instructors told Charlotte's group that it was very new and very expensive and very high performance. Meanwhile a pilot flying a Supra, who had flown a total of 150 km the previous week asked if he could have a go. He promptly proceed to sky out and disappeared to fly 12 km on it.

Soon lunch time approached and the students were treated to the wonderful light of PLF practise. Rose had a definite bruise from this experience. They chatted excitedly during lunch about there experiences and the flights yet to come that afternoon. Charlotte and I ate our single slices of bread, what planning whilst Johnny went without, no planning there, he and Rachael thought that it was only half a day, I bet Dave Sollom wishes he got £50 for each half day. The excitement built then faded away again as they waited to fly and I got out my video camera to record the historic occasion. First of our three off was Rose who gave a little yelp as she headed skyward, she says her landing was not too hot being on her knees. Johnny was next and, having lied about his weight, disappeared moving horizontally about 2

feet above the ground. Charlotte was the last off. Her initial attempt was halted when Mark her instructor accidentally pulled her cable release as they took in the slack. When she got in the air she nearly stalled the wing by pulling her hands down to much. This was soon corrected and she made up for it with a perfect landing. On the next flight she did some pre planned 90 degree turns before landing.

The final flight was the best for all of them, releasing at about 700-800 feet. Rose was first and did not seem to be coming down. She had been told to fly a circuit and came over our heads going downwind with oodles of height, she then turned back into wind and landed within yards of us. She had a huge grin on her face, but was it the flight or the fact that she didn't have to struggle carrying the canopy for very far? Johnny and Charlotte also did circuits on their final flights and arrived on the ground complete with grins. All three had been caught by the bug and we arranged to return the next day to some more flights, with Charlotte excited at the thought of flying something 'a bit more jazzy.' Unfortunately the weather conspired against us and although it was yet another blisteringly hot day the wind was gusting to well over 20 mph. So, after flying kites for a while we headed down to Ashton Court for the free festival before heading home to not watch the world cup final.

I think that towing is a brilliant introduction to the sport as you manage to get a good degree of air between your feet and the ground on the first day. All three thoroughly enjoyed themselves and are hoping to do complete their Student Pilot in the near future, before going on to do their Club Pilot, this will probably be on the hill with Par Avion or whoever. Finally I would like to take the opportunity to thank Mark, Craig, Ian and Mike of the Flight Factory for a great day and making this introduction so enjoyable. I can definitely recommend it if you have any friend who wish to try out the sport. Finally although all three started flyiong on a tow launch all of them have said that they can't wait to be able to fly freely from a hill!

*Marcus King*

## Competition News July/August 1994

British Paragliding Nationals, third leg, Piedrahita.....Fiona's highest scoring day ended up with zero points, as her new camera played up. This is because it was trashed by a dust devil just before she took off.

Paragiding World Cup.....Fiona made the cut and finished 70th out of about 130. She also finished 5th out of the women, with 30 PWC women's points. She even beat the current woman's world champ, French flyer Camilla Perner.

## Little Black Bulls

By Helen Barnes

Some weeks ago, I went to Piedrahita, site of the (unofficial) European paragliding distance record, and a mecca for hg-pilots too. Just for a week, so I didn't stay for the British nationals pg comp (of course, I wish now that I had!!)

The weather for the comp was much better than the week I was there! However, I flew on 4 different days. The first was just some top to bottoms, as it had been howling on TO and I chose not to take off in such windy conditions. So some evening drifting at 7pm - very pleasant. The other flying days consisted of trying to break thro' the inversion, which I didn't succeed in doing, but made a very noble effort, getting thrashed around in the punchy thermals which were trying to break through too. I did lots of climbs to 1000' above, just to slither back down to 500 below take-off again!

### But now the real story ...

My funny story is landing by a field of fighting bulls - you know, the lean black ones with pointy horns that the Spanish breed for bullfighting! This was on the top of a range of hills, as I couldn't penetrate forward to fly down to the road. From the air, I thought the bulls were in an enclosure, but as I carried my canopy to a flat area to pack it up, I heard the cloncking of bells. Looking behind me, I saw 30 of the beasties playing follow-the-leader, and running towards me.

I set off to run, and as you can imagine, wasn't covering much ground, as my speed is somewhat impaired in full pg kit, with canopy draped over my shoulder. Seeing a barbed wire fence, and possible safety, I hurdled it in one bound. Sadly for me at that moment, the 1001 canopy lines wrapped themselves around the fence, and clung on for dear life.

Recognising that the rickety posts supporting the fence were no defense from a herd of charging bulls, I scrambled out of the harness. Isn't it ludicrous that in normal circumstances, you can climb out of a harness with no trouble at all, but when danger lurks, the brain takes a bit of a holiday. Consequently, I ended up taking the leg straps off last, and nearly cutting off the blood supply to my upper body.

With no further pause for thought (good job too, with the brain now somewhere in the Bahamas, on the beach), I charged off down the hill, without even switching off the vario or collecting my camelback for a supply of water in the searing heat.

But wait a minute - the RADIO! It's in my flying suit, in which I'm currently slow baking at regulo 5, like a jacket potato. I reach for it; it's a lifeline. I can radio people that I'm OK.

Or not. The battery is dead.

An hour of struggling through waist-high gorsebush, and I'm still miles from civilisation, totally

parched and a tad p\*ssed-off, thinking about the 3 thousand odd pounds worth of pg kit, suspended on a barbed wire fence, being munched by beef stock, somewhere in the middle of Spain.

Then, ho!, in the distance I spy two locals, one on a donkey. I shout out, and they wait for me, surprising really as I'm hot, sweaty, dishevelled and wild-eyed - looking a bit like I've been chased by a herd of bulls, in fact. At this point, it's worth pointing out that although I can speak French, that's NO GOOD WHATSOEVER in Spain.

So, using the word 'toro' (bull, for anyone who hasn't figured it out) liberally, I attempt to explain my situation. They appear to understand (!), and we set off back up the hill. One and a half hours later, I'm back where I started. Approximately. Not EXACTLY where I started. But close, I think.

Several sign-language conversations later, we establish a search pattern (why does all gorse bush look the same) and eventually stumble across the glider, still splayed across the fence.

I fear for it - it must look like a sieve now, with all that gnawing from hungry bulls. AMAZINGLY, there's not a mark on it. The farmer had been at pains to explain that the bulls are only interested in the smell, but up until then I hadn't believed a word. We unpick it from the fence, and the older farmer (they are both called Alfredo - father and son), plunks the bag onto the donkey. We turn around and traipse down the hill again, herding 10 cows in front of us, which are to be sold at tomorrow's market.

An hour and a half later, I'm in the Alfredo household, being plied with lemonade by Mrs Alfredo, who despite rattling away in extremely rapid Spanish, conveys most eloquently that I'm completely off my head.

I can do nowt but agree.

## Hang-Gliding XC League

Pilot	Total	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5
Jim McMackin	290.10	56.00	25.00	39.00	90.60	79.5
Jason Board	153.00	45.00	108.00			
Mark Haycraft	63.62	30.00	13.62	20.00		
Neil Atkinson	63.27	11.19	45.11	6.07		
Colin Hale	34.72	13.08	12.40	9.42		

## Gliders for sale

**Hot Dream B2 25.2**, Red/Purple, 45 hours dry air time, good condition, speed system and trimmers, owner going to Africa for the winter. £1250. Tim Brunskill, (0749) 679908, or contact the Editor of Nova, Paul Davies

**Rumour 2, 13 m**, nice colours, stored indoors, moving to bigger wing, £1400. Ian Dibble, (0305) 783110

**Super Scorpion Mk 2**, ideal dune soaring glider, pretty rainbow sail, BHPA registered. Good condition, £150. Steve, (0278) 452813

**Magic 4, 133 Full Race**. Built by Airwave in 1993. Excellent condition, good performance and handling, nice colours. Suitable for low airtime or advanced pilots. £950. Pod Harness, £100. Davron Vario/Alti, £125. Parachute £150. Small flying suit £10. Contact Steve Wills, (0278) 452813

**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

**Magic IV 166** including Pitchy. Good condition, flies well, £325 ono. Mark Joyce 0380 830195

**Sky Systems Supp Harness** including Apco parachute. Good condition, parachute as new. Sensible offer considered. Mark Joyce 0380 830195

**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.

Two **hand-held CBs**, 40 channel. Battery powered or mains. Good air to air range. Chargers, aeriels, and still under guarantee. As new, used once. £150 the pair. (0278) 452813.

*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!*



# Flight For Life

LONDON TO AMMAN BY MICROLIGHT  
IN AID OF THE CANCER RESEARCH CAMPAIGN

Judy Leden  
"Flight For Life"  
8, Burnham Manor  
Gibbet Lane  
Camberley, Surrey  
GU15 3UP  
Tel: 0276 28649  
Fax: 0276 66599

25th April 1994

*Dear Fiona*

I am sending you these brochures and pledge cards in the hope that the members of your club will make a donation to "Flight For Life".

Yasmin Saudi, the inspiration behind "Flight For Life", sadly lost her battle against cancer and passed away on February 23rd. Before she died, she asked that the project should go ahead without her, and that the money raised go to the Cancer Research Campaign to fight against this devastating disease.

If you are tempted to ignore this request as we all do with so many of the pleas from charities, remember that cancer is going to directly affect you and your family and friends at some time in your life. Yasmin's zest for life and love of flying touched me and everyone who knew her. Please support this cause so that others like Yasmin are given a second chance.

The project's costs are being met by outside sponsors so all the money raised will go directly to the **Cancer Research Campaign**.

Yours sincerely

*Judy*  
Judy Leden

*Please help us raise as much as possible in memory of one of the keenest women fliers I have known.  
Happy flying!*

PATRON: KING HUSSEIN OF JORDAN



cancer research  
campaign





## .....And Yet So Far

### ALL OUT ANNOUNCEMENT

It is with regret that the BHPA have to announce that the ALL OUT event will not be taking place at Swansea Airport.

This eleventh hour decision has been forced upon us by the Directors of the airport, who for reasons better known to themselves have reneged upon their agreement and left us in the lurch. The BHPA are considering what further action may be appropriate.

Great efforts have been made to find an alternative home for the event and our thanks go to several members who tried valiantly on our behalf.

### STILL ALIVE AND KICKING

We refuse to be beaten and are holding the same ALL OUT on a good sized airfield in East Anglia, instead!

6 to 8 Winches.      2 to 3 Aerotows.      2 to 3 Vehicle tows.

### THE NEW LOCATION

**NORTHREPPS AIRFIELD  
NORTHREPPS  
CROMER  
NORFOLK**

**PLEASE PASS THE WORD - WE LOOK FORWARD TO SEEING YOU THERE.**

Bob Harrison  
18 August 94

### NEW & USED HANG GLIDERS - PARAGLIDERS - FLYING ACCESSORIES (over 30 used gliders to choose from)

Solar Wings Fever Mk 2	£2966	Rumour 3 13,14 & 15mtr	Rush	£2966
<b>Harley Sirocco's &amp; Cyclones From £1745</b>				
Polaris Small	£250	Med S4's	from...	£200
Wills Wing Spectrum	£1250	Vision 5 Large (as New)		£999
Calypso	£850	160 Clubman		£600
Ace 160's	from...£300	Ace 150		£400
M4 155 FR	from...£450	M4 166's	from...	£350
M4 177	£400	Santana		£600
Rumour One 14.5's	from...£600	Kiss		£750
HF AT 158	£1100	K2		£1000
Ram Air 146 & 154	£2900 & £3000	K3		£1000
<b>Used Paragliders</b>				
Harley Typhoon	£500	Free Spirt Mk1's	From	£475
<b>New Harnesses</b>				
Flylight	£295	Hot Dream Small		£800
The Design by Scorpio	£464	Hi-Life		£360
<b>Used Harnesses</b>				
Skysystems pods	From £125	The Edge by Solar Wings		£465
Scorpio 90 5'7"-8"	£180	Paragliding Scorpio Sandwich		£365
Keller Mk 1 5' 5"	£180	<b>Used Harnesses</b>		
<b>New Parachutes</b>				
Apeo Mayday Pulled Apex 16'	£337	Airtime Pods	From	£125
<b>PARACHUTE REPACKING</b>	£15	Bullett Side chute 5'7"		£160
<b>New Instruments</b>				
Mini Vario Worlds smallest	£115	Scorpio Design 5'8 - 5'10		£375
Davron 200/600 Range From	£99	Metamorfosi P/A H.G & P.G		£359
Skywatch A.S.I.	£49.95 & £79.95	Apeo Mayday Pulled Apex 18'		£352
<b>Flying Suits ....Odds &amp; Ends.... Gloves &amp; Glasses</b>				
Scorpio Gloves	£27.50	Fairhaven AV10 vario/alti		£199
Scorpio Aerosleeves	£26.50	Davron 801/808 Range from		£385
Scorpio Back & Seat Safety System for Paragliding Harnesses.....	£99	Wind Wizard A.S.I.		£33
Ozee Flying Suits From £61 -	£165	<b>Scorpio Flying Glasses</b>		
In Flight Liquid Pack	£23.95	Scorpio Flying suit (new)		£165
Padded Bar mits	£23.00	Scorpio Gortex gloves		£49.50
Tow Release H.G. (Webb)	£69.00	Eglar Radio Head Sets		£105
Glider Rider Single/Multi	£35 & £50	New style H.G. map holders		£12
Airspeed Wheels	£30	Paragliding Tow release		£36
Karabiners	from £9 - £12	Spinning Wind Socks		£12
Roof Rack Ties	£3.00	Light weight rubber wheels		£22
Air Maps (laminated)	£10.50	Glider Ties		£3
		Back up loops	from	£5
		Ball Compasses		£30

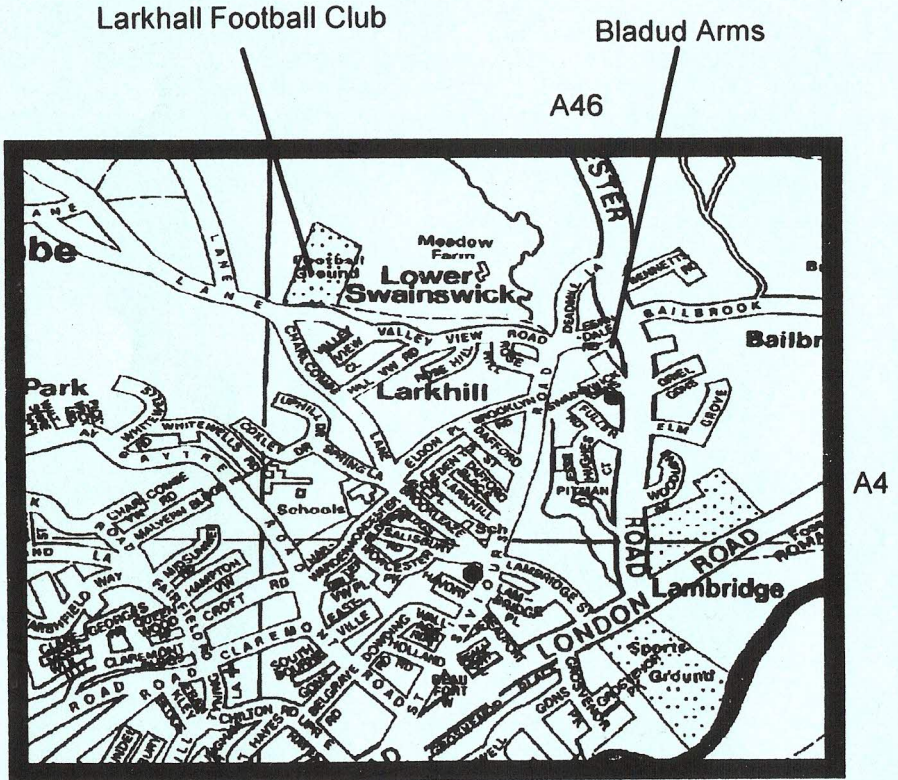
Cross Country Magazine (keep up to date with the rest of the World) £24

**AUTHORISED SERVICE CENTRE FOR SOLAR WINGS - WILLS WINGS - AVIAN**  
If your buying a used glider be sure to know it's service history, if not, make sure you have it fully serviced. £60 + parts.

The H.G & P.G Hut, West End, Coaley, Glos. GL11 5DX  
just off M5 junction 13  
Tel: 0453 890767 - 0860 670605 - Fax 0453 890075

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