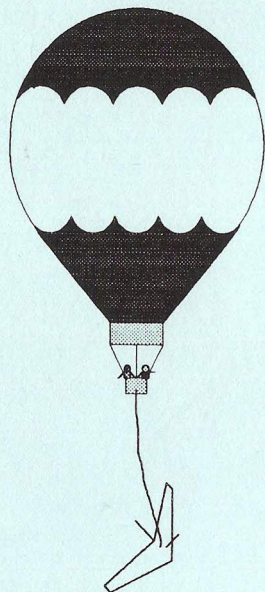


NOVA

Judy Leden

speaks at
November
meeting
with
Free Buffet
and
Club AGM



OCTOBER
1994

AVON



Hang Gliding and
Paragliding Club

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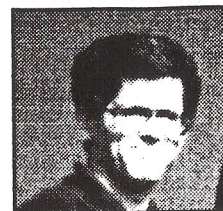
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weather

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Glamorgan 0891 500409
Dyfed and Powys 0891 500414
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Chairman's bit



Congratulations to Chris on being elected to the BHPA Executive. Does this mean he will have to stay in the country for more than nine months per year?

Apologies to Neil Atkinson and Colin Hale for the 'Close call imminent at Westbury' photo in this month's Skywings. I took the photo with a long lens which

makes them look somewhat closer than they actually were. Neil tells me they flew the 50 mile XC in that formation!

AGM News

Yes its AGM time of year. This is the time of year when we ask you to take a giant step forward and join the committee. Last year four new faces joined the committee and all had a successful year. If you want to give it a try then this year could be your turn. Just because you once held a committee post doesn't bar you from making a comeback!

Mysterious Stranger?



Come back!
All is forgiven!

Why should you want to do it? It can be fun; it's generally interesting; it can be rewarding; and its paid (well, free membership for the year).

Is it difficult? Not really, if you can take off and land without hitting a tree more than once a year then you have the intellect to join the committee. Mind you, our previous editor did manage to hit two trees in one landing so we had better reduce the qualification to not landing in the same tree twice.

Would you like to help keep the club going through '95? If your answer is 'well maybe' then get in touch with me or a current member of the committee for a chat. If you are certain you want to help then make sure you turn up at the AGM and let us know what you would like to do.

Pete

Editorial

Err.... I'm off to run a marathon up North, so I'll have to hand over to Chris to finish this months issue. Bye, it's going to be my last month as editor. So long, and thanks for all the articles 'un stuff.

Paul

Deputy sub-editor and office-boy in chief's bit



I'm putting the finishing touches to this months mag, whilst Paul is away doing masochistic things to his body, that it's better we do not discuss.

If you read the Chairmans bit, you'll know that at the BHGA's annual AGM I got myself elected to the BHGA Executive Committee. Thank you all those people who voted for me...Ta

What this means is that the Avon Club now has a direct whinge-line into the BHGA. If you have any ideas or complaints about the association let me know. The best way is to give me something in writing, but word of mouth will do if my memory is working OK.

Those of you who weren't at Telford missed a good do. The Sunday was particularly well attended, although the event to *have* been at, was the FSC meeting on the Saturday. It was by all accounts a corker. I missed it, so I can't elaborate more.

All you types who have been away for the summer, **get writing!** NOVA needs your articles. Nick Romanko, that means you! Now where did I put those photos?

Anyway, happy readings.

Chris

p.s. Don't forget to turn up at the November meeting and listen to Judy tell us all about her 40,000' balloon drop. She'll only have been back from Jordan a few days, so we'll be the first to hear her story!

Sites

Frocester/Selsley

Flying has been occuring! Barry Seeley has been up to 2500' at Frocester in a northerly, whilst others were struggling below a grand at Selsley.

Ubley

By all accounts what flying there has been has been crap.

Westbury

Some classic days have been had at Westbury over the past month or so.

On the same day that Barry was flying Frocester, a mob of us were having a good time at Westbury. A few made cloud-base at 3700' ato and flew out beyond the chimney towards Trowbridge, despite the mod-fresh winds. Later in the day it was OK for paragliders, although Bertie said it was rougher than he liked it!

Mere

Loads of SE days recently, surely somebody must have been flying down at Mere?

We had one Sunday on the Long Knoll when there must have been 15 paraglider pilots there! Not all flew, but I counted 6 in the air on the SE corner at one time. Thankfully it was a wonderfully buoyant day, and the Knoll was flyable from end-to-end and around onto the SE face.

Others

Combe Gibbet

Is closed until spring, so that rich types can massacre peasants, or such like. How sad our society is that people are willing to pay large sums of money for the chance to kill something. They call it sport?

Blouenge

Whoops! Last month I said "Dave Fenwick, the new Thames Valley chairman ", when of course I meant, "Dave Fenwick, the new SEWHGPC chairman". Sorry Dave!

Chris

Please send me your anecdotes for this section!

Paragliding Bit



Hi there

Well Fiona was knocked off the top of the XC league for the first time this year by Bertie, but he in turn was ousted by Helen Barnes' latest batch of XC flights. So as we head into the last month of this season's competition it's all very close at the top, said in true Coleman style, uhh quite remarkable. Thanks for putting the records straight Fiona.

Keep those claims coming in. Dave Sollom tells me that the total distance in the National XC league this year now stands at over 12000 km, quite some going. And to date there have been 6 flights over the 100km mark. As you will probably know Richard Carter (Kendo) has done it again with a flight of 162km, accompanied by Matthew Cook (B3) (Emma Sollom's brother) who flew 159km, from Yorkshire to Cambridge. More locally Mark Jones, instructor at Flight Factory, flew his Harley Cyclone 104km from their tow site near Cheltenham to just outside Luton.

As you may have read I am now back in the air flying my Cyclone so hopefully I'll see you out on the hill soon.

Marcus

Paragliding XC League 1994

Positions as at 22/10/94

Pilot	Paraglider	1	2	3	4	5	Total
Helen Barnes	Flight Design A4	19.7	17	12.3	10.1	9.8	68.9
Bertie Grotrian	Trekking Espace 44	36.2	10.5	7	6.8	5.6	66.1
Fiona Macaskill	Trekking Miura	26.4	10.6	10.6	10.2	5.0	62.8
Dave Pilkington	Trekking Miura	19.6	10.6	10.4	7.8	5.8	54.2
Mark Drake	Apco Supra	19.6	15.2	8.4	5.3	3	51.5
Tim Pentraeth	Nova Sphinx	28.3					28.3
Marcus King	US.Voiles Storm 401	8	5.6	3	2		18.6
Simon Kerr	Flight Design Dream	13.5					13.5
Dave Boxall	Flight Design B2	3.8					3.8
Chris Jones	Airwave Voodoo	3.2					3.2
Grand Total							370.9

Making a Comeback

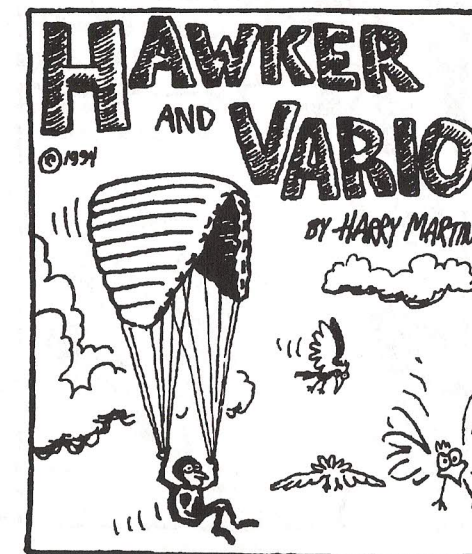


Marcus King takes to the air again

The PWC Grindelwald, Switzerland 2nd Qualifying Task. I find myself getting low trying to make a valley transition, I head for a quarry with the sun on it but no magic lift appears: time to look for a landing. I spot a field below me that looks OK, but then I remember the 1.5km bonus for landing in a designated area, and goal field looks in reach. I start the glide and make the goal field pretty low going downwind in the rather fresh valley wind. I start the turn into wind perhaps a little too late and as I start to turn the glider tries to go the other way pushed by a strong thermal going off under one wing. I don't want to go this way there are electricity cables and trees down this side of the field. I steepen up the turn in an attempt to get into wind. The inevitable happens and I hit the ground on the pendulum and I'm carted from the field on a stretcher. The damage 1 broken vertebra.

The Doctor initially said no flying for 6 months, but later reduced this to 4 after I made good progress. The length of time people are told to refrain from flying following this injury seems to vary immensely, anything from 2 to 7 months. I had done a bit of ground handling, which in hindsight may have been a bit stupid, as Chris Milford had said it's probably the part of flying you are most likely to be injured doing. September came and I was itching to fly again. One Friday I headed up to Westbury after a day at work with the intention of having my first flight. The usuals were there, Bertie and Dave Pilkington just returning from yet another XC and several others flying about. The air by all accounts was a bit rough and I thought I would wait till things had calmed down a bit, probably my nerves getting the better of me and the excuse gratefully grasped. Dave McCarthy was testing out a Perche Dynamic wing, whilst low in the bowl he was hit by the wake of Mr Pilkington, this caused a 30-40% tuck and the canopy quickly turned him into the hill. Luckily the only injuries were a cut to his nose and possibly his pride, lucky man! Anyway after this I let him have a go on my Cyclone, with which he was suitably impressed. By the time he had come down and I had talked myself into having a go the wind had died and my first attempt at getting back into the air was abandoned.

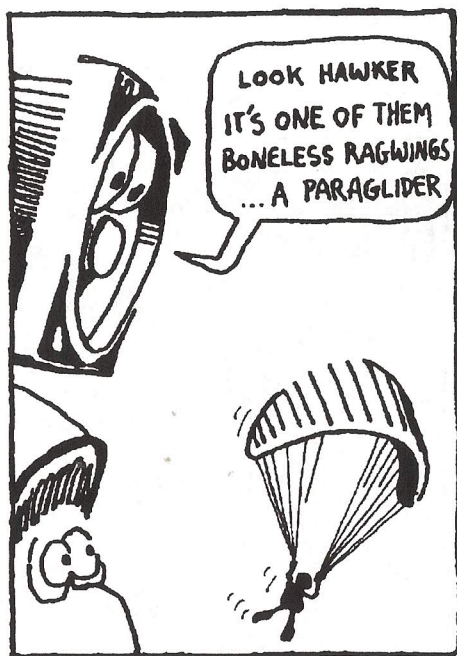
A couple of weeks later Charlotte and Johnny were booked for a days hill flying with ParaVenture in South Wales and this seemed like a good opportunity for me to get out there. Sunday morning saw us setting out at 8 in the morning to meet the ParaVenture Crew in Crickhowell. The forecast had been



for a sunny day with light Westerlies but as usual they were wrong and it was overcast with light North Westerlies so off to Hay Bluff. As the wind was very light when we arrived I sat and watched Charlotte and Johnny make their first flights of the day, using alpine launches. The wind gradually started to pick up, and some gliders were soaring so I made my way on up to the top of the hill, to arrive just as the wind died again. I sorted out all my gear and donned flying suit and helmet. The nerves started to increase as I strapped myself into the harness, but I was committed mentally. The wind returned and I managed a good rear launch first time much to my relief and headed out away from the hill. The adrenaline started to pump and I felt fear lurking, it was the first time I had flown with this harness and felt more wobbly than my cross braced harness. In the first five minutes I nearly flew down to the bottom and landed but somehow I talked myself out of it. Soon I was relaxed and started to get back into the swing of things and I was well chuffed to find myself at the top of the stack in one of the weak thermals of the day. I flew around for half an hour or so before landing on the top when it became a little crowded, due to the lack of vertical separation. I was pretty hyper for a while, the silly grin was back. I didn't fly as much as maybe I would normally do only having one more flight, but it was sure good to me back in the air!

Hopefully I'll get a lot more flying in over the next few months and get used to the Cyclone, but I'm well aware that I'm not really current so I'll be taking things easy. See you on the hill. It's great to be back!

October Club Meeting



Over thirty members turned out to hear Tony Webb give a talk, and show a video, all about aero-towing. He discussed the ins-and-outs of the system they use in Norfolk and was given a grilling by Avon pilots interested in having a go.

We have quite a few micro-light pilots in the club who would be interested in towing gliders up. The problem seems to be, the only tug that is certified to do this in the UK, is a slow old dog, that no "real" micro-light jockey would want to own. Having to have a micro-light just to be a tug works out very expensive.

Colin said that a couple of local micro-light schools have expressed an interest in using their training machines (thankfully the correct ship, an XL-Hi-Power), as tugs on an occasional basis. We'll keep you informed. In the meantime let the committee know if you are interested in aero-towing.

Thermalling etiquette (how to not get shouted at!)

We've all shouted at someone, or been shouted at whilst thermalling, haven't we! This article is intended as a short guide for those new to the wonders of flying in circles. Hopefully it will help them to avoid being shouted at.

There are a number of unwritten commandments that should be obeyed when thermal flying if we are all to fly happily together, here are a few to them.

Thou shalt all circle in the same direction



Everyone knows this one, but it is surprising how often it is ignored. This is a big problem for pilots who like to turn in one direction only. All pilots should be as adept in turning to the left as to the right. Turn the same direction as the first pilot who entered the thermal. If you **have** to enter a thermal by turning in the wrong direction (for what ever reason), change direction as soon as you have established your climb.



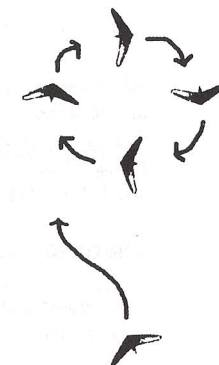
Once in a thermal with other pilots, thou shalt continue to circle

This one is aimed at those pilots that like to wander about a bit. This is fine on your own, but you've got to be aware of the other pilots in the thermal with you. Don't suddenly straighten up and slow down if you have another glider on your tail - out climb them first! This is a big problem for hang glider pilots when thermalling with paragliders. Paraglider pilots should resist the temptation to straighten up and pull on the breaks if they know that there is a hang-glider close behind then. If you don't you'll probably get loads of verbal abuse from the hang-glider pilot, who will have to perform a violent turn to avoid you.

Thou shalt not fly directly at a glider in a thermal, the thermalling pilot shall have right of way!

There is nothing worse than finding some plonker directly behind you, stopping you from 360'ing, when you've just entered a thermal. This can be especially annoying when searching for thermals in ridge lift! If you see a pilot in front of you going up in a thermal, anticipate the way they are likely to turn, and angle your approach so that you can join them after they start to turn. Don't get in their way by flying straight at them.

If they are not turning as you approach, be prepared to turn to get in behind (or possible ahead of) them as soon as they start to turn. Remember to give way to the glider on your right - first turn right and then back left to get in behind them or slow down and let them through before turning



Angle your approach to a thermal

in behind them. **Don't get in their way.**

The same thing applies when you are entering an established group of thermalling gliders. Don't dive in towards the centre, angle your path to join the outside of the circle.

Give way to pilots who are thermalling. If you don't want to join them, let them pass.

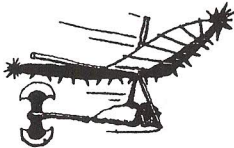
Thou shalt not follow another glider around the sky

For some reason the odd pilot will always follow others around the sky. It is annoying for the same reason as stated previously. If you are a follower because you think the other pilot will find lift, then just keep an eye on them and be prepared to join them if they find it, don't follow. Two gliders spread out stand a better chance of finding lift than two gliders in line astern.

This kind of thing is prevalent amongst pilots when they first start to ridge soar. It is just as annoying to have another glider close behind you on a ridge, as it is when thermalling. Give others space to fly.

Thou shall not fly straight through thermalling gliders

This sounds obvious, but the number of pilots who fly straight through the middle of thermals when they are ridge soaring and



others are thermalling are legion. If you see pilots obviously thermalling in your path, either join them or avoid them.

The lower pilot has right of way

If somebody is out thermalling you, move over by widening your turns to let them by, and then resume your circling. **Don't get in their way.**

Pilots not following the unwritten laws shall be castigated

Give your vocal chords a workout if you come across a pilot flying in an unsafe manner, it's the only way they are going to find out they are behaving out of line. Be nice, be kind, be fair, ask *Reasonable Ray Bass* for a few tips. Most importantly fly safe. Don't make a point of having a near miss because another pilot is flying like a plonker. If you have to, change direction to circle in their direction, even if *you were* in the thermal first. Store things up for a telling-off later. If pilots aren't told they'll never discover they are flying like plonkers. Write an article for Nova about it.

There will always be shouters

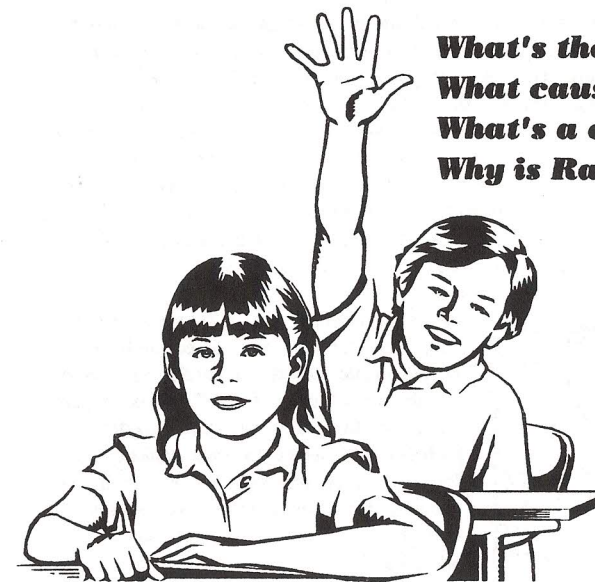
Some pilots like to shout a lot, maybe because they think they own the sky or maybe because they are nervous of flying close to others. There are rare, but you are bound to encounter them

sooner or later. If you do, check to see if you are being a plonker. If you are, stop it at once! If you are not, let the shouter go by. If you get the chance, discuss it with other pilots later. In this way you'll get to know who the shouters are. But don't discount the possibility that you may be the plonker!

There shall always be plonkers

Yep, sad as it is, no matter how many people read this article, no matter how many pilots have things explained to them on the hill, there will always be plonkers. Learn to fly defensively, the other guy/gal will always do something stupid. Watch yourself and fly safely.

Chris



**What's the radius of a MATZ?
What causes a sea breeze front?
What's a centre of pressure?
Why is Ray so reasonable?**

**If you are interested in attending the
XCPC/Pilot lectures this winter then let Chris
Jones or Steve Wills know**

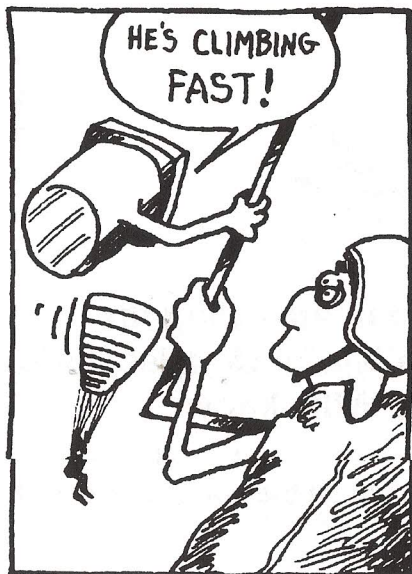
**A venue will be arranged depending on the number who want
to attend, if any!**

NATIONAL PARAGLIDING ACCURACY CHAMPIONSHIPS 1994

By Fiona Macaskill

I am frequently surprised by pilots who are otherwise well informed and aware who know virtually nothing about accuracy flying. This may be because they have done little or even no towing/winching and have little to do with people who do. I am one of the pilots who enjoys both foot and tow launch flying. (free and flat flying to put it another way!)

My flying started on the hills in 1989 with the (infamous) Andy Shaw of Green Dragons. Once qualified as a pilot I took advantage of a 'free' weekend's training to qualify as a tow launch pilot at Middle Wallop, near Malborough with Merv Turner and the Army Air Corps. When I arrived for the weekend I did not realise that I was also acting as a guinea pig for a number of prospective winch/tow operators who were being tested that weekend! Along with around 30 others I gained certification that weekend and, when invited to join the AAC with a view to occasionally flying at Middle Wallop, I paid my membership and joined the club. Merv managed, with much patience and raised blood pressure, to train me in the harder-than-it-looks skills of accuracy flying. The 'grand father', ram-air gliders I learnt to fly behind a Land Rover behaved very differently from the high performance glider I was used to. For a start, the ram-air always came down, even in a thermal over the tarmac part of the aerodrome. For another thing, the ram-air was almost impossible to stall, spin, spiral or anything else that could remotely be considered unstable - this is the secret of accuracy. I learnt where the stall point on the canopy was and knew how close I could fly to it when coming into the target. My first attempts at accuracy were very cautious as I was frightened of stalling when I had the breaks down by my bottom - once I had confidence, through frequent testing, in what the wing would and would not do I started (sometimes) to land nearer the target.



While developing my hill flying I also gave some time to towing and joined the local club at Hengrove called Avon Eagles. Some members of this club have flown for 15 years and have 1000s of tows in their log book - a club I have developed a great deal of respect for since they not only fly for their own pleasure but also give up many weekends flying the disabled and giving hundreds of adults and children the experience of free flight by flying them dual. It is with Avon Eagles that I have learnt most about towing. I gained my dual rating with them and learnt the finer points of accuracy work with them. I've had many a happy weekend on an aerodrome, summer and winter, competing in 'friendly' contests with other clubs. Often as many as 50 pilots from as far as Yorkshire and Kent will turn up to these - sometimes arriving at midnight on Friday, ready to fly by 8.30am the next morning.

The National Championships, through tradition and much experience, is a very formal and official event. There are six trained judges at the target, and the pilot's first point of contact with the ground is the point from which the distance from the DC (dead centre) is measured. The first 25 cm is measured with a touch sensitive electronic pad but this does not mean the judges can rest since if, say, the pilot's heel hits the ground 35 cm from DC a split second before his/her toe hits the pad which reads 25cm, the heel distance will be recorded. This is done by 3 of the judges diving with what look like 6" needles at the point where they saw the heel touch and an average of the 3 points is measured to the DC. Not all pilots manage to get a 'pad score' by any means and any distance up to 5 metres is measured with the help of the 6 judges. Distances beyond 5 m are known as 'Zaps' and the pilot is kindly given a 5 m score - Judges have been known to say words like 'Cornwall', 'Glasgow' etc when pilots have landed 20 or 30 m away!

One of the great pleasures of competitions of this kind is the club atmosphere. Fellow members of the club help the pilot who is about to fly put their kit on, lay out the canopy, clip in and hold the wing to the wind so the take off is as easy as possible. Another thrill of accuracy competitions is the atmosphere around the target. When a judge says 'heads up' - meaning that the pilot is about 50 m above the ground, all spectators must be quiet and not move so as not to distract the concentration of the final approach of the pilot. The wind speed is measured at this point (over 15 mph and a re-jump is offered) and the judges and spectators fix their eyes on the pilot's every move, willing them on to the target. Once landed, there is often a cheer, applause or possibly condolences offered, depending on the score.

I have competed in the last 3 National Accuracy Championships, which are traditionally held on the late bank holiday weekend in August. - A shame really because it cuts my possible 6 weeks flying in the Alps down by 4 days as I have to come back early - I'm not a school teacher for nothing you know! Until this year I was usually placed around the 30th position amongst about 100 competitors. This year was different though.

I don't know if it is because I've learnt to 'focus' (the concentrating variety) more by flying in the World Cup, or whether practice and experience eventually pay off, or more likely I was just plain lucky, but the long and the short of it was, I walked away with 2 National Championship trophies - Ladies and Veterans - dare I admit it, yes, I am 40! I came 9th overall and my cumulative score over 4 flights was 1 m 12 cm.



A final word: Accuracy is neither boring nor easy. Around 100 pilots enjoy matching their skills against one another every year at the National Accuracy Championships (many more turn up just to watch) and trophies are hard earned! It is, in my view, by no means the only way to fly a paraglider, as some more traditional pilots may think, but it is one very good way of gaining flying experience and having a lot of fun - maybe you should try it one day!

Fiona Macaskill

Lumbier and Ager '94

After much prompting I am now putting finger to keyboard for the first time to recount my recent flying holiday to Spain.

It's May and the idea was simple, Tony and Jim would learn to fly hang gliders and then we would all go down to Spain at the end of August for a flying/summer holiday where they could experience 'big air' flying.

I suggested that Tony and Rona's tow school in Norfolk would be the best place for them to learn, as I had enjoyed learning there five years ago and it was also reasonably close to their base, London. Having tried to learn this sport of ours twice previously on hills I knew that towing was much easier on unfit office bods.

Fours months to learn to fly, no problem we thought and so holidays were booked, ferries arranged and negotiations with Declan made. However the weather was not kind and although both Jim and Tony obtained their tow CPC's they were not very experienced at launching from hills. It looked like they would be gaining their first hours soaring at Ager, interesting!

Tony bought my Clubman 180 which meant that I had to move on to something new even though I only had 20 hours and wasn't really ready for it. It also meant that the noisiest glider in Avon had found a newhome! After much advice and discussion I bought a large Rumour 1 which I managed to fly at Pandy for a few hours before we left for Spain and really enjoyed. Indeed I had my longest flight with my greatest height gain there. I was also 'buzzed' whilst 2500 feet above the ridge by three RAF jets which made it my scariest flight too!

I bought a front loading flat back harness before going to Spain as Jim had bought my old pod and Tony had also acquired a pod. Unfortunately none of us had had a chance to fly in our respective harnesses before leaving and so were all about to break the 'no more than one new thing at a time' rule. We reasoned that there would be more time to get into the harnesses if we took off from higher places!

Chris Jones had suggested that rather than go straight to Ager it maybe a good idea to spend some time at a place called Lumbier beforehand because the take offs were much more gentle and the air was reputedly smoother. We took his advice and decided to spend a week at Lumbier and a week at Ager.

For those of you who have not been there Lumbier is a ridge about 10miles long, a lake on the south side and open plains on the north side. It is typical to fly the the south side up until about 4.00pm then it tends to sea breeze and so you turn around and fly the north side after 4.00pm. Lumbier also has the largest colony of vultures in the northern hemisphere, 600 by all accounts.

The lower south take off is a steeply sloping grass area not dissimilar to Pandy although obviously much higher and steeper being about 2500feet top to bottom. It also has ominous although harmless power lines running up the right hand side. The upper south take off is a very steep almost a cliff take off, which only the French seemed to use. The north take off is a gentle grass slope a bit like Combe Gibett. The landing site for the south side is in the middle of the town of Jesa and is a gently undulating field large enough for most people, the field on the north side is huge, flat and almost impossible to miss.

As seems to be typical of continental sites the best flying is to be had by taking off at about 2.00pm when the thermals are at there height and Lumbier was no exception. A group from the combined services was there when we were and they were frequently flying all the way down the ridge and back.

Imagine how I felt then when we started to have car problems. For some reason whenever we started up the long drive to the top in Jim's Volvo there always seemed to be something that would go wrong which always delayed our arrival at the top. We never, would you believe, reached the top by 1.00pm in order to rig and take off by 2.00pm. If it wasn't the fuel pump it was vaporisation, if it wasn't that it was out of oil or even petrol! Major frustration.

I tried to look on the positive side because it did mean that Jim and Tony flew in the gentle morning or evening times. We also spent alot of time flying the north ridge in what seemed like easy dynamic ridge lift which although not very challenging was magical when the vultures came out.

The trick with the north side was to take off about six o'clock and fly about five miles down the ridge towards Lumbier enjoying the few pokey thermals that still came through. At the end of the ridge you could soar a rocky outcrop which was home to some of the vultures as well as being in easy reach of the landing field around 2,000 feet below. Oddly the vultures only seemed to take off in numbers when you flew into their area, but when they did it was spectacular.



It is really amazing when those huge birds come out to play and effortlessly waft about in such large numbers. Imagine for a moment 100 or maybe 150 enormous birds circling in a thermal and forming a dark mass in the sky, making the thermal look like some huge black can in the sky. And what's more, you could fly in amongst them using the same air and it didn't seem to bother them at all. When they've had enough they just glide off up wind to find the next thermal and leave you to milk what's left of the old one. Fantastic.

I was starting to enjoy flying the Rumour although I was finding it hard to turn, it didn't seem to respond to the way I used to fly my Clubman. Anyway I thought it was probably just a knack and that I would probably get used to it in time. I was warned that it would take at least 10 hours to learn to fly it. Strangely it also became incredibly difficult to get into it's bag usually needing three of us to stretch the bag on!

If any of you decide to go to Lumbier, go at the end of August because they have the fiesta there at that time. For six days the town is closed off to cars and the whole place gets down to some serious partying. It was so refreshing to watch three or sometimes four generations all enjoying themselves together, dancing in the streets, drinking in the bars all until the early hours. Does this happen anywhere in Britain? The French guys in the camp site where there until five in the morning and the Spaniards were still going strong! The camp site cost 1600 pesatas per night for two people and a tent.

After a week we moved onto Ager, a place I have been to a couple of times before and love. There is something special about that place which is impossible to put into words.

By the time we reached Ager it was clear that Jim was a 'natural' pilot who apparently was completely unfazed by the height of the take offs, where as Tony was not so keen or brave. Jim was almost fool hardy; he would take off before anyone else and stay up. He seemed to climb in strong thermals with no apparent problem. One day the army instructor told him quite bluntly that he would be a fool to fly at the time, Jim thought about it for a minute and then decided to take off; and what's more had a great flight! Tony on the other hand needed lot's of encouragement and reminded me of myself not so long ago!

The flying at Ager was memorable mainly due to it's contrasts. I can remember taking off just before 2.00pm flying over the gulley, getting 500 feet above take off and then being sunk out so viciously that I only just made the landing field. I can also remember getting 2,700feet above take off, about 5,700 feet above the valley floor and cruising up and down the valley from one end to the other and back again, the valley is about 12 km long.

My best flight came after I had flown the ridge for about half an hour and then lost it and was heading for the landing field, feeling a bit annoyed with myself. I flew down over Jim, a 1000 feet below who had landed out in a ploughed field, and as I passed over him the vario started to bleep and I started to turn. Jim had the 'pleasure' of watching me thermal gently up 2,300 feet. I was then able to return to the lower ridge to gain a further 1,000 feet before going back over the main ridge to go up a further 200 feet. A 3,500 foot height gain, a new record for me.

The Rumour was still causing me problems to turn. It seemed ok when I had some height or

when I was away from the ridge so maybe it was still the pilot. It seemed I could put in a full weight shift but still it would not turn. I spoke to some people there who said that this was not the way to fly Rumours, they said you had to push out and turn the thing like a bicycle! I certainly tried pushing the bar out and you sort of stall it into big thermals which does seem to work but it goes against all that I have learnt.

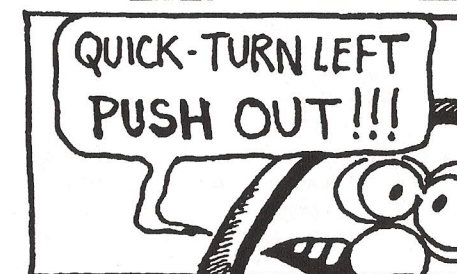
What this all meant was that I wasn't very keen on 'coring' the really serious 10up+ thermals that were common and was quite happy just to skirt around the core in 6 or 7 ups not going up as fast as others but still going up.

Another strange thing that happened was that I had had so much trouble getting the glider into the bag that I had decided to extend the bag as soon as I got home to make it easier to put away. When I got home the glider popped out of the bag with no problem at all! Could it be that the heat made the leading edges extend so that they wouldn't fit the bag. Could this have also tightened the wing to make it more difficult to turn? I don't know yet but I am still going to extend the bag and I will look forward to flying it in this country to see if flies differently! Has anyone else had any experience of this?

Statistics: Total of 9 hrs and 35mins airtime
 Total of 11 flights
 Cherbourg to Ager is 762 miles
 Cherbourg to Ager can be done in 12 hrs and 35 mins at night
 The peage from Tours to Agen costs around 250 francs
 Declan charges #50 per person per week for his accommodation
 A half pint of beer costs #1 in the Speed Bar
 You can have a four course meal with wine in Ager for 950 pesatas

John Hartley

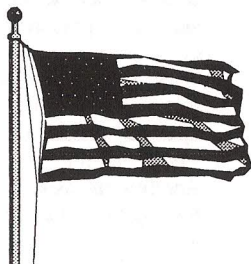
p.s. I flew the Rumour at Westbury at the weekend and it didn't seem to be nearly as much of a problem to fly as it had been in Spain. Now ofcourse I don't know whether it it was aluminium expansion or strong thermals that caused the problems! (probably the latter)



This was written by Samantha Jo Moore, one of the USA Womens Worlds team members. She has kindly allowed us to reproduce it in Nova.

Date: Thu, 21 Jul 1994 00:41:16 -0700 (PDT)
From: Samantha Jo Moore <moresys!smoore@netcom.com>

1994 Womens World Hang Gliding Championship



Team Standings	points
1 Switzerland	17704
2 France	17491
3 United States	16217
4 Australia	16189
5 United Kingdom	15572
6 Germany	15214
7 Japan	12553
8 Hungary	6266
9 Canada	5560
10 Mexico	4118
11 Belgium	2463

Individual Standings	Country	Points	Glider
1 Annelise Muller	Switzerland	6151	Laminar 13
2 Kari Castle	United States	6032	Ram Air 154
3 Katia Schmitt	France	5756	Bautek Milan
4 Isabelle Piaget	Switzerland	5641	Laminar 13
5 Kathleen Rigg	UK	5262	Laminar 13
6 Barbara Bachman	Switzerland	5193	Xtralite 137
7 Fabienne Lemaire	France	5152	Laminar 13
8 Francoise Mocellin	France	5113	F1 130
9 Paula Bowyer	UK	5089	Klassic 14
10 Rosmarie Brams	Germany	5076	Bullet Cut 127
11 Samantha Moore	United States	4998	Klassic 155
12 Neva Bull	Australia	4981	Blade 132
13 Helen Ross	Australia	4944	Xtralite 137
14 Anja Kohlrausch	Germany	4899	Xtralite 137
15 Nikky Hamilton	UK	4874	Klassic 13
16 Toni Noud	Australia	4713	Xtralite 137
17 Marie Jo Ruffat	France	4668	Xtralite 137
18 Francoise Dieuzeide	France	4577	Xtralite 137
19 Masumi Goda	Japan	4450	HP AT 145
20 Isabelle Le Tellier	France	4416	F1 130
21 Jennifer An Ganderton	Australia	4382	Blade 132
22 Corinna Schwiengershausen	Germany	4254	Xtralite 137

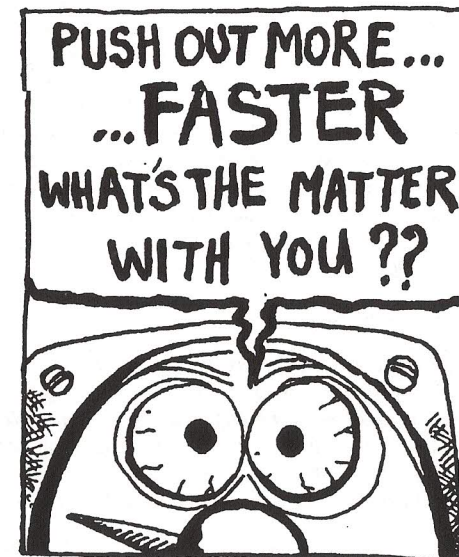
23 Monica Cejudo	Mexico	4118	XS3 142
24 Sarach Chadwick	Australia	4111	XS3
25 Kathy Fox-Williams	United States	4024	HP AT 145
26 Barbara Kramer	United States	3829	HP AT 145
27 Mariko Shimada	Japan	3823	Blade 132
28 Eva Menyhart	Hungary	3745	Xtralite 137
29 Barbara Dawson	Switzerland	3580	Xtralite 137
30 Claire Pagen	United States	3555	Klassic 144
31 Manuela Yvonne Schneider	Germany	3462	Reflex 12.7
32 Mikiko Kamata	Japan	3235	Super Sport 143
33 Pam Sykes	UK	3075	Fever 12.2
34 Sarah Bowman	United States	3006	TRX 140
35 Hedy Hechel	Germany	2952	Bullet
36 Mia Schokker	Canada	2781	Desire 141
37 Rita Rozsahegyi	Hungary	2521	XS
38 Du Mon Danielle	Belgium	2463	Merlin 133
39 Gudrun Maier	Germany	2444	Bullet SP11
40 Marina Von Arx	Switzerland	2375	Blade 141
41 Shoko Hori	Japan	2188	Blade 132
42 Maryse Perron	Canada	1844	K2 145
43 Hiroki Tomita	Japan	1775	Blitz 137
44 Susan Hansen	Australia	1425	Xtralite 137
45 Etsuko Murata	Japan	1293	Super Sport 143
46 Jacinthe Dupuis	Canada	935	Formula 144

This year I had the opportunity to be part of the Women's World Team, and to participate in the Womens World Hang Gliding Championship. The experience was awesome! It surpassed all my expectations on what the championship would be like, and I finally came home satisfied, with a medal, and with a lot of new friends here and around the world. I would like to share the wonderful time I had with everybody so here are my experiences.

The Sponsors

The United States Womens Hang Gliding World Team would like to thank all our sponsors, collectively and individually. They all contributed in different ways and made it possible for us attend the event and do a good job.

Just Fly Aviation Gear provided the uniforms for all the team members. Thank you GW! Very good taste on



the clothing and the colors. The uniforms were very comfortable. I think we were the best dressed in the whole meet!

Pacific Airwave, Wills Wing, and Airtime of San Francisco helped individual pilots in different levels of sponsorship. The manufacturers also sent in representatives for support of the team. Thanks, guys!

Last, but not least, our gratitude goes to Jeri Dowel. This wonderful lady opened the doors of her home and her heart to our team. The comfortable, and beautifully decorated mansion on the road to launch, overlooking Lake Chelan, with a great kitchen where the whole team cooked great mexican and italian meals was the ideal retreat.

The Site

The championships were held in the beautiful city of Chelan located in the state of Washington. This small city is located in an agricultural sector of the state but the city itself is mostly a resort location. The city is bordered to the east by Lake Chelan, to the south by the Chelan Butte and to the west by the Columbia River gorge. All flying originates from the butte. It has 4 launches facing all directions and all of them work almost all the time. The launches have funny names and they all have a reason to be that way: "Ants in the Pants", "Between the Rocks", "The Green Monster", and "Lakeside".

Across the Columbia River gorge are the flats where all the courses are flown. The flats is a plateau which extends to the east almost indefinitely. It is traversed by a grid of highways and roads separated about a mile each which makes retrieval a piece of cake.

The Team

The US team was composed of the best people. The crew: Randy Adams, our coach, and Jim Bowman (US Jim) our assistant coach, who helped as drivers, wind dummies, counselors, an ultimately as husbands to their respective wives, couldn't be topped by anybody else. The pilots: Kari Castle, Claire Pagen, Barabara Kramer, Sarah Bowman, Katy Fox-Williams, and myself, made flying in a team an art by coordinating launch selection, thermal snooping, and glide calculations. Our team photographer, Jerry Porter, did an excellent job of capturing every exciting moment and creating great portraits of the team in uniform with all our aircraft. Mark Bennett and Pat Page provided not only hardware support for our gliders but also tons of information on the weather, surface winds along the courses, and team tactics suggestions.

The Practice

We used the days before and during the Chelan XC Classic competition as practice days. During this time we had the opportunity to familiarize ourselves with the flying site, and assess which areas worked, and which didn't. We figured out altitudes required to cross the gorge, house thermal generators, and final glide altitudes. We also met most of the competitors in the meet. Most of the teams arrived early and did the same kind of practice as we did, but we probably were having the most fun!

We had the best retrieval vehicle, a huge Suburban with a good rack, air conditioning, and room for everybody and everything to fit comfortably. US Jim carried his rollerblades on the

retrieval and blazed down the road ahead of the vehicle once he had picked up the first downed pilots.

On one occasion we were at the town of Mansfield waiting for Kari and Claire to continue around a turnpoint when Randy and US Jim found some racing beds stowed away in an empty field. I jumped on one and they both pushed me through town in a frantic simulation of a race until the bed ended up with a flat tire. Anyway, it was time to continue the chase as our teammies flew overhead towards the practice goal.

Most of the other practice days went great with most of us completing the tasks. On the blown out days we went mountain bike riding, or bowling, or swimming, or simply lounging around recovering from the grueling 4 to 6 hour flights of the practice tasks.

We took the last practice day off to relax our minds and bodies and to label our gliders with our sponsors messages and the competitors numbers. At the end of the day we participated in a parade with all the other country's teams and we walked from one end of town to the other, waving and smiling at all the spectators who cheered mostly our team.

Day One

On our way up to launch, in the comfy and roomy Burb (Suburban) we had a team meeting in which we discussed the weather conditions, rule addendums, and team strategies. We made this practice an every day thing.

At the top of the butte all the teams set up their gliders in their preassigned spots. At 12:30 when the launch window opened the US team were the first 6 people at launch. The wind dummies started getting up and after the first two had launched somebody at the back of the line pushed! The rest of us had 30 seconds to launch or go to the back of the 30 glider line and one by one we all got in the air. All of a sudden the air didn't feel as good any more. We all started scratching big time and the few whisps of thermals started getting more and more crowded as more and more pilots kept leaping off into the air.

After exhausting every little bit of lift we could find in the hill Barb and I headed out for the bail-out LZ where a bunch of other pilots were already down. As no relaunches were allowed we were bummed but packed it up quickly and went to the goal to wait for our teammies. Claire, Kari, Sarah, and Kathy managed to stay up until the start tarp opened at 1:45. By this time the wind had increased and conditions weren't cooperating. After losing radio contact with everybody (Claire's radio broke, and the rest were unreachable) we were even more bummed until we saw the first few gliders appear over the rim getting ready for the final glide.

The most exciting part of the day was when Claire and Annelise (a Swiss girl) were racing to goal for second place. Annelise, unaware of the presence of Claire had the bar to her waist, and Claire, just 50 feet above her and a few inches behind was catching up really fast with the bar down to her toes. As they both zoomed 100 feet over the finish line with 1/2 second difference the crowd went nuts! Way to go Claire!

Results:	1 Isabelle Piaget	Switzerland
	2 Annelise Muller	Switzerland

3 Masumi Goda	Japan
4 Katia Schmitt	France
5 Marie Jo Ruffat	France
8 Kathy Fox Williams	USA
18 Sarah Bowman	USA
20 Kari Castle	USA

Day Two

We finally got to launch and found the wind blowing hard out of the south. The task that was called was unreasonable since it was an out and return. Of our team, only Kari, Kathy, and myself got off the hill and landed in different places on the other side of the gorge, but to no avail as the day was called invalid and everybody zeroed.

Geez! Two zeroes in a row for me! Not good. Then we were notified that Kathy's and Claire's turnpoint photos had problems and that their scores for the day before might not be valid! Not good. Not good. Actually, really bad, really bad! (That's why Claire's name is not in day 1 results.)

Day Three

The weather looked a lot better! Up at launch dust devils were cracking and people were getting ready to go for the called task, a straight line to the Coulee airport, about a 30 mile race. When the launch window opened EVERYBODY got in line quickly and I ended up at the end of the line to "Ants in the Pants". Kari, Claire, Kathy, and Barb launched early and skyed over the start tarp. As Sarah and I were still on the ground five minutes before the tarp opened I pushed! In the meantime I heard the others take their tarp pictures and head out on course. We finally got in the air but were at least ten minutes behind the rest of the team.

Claire called an out-landing which was a bummer, but the rest of us kept on working together. I heard Kari call her final glide. Yesssss! She was first at goal!

As I was cruising towards goal I used Kari's information on final glide and decided to keep the bar stuffed all the way to goal since she said there was lift at Coulee Dam. Flying over the dam I felt strong lift so I stuffed the bar even more! I could almost step over it if I were out of my harness! Boy, was I going fast! Way fast! Faster than I thought the glider would go!

Since the guys were not flying they decided to have some fun so they started playing jokes on other people as entertainment. As they were heading over to goal they mooned Jim Bowyer (UK Jim), the British team leader. Later he got back at us by peeing on the tire of the Burb. My God! The practical joke cascade started and who knows how it will end?

Kathy got to goal before me, and Barb and Sarah just a few minutes behind. We packed our gear and headed back to pick up Claire. We found her back in town as the Swiss team gave her a ride back. Later that night we found out that Kathy's turnpoint photos had been approved (Yeah!!!), but Claire's weren't (Bohooo!). Due to a technicality of the picture angle they weren't good enough, so her score of the first day was zeroed!!! After pinning in we all went to the rodeo and on our way back bought her some Hagen Daaz ice cream to cheer her up.

On top of all Claire's radio started having problems. This proved to be a major ordeal throughout the rest of the competition.

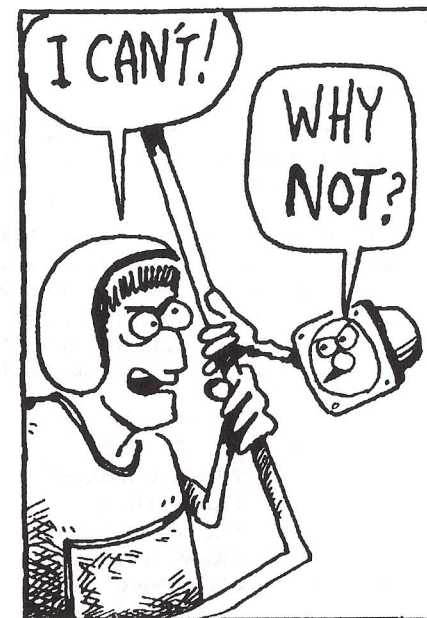
Results:	1 Kari Castle	USA
	1 Annelise Muller	Switzerland
	3 Isabelle Piaget	Switzerland
	4 Toni Noud	Australia
	5 Katia Schmitt	France
	11 Kathy Fox Williams	USA
	13 Samantha Moore	USA
	24 Barbara Kramer	USA
	34 Sarah Bowman	USA
	41 Claire Pagen	USA

Day Four

The day started looking goot at launch and when the launch window opened nobody wanted to be first. Finally Kari and Claire stepped in line and everybody else did too. We started popping off the hill everybody went up except me. I scratched for a while, looking up at launch, desperate for lift. I finally flew into a core as thick as a hairpin so I put the glider on a wingtip and skied to 10,000!!!

The tarp finally opened so we all went on course and all of a sudden my radio didn't transmit any more! I could no longer contribute to team flying but I could hear everything. Kari, Claire, and I took off with the lead gaggle and flew together for a while. Sarah, Barb and Kathy were a little bit behind. At one point out on course I lost Kari and Claire. They cored a nice one and I missed it.

Flying alone I was looking around desperately trying to find my team (I couldn't transmit, remember?). I heard the other teamies on the radio catching up and passing me. I could hear Claire and Kari getting low over Davenport so I decided to play it conservative. A few minutes later, I heard Kari, Kathy, and Claire getting close go goal and calling their final glides. As I got closer and closer, and lower and lower, I got a little burble of 200 up. I kept my eyes on goal and when it looked like I could make it I stuffed the bar, way down, way way down to my toes! My glider screamed through the air and all I could guess is that I was doing mach 2. My instruments were out of sight by my feet. I could no longer hear my radio because of the wind noise! I finally crossed goal! (Yeah!) When I finally got relaxed and started slowly losing altitude to land I saw Kari still in the air and I heard Kathy



crossing goal. It seems that I caught up pretty quickly on final glide! That Klassic is a nice glider!

Kathy had hard landing and had to be attended by paramedic personnel but she was OK, only bruises. Kari, me, Kathy, Claire and Barb took 3rd, 4th, 6th, 7th, and 10th places for the day respectively. Sarah landed just a mile short of goal after scratching for a while and all of us supporting her on the radio.

To summarize the day, it was awesome!!! Totally awesome!!! The site lived up to it's reputation of being one of the best places to fly. The task was a 100 mile race to goal! 26 pilots made it in 4.5 to 5.5 hours! This was a task that even the locals consider difficult! This day broke a lot of records. This was the longest task ever called during a Women's World Meet! 4 of the US team members had personal bests, me included. The Hungarian pilot broke 2 national records, longest distance flown, and number of times making goal. Most of the UK pilots also broke their personal bests and it wouldn't surprise me if many other personal and national records were also broken. It was awesome!

Results:	1 Isabelle Piaget	Switzerland
	2 Francoise Dieuzeide	France
	3 Kari Castle	USA
	4 Samantha Moore	USA
	5 Fabienne Lemarie	France
	6 Kathy Fox Williams	USA
	7 Claire Pagen	USA
	24 Barbara Kramer	USA
	29 Sarah Bowman	USA

Day Five

The task was set to attempt a world record for an out and return task, from the butte to Sims and back. Kind of a weird day for calling this task since it was kind of windy and the return leg proved to be difficult.

After the tarp opened it took us about two thermals to get to Sims since we had such a tailwind. Kari got there first, turned around, and blazed back to the rim where she was confronted with mega headwinds and couldn't cross the gorge to get back to goal, so she landed on the rim. The rest of the competitors lagged behind and as the day progressed the wind increased and conditions started to shut down. People started falling out of the sky in different places along the course and nobody made goal.

Results:	1 Kari Castle	USA
	2 Annelise Muller	Switzerland
	3 Francoise Dieuzeide	France
	4 Kathleen Rigg	Switzerland
	5 Corinna Schwiengershausen	Germany
	9 Kathy Fox Williams	USA
	14 Claire Pagen	USA
	22 Samantha Moore	USA
	29 Barbara Kramer	USA

37 Sarah Bowman

USA

Day Six

The weather forecast called for a similar day like before. A short triangle task was set, Withrow, Mansfield, Airport. When the launch window opened nobody wanted to go first since all of the wind dummies had sunk out! Finally people started popping off the hill and it looked like somebody turned on the thermal switch! People started skyrocketing out of the butte! Barb, Claire, and I launched in sequence and the three of us shared a thermal over launch which took us up to 10,000. Kari, Sarah, and Kathy did the same on another launch.

As soon as the tarp opened Kari blazed out on course and suddenly Barb reminded us all on the radio to make sure to be in sector when taking the start tarp picture. Oooops! Kari forgot to take her picture so she zoomed back and took care of it. Thanks Barb!

The day turned on BIG time. Thermals were huge and fat, and they got better with altitude. We were all on course and somehow Kari managed to pass us all and lead the lead gaggle! How does she do that?!?!?

As we got close to the rim we started getting low and the whole lead gaggle gathered just before the rim, very close to goal to get enough altitude for final glide. Kari, Claire, and I were together working some light lift trying to get high enough to leave. Two other pilots decided leave for goal and we stayed back to watch as they turned around and headed back to the gaggle. That's when we all decided to go for it! Kari went first, two other pilots went behind her. I followed next, and then Claire. This was a race to the goal line and everybody had the bar stuffed! As Kari crossed the goal line Randy informed her that she was still to high so she did a diving turn and crossed again. As I was catching up the other two pilots in front of me I decided to make a diving turn to lose altitude before crossing goal. I passed them on my way down and came in right behind Kari.

Results:	1 Barbara Dawson	Switzerland
	2 Kari Castle	USA
	3 Samantha Moore	USA
	4 Isabelle Piaget	Switzerland
	5 Fabienne Lemaire	France
	11 Claire Pagen	USA
	19 Barbara Kramer	USA
	24 Kathy Fox Williams	USA
	26 Sarah Bowman	USA

This evening we had the british team over for dinner. UK Jim decided to take revenge on the practical jokes. To make the story short he got Nikki, Pam, Barb and me soaking wet though the trick of the boat race, and he got a deliciously gooey mixture of chips and beer down US Jim's pants through the trick of the weightlifter. Needless to say Randy and US Jim swore to take revenge on this one.

Day Seven

The task called was an out and return to Almira. This was a 50 mile out and return for a total of 100 miles. World record task again. To make it official you had to fly with a barograph

and the works but since we were more interested in getting a medal than in a record nobody attempted it.

We all started out on course and for some reason I got separated and lagged behind. The wind had a strong north component and I ended up drifting south way off course. It was difficult getting back. I almost landed on a field in the middle of nowhere. Unzipped and ready to for final I saw a dust devil so I dove for it, zipped up, got trashed, and finally got back up to 13,000!!! What a save! I made the turnpoint but on my way back got flushed again near Hartline. I could see the rest of my team flying above me and going past with a lot of difficulty due to the strong headwinds.

Kari was the only one of our team to make goal that day, but Claire got really close too. Way to go teammies!

Results:	1 Annelise Muller	Switzerland
	2 Isabelle Piaget	Switzerland
	3 Kari Castle	USA
	4 Helen Ross	Australia
	5 Rosmarie Brams	Germany
	13 Claire Pagen	USA
	19 Barbara Kramer	USA
	23 Kathy Fox Williams	USA
	28 Sarah Bowman	USA
	34 Samantha Moore	USA

Randy and US Jim were still cooking up a plan to take revenge on UK Jim. All kinds of ideas went through and we were all getting worried about their plans.

Day Eight

They decided to call a good task for the last day, Dry Falls, Sims, Mansfield Airport. They decided to make the last leg of the triangle shorter since strong headwinds were forecasted. We were eventually all in the air waiting for the tarp and when it opened I took my picture and continued on course. Kari did the same. The rest of the team decided to go back to the butte to get more altitude to cross the gorge but this proved to be the wrong decision for the day. As soon as they got close to the hill the air got really weird and a sink cycle of about 1000 down put everybody in the vicinity on the ground!!! Geez! We lost 4 teammies at the beginning. Now the pressure was on! Kari and I both had to make goal, and get there fast for our team to get more points than the Wombats and place third and get a medal!

Kari and I joined forces and worked together the first leg of the course until we got separated near the first turnpoint. She blazed through the second leg and got to goal real quick while I struggled to find lift along the way. Finally, on the last leg of the course I was getting really low so I radioed US Jim and Randy and ordered a dust devil. US Jim got out of the truck to wave his magic wand and both guys started doing the dust devil dance. Thanks guys! They got me just what I had wished for. One of those "ready-to-unzip-forfinal-but-what-the-hell-lets-give-it-a-try" type of dust devils. As I got into it I got trashed and dusted around but it turned into a nice thermal which got me up, and up, and up.

Talking to Sarah at goal she notified me that I needed at least 11,500 at best glide to make it to goal from where I was. As I poked through 9,000 and looked back I saw a huge thunderhead dropping rain and lightning about a mile behind me! I needed the altitude so I kept on circling and drifting towards it. "Get higher! Get higher!", they were telling me! At 11,000 I concluded that it was getting too close for comfort so I departed with the bar stuffed. Surprise! There was lift all the way to goal and I arrived with 9,000 feet to spare, and going up at 1,200 fpm with the bar still stuffed! After finally coring a little bit of zero sink, spiral diving and wanging I got low enough to cross goal legally.

Results:	1 Kari Castle	USA
	2 Barbara Bachman	Switzerland
	3 Katia Schmitt	France
	4 Neva Bull	Australia
	5 Francoise Dieuzeide	France
	11 Samantha Moore	USA

Awards and Party Day

Before the awards ceremony we had the whole day to rest. Some of us washed our gliders, others went for a bike ride, etc. Later in the afternoon we went to the awards ceremony, all nicely dressed in our uniforms, which looked really good! The winners, Switzerland, France and the U.S. got a beautiful team trophy each made out of marble stone and wooden HG wings flying over a rocky ridge. Additionally each team member got a medal. The top individual champions, Annelise, Kari, and Katia also got a trophy and a medal each.

After the ceremony we all got together and threw UK Jim into the lake, who held on to US Jim's arm and got him in the water too. Later that evening we all went in a boat cruise where they served us dinner and drinks. We had a chance to mingle with everybody in a more relaxed atmosphere and to congratulate the winners. Randy and US Jim kept on brewing their revenge and for the lack of a whipped cream pie US Jim came up with a Ranch Dressing Pie, which ended up in Dan Uchityl's (the meet director) and Randy's faces.

The meet was great. We all had a lot of fun competing. The site is a wonderful place to have a meet and to just plain fly and have fun. I had the privilege of meeting and making friends with most of the other countries competitors which is probably the most valuable experience of this competition. Everybody was a good sport and took their personal mishaps in stride. We had no serious accidents (just a few downtubes on blown launches). We unofficially broke several world records. And the best part for the U.S. team is that we placed third. Never in the history of the Women's Worlds has the U.S. received a medal as a team and we did it this year!

To avoid forgetting names I won't mention any. I just want to congratulate all the meet organizers and officials for a job well done. Also each and every one of my teammates and support for a



super team flying job! We did it as a team and we can do it again! Finally, congratulations are also deserved by all the other teams for flying so well and for giving us such a tough competition. I will miss you all.

Samantha Jo Moore

Hot Gossip

- ⊙ **Bertie** is leading the rush of paraglider pilots who have found the *one-true-way* and are keen to become hang-glider pilots.
- ⊙ **John Longstaff** may only be a LAP pilot, but he always launches his paraglider using a crossed-hands reverse launch technique. Skygods eat your hearts out!
- ☛ A rumour says that Airwave may be dumping cheap gliders on the market, (allegedly).
- ⊙ **Ron Smith** is taking this paragliding thing a bit too seriously. He was seen on a hill the other day **without** his hang-glider!
- ⊙ **Helen Barnes** is now on her third vario, and she's only been flying a year!
- ⊙ **Derek** "born-to-be-wild **Targett** has taken to the air again. keep it up Derek.
- ⊙ Even more amazing! Was it a mirage, or was that really **Andy Billingham** who was seen flying a hang-glider at Westbury? What ever next? Sightings of Pete Sutton at Ubley?
- ⊙ **Frank Trunks**. What's he been up to? I dunno, but I thought I'd mention him. While I'm at it, **Nigel Chivers**, **Guy Collinsplatt** and **Julian Treweek**.
- ☑ Mark Asquith is the new BHPA chairman.
- ⊙ There is a new paraglider from Flight Design on the market. It fills the gap between the A4 and B3. It's called the A5. I think *foolscap* would have been a better name.
- ⊙ The famous **Rob Crane** is back in the area. Get his autograph while you have the chance.
- ⊙ Don't forget **Judy Leden** is coming to the November club meeting. Be there!

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

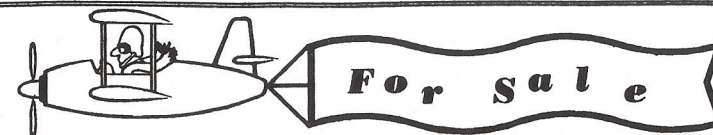
Low Airtime Pilots

There is now a fly-in every first Sunday of the month

Contact Dave Garbe for details

Don't miss out!

Be there!



Gliders

Flight Design B2 24, (75-97 kg all up). Green/Red, 10 hours. Paradise 3 harness, kevlar back plate & Parasail reserve. Good condition, on elady owner. Complete kit £1500. Bristol (0272) 721839.

Flight Design B2 26.4, (95-123 kg all up) Red/Yellow, 20 hours. SAS 2harness, kevlar back plate & Parasail reserve. Good condition. Complete kit £1500. Bristol (0272) 721839.

Magic III hang-glider. Excellent condition, stored indoors, easy handling, speedbar, red l/e, rainbow underside, keel mod, c of a. For test flights call 0691 772635. £425 ono.

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

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

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

Bits

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

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, aerals, and still under guarantee. As new, used once. £150 the pair. (0278) 452813.

Lindsay Rudduck vario with Dplex Altimeter, £60. Trevor Dixon (0272) 240963.

Kevlar back-plate for paragliding harness. Native, £40. Helen Barnes (0225) 319052.

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!

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

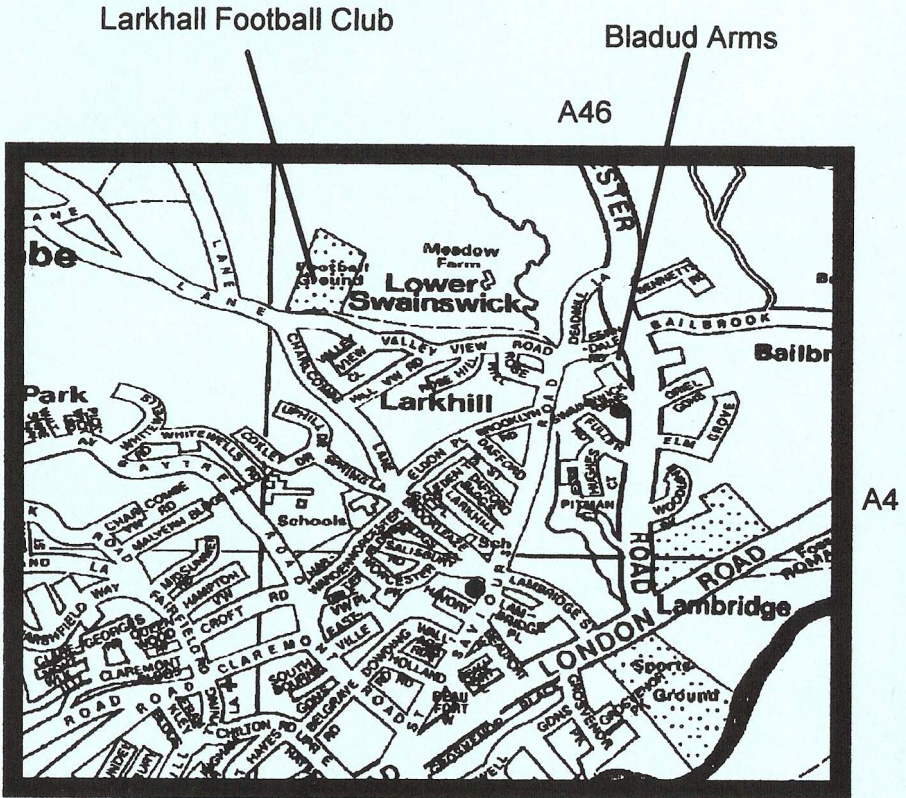


These cartoons were taken from the United States Hang Gliding Association magazine, Hang Gliding. They were drawn by Harry Martin. I think they are reason alone to subscribe to the magazine!

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

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