

NOVA

Avon Hang Gliding and Paragliding Club News Letter



December 1994

HAPPY CHRISTMAS AND A GREAT YEAR FLYING IN 95
from All the Committee

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Glamorgan (0891)500409
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December 1994

Chairman's Bit



What a turnout for the AGM! Or was it the promise of free sandwiches or Judy Leden's talk that drew you to the meeting. Despite the number of members present we were not trampled by a rush of new faces wanting to join the committee so there were only two changes this year. Marcus has taken over as editor of this illustrious publication, a job he can do from the various hospital beds he seems to frequent during the summer months. Welcome to Tim Pentraeth who will be attempting to

sort out the competitions this year no matter what format the Airwave Challenge may take. As you must have guessed from the above you are still stuck with me as chairman. So what am I going to do better than last year? My new year's resolution is to try and arrange more speakers for the club nights. This is not as easy as some people seem to think, but life would be very boring if we only attempted the easy things.

As this is probably the last mag of the year I'd like to wish a Happy Christmas to all our readers.

(Santa, what I want is a nice new alti-vario with an averager on it)

Pete

Editors Bit



Well here it is at last my first issue of NOVA as editor, thanks to Chris Jones it hasn't been too hard a task, he single handedly provided a large percentage of this issue. I must take this opportunity to thank Paul Davies (and at times Helen Barnes) for an excellent magazine, it's a hard act to follow. And so to the usual editor's plea, this is the club's magazine and without your contributions it won't exist, so please please

put pen to paper or finger to keyboard and send me something, however short, pictures and photos that you think will photocopy would also be useful. The editor reserves the right to pad out articles where necessary. Finally a big thanks to Charlotte Hedges for providing the illustration for the front cover, cheers.

See you on the hill

Marcus

BOOKS AND VIDEOS

The following titles are currently missing from the club library. Any information leading to their recovery will be gratefully received, ie if YOU have any of these books or videos please return them!! or let me know.

Books

Millau Sites Guide 86
 Understanding the Sky (Dennis Pagen)
 Flying Conditions (Dennis Pagen)
 Hang Gliding Techniques (Dennis Pagen)

Videos

American Adventures
 Flatland Flying
 Spy's View
 Playground in the Sky
 Compilation Tape
 1985 5th World Championships
 Mount Buffalo
 The Ager Tape
 German Hang Gliding
 Un Pas dans les Nuages

The club library is there for everyone, so please co-operate by returning titles promptly to ensure that they are available for all our members.

Simon Kerr (Librarian) ☎ (01935)25991

Sites

Generally not a lot to say. As you know the weather hasn't been kind to us lately. A few hops have been had. Me, Ray and Nick had a good week day at Merthyr, but I guess you don't want to hear about that.

Ubley

Where's that?

Westbury

Colin had a good day on his own. Up to Upton Cowdown and back in ridge lift. Where was everybody else?

Mere

I had a good day there on a Sunday. They said they were shooting, but they weren't! I didn't ring up first, so I didn't have a problem. Those who did phone, didn't turn up until after 2.30 p.m. when the best of the flying was over. What a cock-up.

As I drove home I saw Fiona, Dave McCarthy and Ron flying the Long Knoll.

Chris

Please send me your anecdotes for this section!

Clubs/member whinge co-ordinator

If you read last months Nova, you'll know that I got myself elected to the BHPA Executive. I've been given responsibility for club/member liaison, which basically means I'm a kind of agony aunt for all your complaints to the association.

Here's the jist of a letter I've sent to all clubs.

Now I know most pilots are only interested in flying, and that meetings and elections are considered boring. Nevertheless, I've heard enough complaints about what the BHPA is or isn't doing, to know that pilots do want a say in the way things are run. Currently the only forum for questioning the Executive or putting forward suggestions, is the AGM. My aim is to make the Executive more accessible, accountable and effective in representing the views of the membership.

So how do I propose to do this?

- First off, I'm making myself available to BHPA members via telephone, email and letter. Anybody can contact me, and I'll guarantee a response to their inquiry. I'll also be writing a regular column for Skywings detailing the points that have been raised, so that all members can be made aware of them. I'll then take these points to the Executive committee and get a solution to any problems that have been raised.
- At the club level, I will be in contact with one of your committee members by phone each month, so that they have the opportunity to off-load ideas that have been raised at club meetings or on the hill/tow field.

None of this stops you from contacting other Executive members if you wish. My aim is to provide a focus for getting members points of view heard.

Contact details:

Phone: (01225) 319052

Email: chris@cj-hb.demon.co.uk

In the Avon club you have an advantage because you can catch me face-to-face at club meetings or on the hill. Please let me know if you have any questions or complaints about the BHPA, and I'll do my best to get you an answer.

Chris

NOVEMBER MEETING

An unusually packed football club heralded the November meeting which consisted of the AGM and a talk from Judy Leden on Flight for Life and her recent world record breaking balloon drop. Pete Corcoran started off the AGM by thanking the past committee and discussing the previous year's events. We then got on to the serious business of electing a new committee, well as usual there was a complete lack of new volunteers for posts on the committee, but the following, by now known faces, are making up the committee this year.

Chairman	Peter Corcoran
Secretary/Treasurer	Paul Ellis
Membership Secretary	Fiona Macaskill
Sites Officer	Chris Jones
Editor	Marcus King
Competitions	Tim Pentraeth
Novice Contacts	Dave Garbe and Paul Guilfoyle

After more pints and food (yes food was provided at this year's AGM) we were treated to a brilliant talk by Judy Leden about two of her recent exploits. She showed us slides of her microlight flight to Jordan along with Ben Ashman in aid of the Cancer Research Fund. This was Flight for Life which was inspired by a friend from Jordan called Yasmin Saudi who sadly died earlier this year. The club has also bought a copy of the video of the trip which is available from the club library. Judy went on to talk about the balloon drop she has just made from 41000ft above Jordan. It was a thoroughly enjoyable and inspiring evening. Thanks to Judy for coming to talk to us and thanks to Fiona for organising it.

Any Donation for Flight for Life should be sent to:
The Cancer Research Campaign
10 Cambridge Terrace
LONDON
NW1 4JL
Quote: "Flight for Life Donation"

Letters

Well as yet there are no letters, sob sob. So put pen to paper or finger to keyboard and let us know your points of view.

Problems

Send us in your questions and queries about anything to do with flying and the local flying scene. We will endeavour to get them answered for you and don't forget you're probably not the only one so if you ask a question it will probably help others as well.



Accounts for Year Ending October 1994

Income	
Membership	£2,764.97
Total	£2,764.97
Expenditure	
Site Fees and Farmers' Treats	£616.57
NOVA, stamps and stationary	£862.20
Trophies	£66.55
Hall Hire	£120.00
Videos and Books	£131.45
Sundries	£72.72
Total	£1,869.49
Current Account Balance	£1,422.02
Deposit Account Balance	£1,995.62 + Interest
Cash in Hand	£4.20
Total	£3421.84

HOT GOSSIP

- ⊗ Pete "Oh no I'm chairman yet again" Corcoran narrowly missed getting stuck in the mud on the Mere track which has become it's normal winter state. Anyway he certainly amused the passing walkers!
- ✍️ Fiona Macaskill is currently looking for a sponsor or sponsors for next year's PWC season and to fund a new wing. As part of this search she is appearing on HTV soon.

Send me any gossip you have for this section.

Musings of an Aeronaut

Chapter 1

November Fly-in Report Phoned Rifle Range control early on Sunday morning to ascertain shooting times and was told 10am til 3pm. 2.30pm we arrive at the Rifle Range to grab the last bit of the day only to find out that they hadn't been shooting at all and some good flying had been had by those that had gone there earlier in the day. Bloody Typical!!!

Never the less, I set up, went to the fence and clipped in at which point the wind dropped. Oh joy of joys!!! Those with paragliders had some lovely ridge soaring while I lay on the ground beating my fists and feet in a rhythmic motion on the beautifully wet chalky Mere ridge top. Another fabulous days footlaunch flying in the sunny South-West. Paul Rollet pranged his Calypso on landing, so if any experienced pilots come across Paul out on the hill, please watch him hurtle groundwards and give him some advice.

Please note that Fly-ins will change to once every six weeks from now to the spring, and the next one will be mid December, so watch this space.

Whether Hang or Paraglider pilot, please make the effort to come to a Fly-in. They have proved to be good fun, informative and many friendships have sprung up due to them so please make the effort if you are airtimely challenged and come along. *(And don't forget to write about your experiences for this newsletter - Ed)*

Chapter 2

Because the Fly-in report is so short this month, I thought I would entertain you all with some aviation experiences I have undergone in my time in the hope that it will prod others in the club to do the same. *(I'm all for that - Ed)*

Are you sitting comfortably?

The year is 1976 and I am 16, and the proud holder of a glider pilots licence after soloing on my 16th birthday. It is the end of a superb summer, and one spent earning as much money at the weekends as possible to allow me to spend as much as possible on gliding, weekdays.

One particular day, I had taken off at 11 in the morning from Keevil near Westbury, flown to Devizes, up to Stroud and back to Keevil and qualified for my Bronze 'C' all on the same day so as you can imagine I was not only elated but potentially a right little gobby git!

After chatting to the CFI in great depth about the flight, he spoke the timeless words, "Do you want to fly the Bocian in?"

All during my training I had dreamed of being allowed to do this as it is one of the privileges only really given to those the CFI (God) considers worthy, and today it was me. I must have been unbearable! Flying in means that you take off at the launch point, fly a circuit and land as close to the hanger as you can in order to avoid walking the glider back from the launch point, possibly 3/4 mile away.

So there I was, strapped in the front seat of the Bocian, with two parachutes in the back for ballast, and on all out. I am whisked to 1000' just as the sun begins to melt over Westbury. I flew left, then right, then left again, (are you paying attention cos there will be questions later), by which time I had lost 500 feet and was thinking about approaching the hanger. Now something you have to understand here is the pose factor of 'flying in' a glider. Its high. Or at least at the spotty age of 16, with a tan and some sort of physique, it's up there. And whats more everybody watches!

So were was I? At 400 feet now and on an upwind crosswind leg, followed by a downwind leg, the end of which saw me nicely positioned at 200 feet, all checks complete. Into wind at 150 feet approx and hanger straight ahead. This is where the fun starts. Has anybody in the club ever seen Keevil hanger up close. It is big. Storage for 9 gliders I seem to remember. So where was I? Oh yes, airbrakes out, watching airspeed, funny, seem to be doing 60 knots. Hanger increasing in size, but then it would. Speed dropping a little. Oh thank you, thank you. Still a bit hot. At this point Barry Pocock, club whizzkid has jsut stepped out of his car, seen the club Bocian in the dusk summer air hurtlingtowards him like a Tornado on low ground proximity attack mode, got promptly back in his car and driven off. HHmm, I wonder why? Well where was I? PANIC. SWEAT. TROUSER MOVEMENT OF A MOST UNUSUAL KIND. Airbrakes so fully out that I am almost bending the lever. Basically, what little wind had been at ground level, was completely removed by the proximity of the now VAST hanger, and at last we touch down after floating on for an eternity. Stick fully forwards to ram the nose down as an extra brake, and right stick in order to lift the left tip up over a Hillman Imp (thank God they are little), and we come to rest between the tow vehicle and the club house, pretty well in the car park. Thank f&\$k!!!

After a few seconds of prayer and forgiveness for all my wordly sins, I am aware of a small crowd coming my way. Think fast. Do you come out of this a complete Richard Edward or do you blag it?

Canopy up. First person, "Cut that a bit close, Garbe."

Me, "Oh do you think so? Well I looked at the parametric equivelant of the oscillating bingo meter and deduced my ground air syphon plasticity as twelve, so it all seemed OK and here I am!"

This seemed to work until the CFI turned up, and being a CFI gave me a monumental bollocking. He seemed to twig about thebingometer, and for me to repeat his assessment of my landing would not be polite. Needless to say, it was a while before I 'flew-in' a club glider again, and was forced to buy Barry Pocock a pint, although I swear I still don't know why!

More musings next time.

Delta Golf, Foxtrot Oscar.

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First real Soaring Flight

From: Jim Palmieri <jpalmier@rvgs.vak12ed.edu>

Subject:

Date: Wed, 2 Mar 94 10:53:17 EST

Big Walker Mountain, Giles Co., Virginia
James R. Palmieri

All winter the weather has been bad for flying in S.W. Virginia. Ice, snow and ice and cold strong wind and ice. Two months since I have flown the glider outside Miami on tow so when the forecast for this Sunday was N.W. 10-15 MPH my juices started to flow, calls were made between the local pilots. An increasing feeling of anticipation and anxiety was building inside of me.

I met my good friend John Lane at the school where I teach at 10:30 am and we began our 90 minute drive to Big Walker Mountain. We arrived right at noon and put a few tell-tails in the LZ. Wind was about 8-12 in the LZ switching West to Southwest. Lots of thermal activity. Seven pilots arrived at launch and I got a junkie area to set-up in but my anxiety did not mind the delay. The weather at the top was cold, cold, cold and the wind blowing straight in at 10-12. I put on what I thought was enough warm clothing (mistake in judgment #1), even borrowed John's velcro bar mits (they made up for the time that John flew away with the truck keys). This would be the first flight I would make with my harness with a BRS rocket and an extra reserve chute. I felt so bulked up in the harness between the chutes and the warm clothes, that I almost could not breath. Anxiety did not help that either. First pilot off and up (Wayne Sayer who just returned with Randy Newberry from a few weeks in Mexico with the Pagens). Air is fairly smooth but some rough thermal activity is noticed down the ridge. John takes flight and it looks good. I make one last trip to the car for a drink and to unload any extra liquid ballast and to put on my new warm face mask (Christmas gift from John).

I move the glider to launch with the help of Paul Tidwell and some locals. I suit up and hook in and do a hang check. I know I will not dwell on launch, as suggested by Dennis Pagen, so I am committed to a great flight. I arm my rocket and check the reserve chute and wait for a good cycle. It was light for about 5 minutes and then at 2:22 pm a strong cycle was coming in and I said "my glider". All hands were off the flying wires, the wing felt stable and was flying, a strong "CLEAR" command followed. Two seconds and 2 steps later I was in the air and going up. Launch was at 2,980.

The strip in front of launch was clear cut by a local farmer and serves as a great thermal triggering point. The finger just to the right also is a hot area for lift. I settle in and ride the ridge down to the right. I climb up to 200-300 above launch and lose 100 in a sink area. I pass back to launch and repeat the cycle. I did this at least 20 times. I misunderstood the advice of a fellow pilot who told me not to head toward the top of the ridge as I made my passes (misunderstanding that he meant only on my initial pass) so I stayed out in front of the ridge the whole time and never flew the top of the spine. All my turns were well carved and the rough air did not affect me or my flying. I just kept flying the glider.



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I had been up for about 20-25 minutes and did not want to come down yet so I scratched a knoll below me on the finger just to the right of launch. I was at 2,650 and then I realized that something was happening. As I turned into the thermal I experienced a brand new feeling. I had "twinkle lights" in the back of my eyes and it felt like my limbs had left my body. The vario screamed and the whole dial was black and maxed out. The trees just dropped away as if I was on tow. Finally, everything settled down and I could see over the ridge and even over the next ridge. Trees looked like small pegs and the vario read 3,660. WOW. I made one more pass and took it up to 3,845. In retrospect, I wish I had moved back over the ridge but I listened to my mentors and stayed out in front of the ridge. I kept making passes along the ridge really enjoying flying for the first time. Too bad my wife Maggie wasn't here to witness this.

I was going to radio Wayne and ask him a question when I realized I could not feel my fingers. They felt numb. Novacaine numb. Each finger felt like a pepperoni sausage and that was in the mits with gloves on. No way I was going to take them out of the mits. I began to notice that my harness was vibrating. I figured that it was a piece of webbing that was vibrating but it did not go away even when I would crab into the wind. I then realized that the vibration (which was there for the past 7-10 passes along the ridge) was not the webbing by ME. I was shivering and my legs were pumping away trying to keep warm. I had been up for 40 minutes and now only beginning to realize how tiring it is to fly. My hat off too all the pilots that stay up for 2,3 and 4 hours, hey, this is a real physical sport.

I made a decision to make one more pass of the ridge and go on in. Wayne was heading into the LZ and I did not want to be on top of him so I did another 4-5 passes and burned off some altitude and headed into the LZ with altitude to spare. I set up my approach doing figure eights. I took my hands out of the mits and realized how cold it could have been. I reached back to readjust a leg strap and realized that I could not feel my hands so I scratched that idea. I misjudged the strength of the wind and did an extra loop on the approach and found myself too low when entering the bowl with a lot of sink and a few fence posts. I was upright but could not feel my hands on the downtubes and flared about four feet off the ground and dropped onto the left wheel taking out a downtube (my first one in over 300 flights) and putting a kink in the basetube where the wheel was. I should have gone with gut feeling and not done the extra loop. Next time.

It was 3:12 and I had a 50 minute flight, my longest to date. For the next 10 minutes I sat on the ground on the sheltered side of the hill with my hands between my legs. I never felt burning like I did when they began to warm up. Both my fingertips were cracked as well as my lips. Wayne came over and we traded stories on who was the coldest. Such war ribbons to wear proudly.

What did I learn? Soaring is more beautiful than I could have ever imagined and more tiring. I have redefined what cold is and focus or concentration when landing and always come in burning. I should not stay up longer than conditions dictate and never fly if there is some physical problem that could interfere with any aspect of flight. And of greatest importance I need to say thank you to all my mentors in the Roanoke area and on the network and all the valuable information that gets discussed here.

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



Ridge soaring - Questions you didn't think to ask, but wished you knew the answers to

Ridge soaring is what the majority of us in the UK spend most of our flying hours doing, yet it is surprising how little information is written down about it. This series of articles seeks to answer some of the unasked questions.

Ridge soaring, we all know what it is, don't we?

- Flying back and forth in rising air that is being forced upwards by a conveniently placed hill. If we are lucky there will be thermals mixed in with this air that will take us even higher.

Good, I'm glad about that. Now lets get down to the more interesting stuff.

Part 1 - When should I take off?

I don't want to go down when the winds are light.

The easy answer to this is, take off when other pilots are easily soaring. If you haven't got any other pilots to watch then look for birds or other signs.

What other signs?

Lets assume that the winds are light and you are not sure whether you will be able to stay up. Feel the glider on take-off, pick it up and see if it wants to fly. If it doesn't, are you on the best lift producing bit of the hill? On some sites the take-off area produces less usable ridge lift than the main ridge, so holding your glider on take-off will tell you

very little. Nevertheless, notice how it feels on good soaring days, then you'll know how to judge it when things are not so good.

In the winter the air is cold and is more dense. Less wind is needed to soar in the winter than in the summer, although you'll probably not get as high. The summer brings other advantages in the form of thermals. If you've spent some time watching experienced pilots on light thermic days, you'll probably notice that often they seem to take-off just as a thermal is coming through. Now a lot of this is luck, but there are signs to watch for.

On a good thermic day with light winds the approach of a thermal can be observed in many ways.

Movement of foliage. Watch what's happening out in front of the hill, you can often see a thermal approaching as it rattles the trees and blows the grass and crops about.

Birds. The best sign. Look for thermalling birds and for swifts chasing insects. Thermals suck up clouds of insects invisible to us, but they attract swifts like a magnet. Watch how the birds are climbing. If they are climbing well, time your take-off so that you can fly in amongst them. If the birds are just above or below the ridge be less eager, they could just be using ridge lift too weak to keep you up, or catching the insects ejected from a thermal into the sink!

Wind or lack of it. If the winds suddenly drop to nothing it is a good sign that there is a thermal brewing close at had. The theory is that the thermal forms a block, sucking air into it and dropping or even reversing the background wind. As the thermal approaches the wind will increase again slightly and you may be able to feel a slight increase in temperature. This is a good time to launch as the thermal is probably just out in front of the hill. As the thermal passes by, the winds may increase even further and it will probably feel very soarable. Don't be fooled, the wind will probably feel cool. Chances are the thermal has passed you by, the air is just rushing in to fill the gap it left behind. In the worst case you'll be launching into sink, the descending air surrounding the thermal. Most likely you'll soar for a few beats before visiting the bottom landing. Timing here is everything, and it's not easy.

Clouds and sunshine. On a day with well spaced, nicely developed or developing cumulous clouds, time you take-off so that you can catch any thermals that may be still producing lift under a passing cloud. If the clouds are not obviously working, wait until the sun has been shining on the ground in front of the ridge for a while. It may have heated things up enough to produce a good thermal.

When should I launch if the winds are gusty?

If could be that you should not be launching at all. Variations in wind speed can cause more problems than absolute wind speeds. It is much safer to fly a hang-glider in a steady 27 mph wind, than in winds of 12 mph gusting 20 mph. If you are caught unaware, gusts may cause you to stall and dive at the ground. In gusty conditions it is important to maintain airspeed as your ground speed may be varying with the gusts. Gusts can effect you greatly on landing, when they may cause your angle of attack to

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alter, resulting in a climb followed by a dive at the ground. With excess airspeed you can control this. If you fly close to the stall, the dive could be a full stall dive, with no airspeed available for recovery!

As a general rule if you don't want to land in it, don't fly in it! If it is gusty land with lots of speed on!

Gusts are usually caused by thermals and rotors. To avoid thermal gusts fly early in the morning or late in the afternoon when the thermals are weakest.

Avoiding rotor should be obvious! The NW take-off at Westbury is very rotary when the wind is off to the north, as it curls over the white-horse spur. If you can, move to a take-off where the airflow is clean and devoid of rotors! If you want to experience the full horrors of flying in rotor, try the Rifle Range in a moderate ESE - E.

Sometimes the air is just plain rough and horrible. This is often the case when "waves" are at work. Check the sky for signs of wave clouds. On days when out of phase waves (i.e. the descending air) effects a site, the flying is usually horrible. Even if it is very windy, there will be little ridge lift as the rising air is smashed about by the descending air from the wave. If you are lucky the rising wave-air may be near-by, as it was in January 94 at Westbury.

How strong a wind should I fly in?

This depends on lots of things; the performance of your glider, the smoothness of the wind, the site, the landing etc. If you don't think you're going to enjoy it, don't fly. Gale dangling isn't fun. Ask a knowledgeable pilot to assess the conditions for you if you are unsure. If in doubt don't fly. As is often said - **You fly, you die!** *and There are old pilots and bold pilots, but no old bold, pilots.*

What about other pilots in the air?

The last thing you should do before you launch, is look to see if there are any gliders or other craft in the way. Don't cause another pilot to take avoiding action by launching when they are close by.

If other pilots appear to be struggling then don't launch, wait for a better time. This is especially pertinent to paraglider pilots when hang-glider pilots are also flying. Be aware that hang-gliders probably need a lot more height to be able to land back on top, than you do. They can't just land on the side. When you see hang-gliders struggling to stay up, don't take off if you are going to be using the same bit of ridge. Wait until they are high enough to land, or have landed. What may be a fun bit of low soaring on a paraglider, may be a desperate struggle to get up on a hang-glider.

Similarly on light thermic days don't hog the ridge by flying up and down it for ages, give other pilots a chance, especially those wishing to catch a thermal and be away. *At the time of writing, novice paraglider pilots have made Combe Gibbet a very difficult place to fly in light winds for XC hang-glider pilots, because they hog the air. The wall*

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of soaring paragliders leave very little space for the thermal pilot to turn once they have found a thermal. Be considerate and know your limitations. Land often and give others a fare crack at it.

How far off can the winds be and I'll still be able to stay up?

Again, it depends on the site. Many sites have irregular ridges; Westbury for example can be flown in anything from 270° to 360° on the main NW ridge and bowl (if you are desperate!). The best way to find out if it is soarable is to ask a pilot who has flown a site many times before. Be aware that the wind may feel more *on* the hill than it really is. The wind tends to straighten up when it is forced up a large ridge and may give a false direction at take-off. This wind will provide little lift.

If you are flying a bowl, such as Cowards Bowl, always check the wind direction from a point outside the bowl. If the wind is off, it may be producing rotor at one side of the bowl, even though the wind direction at take-off appears smack on. This is because the bowl **funnels** the wind so that it appears smack on, even when it is not.

As a rule of thumb, on a perfectly straight ridge, of good height and gradient, with winds of 10 - 15 mph, it is probably soarable if the wind is 30° off. You should bare in mind that one leg of your soaring beat will be much faster than the other, as you will be flying a with either a tail wind or head wind. Take care!

In this kind of situation there is now substitute for experience. On one day it may be soarable with the wind 30° off, on another it may not. Only fly if you have a safe bail out, should you not stay up. It is not fun to go scratching a tree covered hill when the wind is off, ask anybody who has flown Ubley when the winds are from the east!

Chris

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

Go For It 95 Rules

Just a reminder as the old season has finished and the new year started, not that you could call it the season yet.

Please Note all hang glider flights must be made from AVON sites.

"Go for it", Hang-glider XC League 94

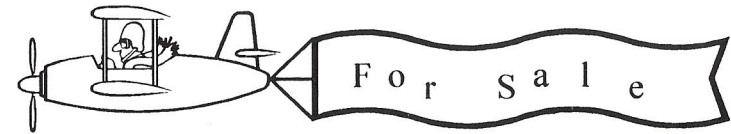
1.	Each pilot can enter as many flight as they wish. The minimum distance is 5 miles. The winner will be the pilot with the greatest total distance at the end of the year. An additional prizes will be awarded to the pilots with the longest single flight.
2.	The competition is open to all full Avon members.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

Notify Hang-glider flights to:
Neil Atkinson (01225)754152

"Go for it", Paragliding XC League 94

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

Notify Paraglider flights to:
Tim Pentraeth (01225)424953



Gliders

Kiss 154, Very tidy glider, always stored indoors. Would suit progressing pilot who wants a lot of performance for very little money. Why pay £3000+ for latest hot ship when £700 will buy you all the performance you could wish for. For test flight ring Geoff Rogers on 01761 232096 (1)

Magic 4 Full Race. Sweet handling, lovely to land. Ex Steve Wills mile muncher. Rainbow underside. VGC £550 ono. Dave Garbe (0272)246504. (1)

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. (2)

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. (2)

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. (2)

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 (2)

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

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

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 (2)

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

NOVA

For Sale Cont'd

Magic IV Half Race 166, excellent condition, low air time, blue leading edge, rainbow under-surface, £650 ono. Rob Cook (0275) 879126 (2)

Magic IV 166 including Pitchy. Good condition, flies well, £325 ono. Mark Joyce 0380 830195 (2)

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 (2)

Airwave Calypso, Good condition, Blue leading edge, blue and white underside, speed bar suit low airtime pilot £700 ono. Sup-Air pod harness suit 5'8"-5'10" very nice condition £100. Phone Neil Andrew (0272)676992 (1)

Bits

Chest Tow Release and Back Strap £40 ono Phone Richard on (0272)290003 (1)

Sky Systems Supp Harness including Apco parachute. Good condition, parachute as new. Sensible offer considered. Mark Joyce 0380 830195 (2)

Thunderbird Mk 3, still the best vario on the market, £120. Neil Atkinson (0225) 754152. (2)

Two hand-held CBs, 40 channel. Battery powered or mains. Good air to air range. Chargers, aerials, and still under guarantee. As new, used once. £150 the pair. (0278) 452813. (2)

Lindsay Rudduck vario with DipleX Altimeter, £60. Trevor Dixon (0272) 240963. (2)

Kevlar back-plate for paragliding harness. Native, £40. Helen Barnes (0225) 319052. (2)

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!

Over and out!!!

Colin Lark's HG & PG Hut Clear Out Sale Huge Reductions

Ace 160 *	£300
14.5 Rumour *	£600
14.5 Rumour *	£650
Fever *	£1350
K2	£700
K3 *	£900
13m Rumour 3 (only 3 hours)	£2300 save £650
15m Rush (only 2 flights)	£2500 save £450
Harley Sirocco Large	Offers

Harnesses	
Scopio Design (New)	£350 save £110
Solar Edge (New)	£350 save £110

Davron 808 (as new)	£450 save £150
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*** Fully Serviced & Check Flown**

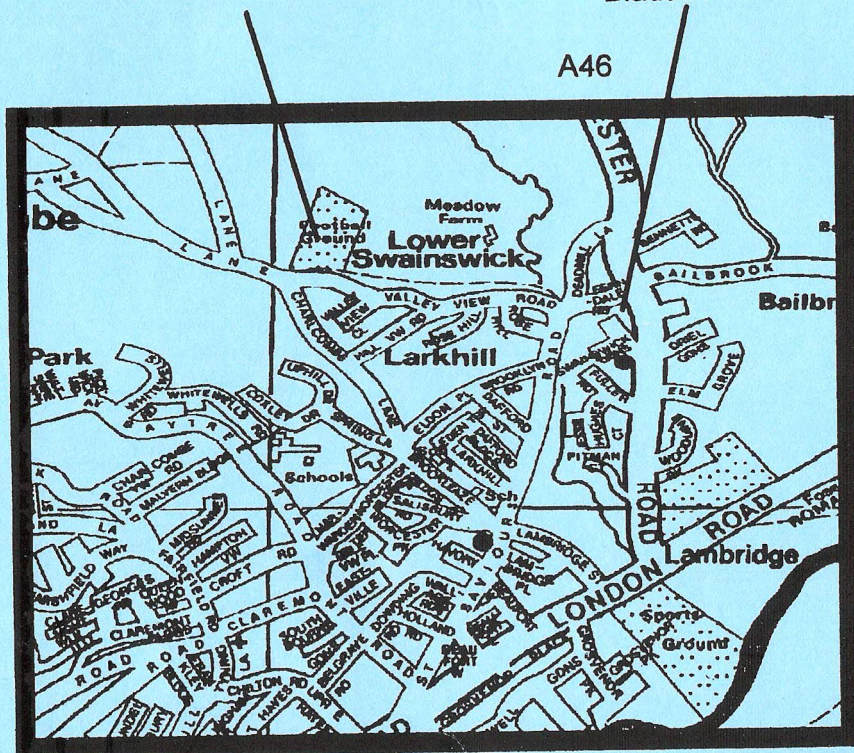
Telephone now 0453 890787 Fax 0453 890075
Colin Lark's HG & PG Hut
West End, Coaley, Glos. GL11 5DX

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.

Larkhall Football Club

Bladud Arms



NOVA

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