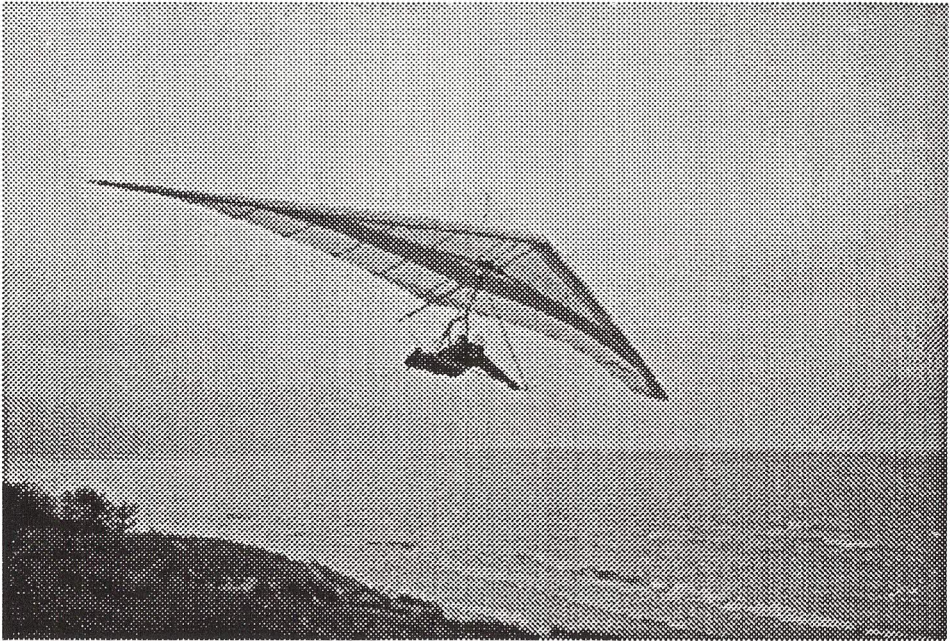


# NOVA

Avon Hang Gliding and Paragliding Club Newsletter



**May & June 1995**

**THIS IS YOUR LAST CHANCE TO GET YOUR  
MEMBERSHIP RENEWAL IN!!!**

**Rod Buck will be giving a talk on Wendy Windblows and Radios  
at the June Meeting.**

***INSIDE THIS ISSUE BASSANO, LOW AIRTIMERS, XC RESULTS AND LOTS  
MORE***

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Mere Rifle Range	(01747) 860201
Lulsgate	(0275) 474441
Crooks Peak: Phone	(01934) 732730
Mr Croft to check bottom landing field	

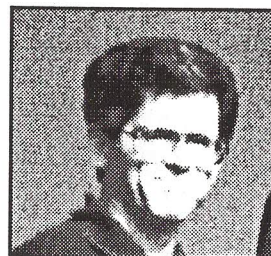
### Weather

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

## Avon Hang Gliding and Paragliding Club Newsletter

May & June 1995

### Chairmans Bit



And Easter looked like it was going to be so good for the Easter Comp.....

I've decided to see if it is fun to fly one those heavy aluminium (seamed or otherwise) framed things that don't fit in the boot of your car. I've booked a week of what I have always considered akin to up-hill weight training in manhandling training gliders to the top of a hill. Is it possible to go up on a training glider? Watch this space for tales of broken uprights etc.

Pete

### Editors Bit



Why do these things always happen when you've got no time or money to sort them out. Yes I'm not a happy chappy coz the PC that I use to do the mag has just fallen over big time, ie hard disk crashed out. So it's back to the rather slow and antiquated club PC and my PC at work to try and finish the mag as best I can in a couple of days. C'est la Vie, je pense. I'm still waiting for articles from a few people that have promised them so hopefully they will appear in the next mag, so come on peeps get those articles in. A couple of things in this mag have been photocopied coz I haven't had time to type them up, it makes my life easier if you send things on a PC disk. Anyway enough of the moaning, ha ha, it looks like spring is finally here, well I guess it's the start of summer, and a few people have been out there doing good things in the air. Somehow I seem to miss the good days being stuck in work. Take care out there, there have already been a few close shaves, and already a few pilots are languishing in hospitals throughout the country, with the prospect of not being able to fly for a year. Due to the delays caused by the lack of PC we have decided to hold this issue to wait for some articles and make it a 2 month issue.

See you next time, safe flying. *Marcus*

## ADVERTS IN NOVA

We have up to now not charged companies or individuals for adverts appearing in NOVA, we do not wish to change this situation as those companies that have used our pages have provided tremendous support with such things as parachute repacking evenings and taster days etc. We would like to ask companies who give us an advert to help make this mag more informative by giving us an article or two if they can.

Club members adverts will be displayed for 3 months and then removed but you can of course resubmit the advert if your still trying to sell your wing, bag of washing, wife, husband, kids etc.

## Le Hot Gossip

Fri 21st where were you? If like me you were on of the masses working on this Friday then you to missed out on a classic day by all accounts. Lots of 50km+ flights done, with off the scale climbs out of Olivers etc. Aggh don't you just hate Fridays like that especially when the Saturday is totally non flyable.

Avon are sending a team to the Airwave Manx TT, if you are still interested in going to this event give Tim Pentraeth a call as soon as possible.

Fiona Macaskill has been mixing it with the big boys and girls again. This time in the rough and tumble of Bassano. She entered the competition as a private entry. Howard "Competitions Secretary" Traverse said they send a team of young hopefuls to Bassano coz if they can make it there they'll be alright anywhere else. Well it seems the team this year did ok coming third, however it seems that Bruce Goldsmith ousted some of the original team when Jocky, Richard and Rob turned up, good decision? I guess so coz these three consistently finished high in the rankings.

Helen Barnes is back in the air, after her accident in S.Africa, good to see her back.

Mark Jones, from Flight Factory, who holds the British winch launch record is recovering after an accident in which he broke his pelvis and a shoulder. He seems to be on the mend as I've been told he's been down to the pub.

Ron is now famous after appearing in adverts for a certain vendor of flying equipment, he is now becoming even more famous for his SIV antics at Westbury. I was asked in S wales if I knew 'the bloke who had spun his Genesis?'

## Bassano - its rough!

I started to wonder whether I had made the right decision to go to Bassano when everyone, but everyone, I spoke to who had been to Bassano in the past said - Bassano - its rough

! Well, they were right - it was rough. Infact the roughest day was at Feltra, one hour's drive East of Bassano. The window opened at 12.00 - all 170 canopies were laid out ready for the off, and OFF we went - vertically up. I did one of those classic reverse take offs - literally, no time to turn round, just woosh, and off I went into one whacking thermal. The only problem was, I found myself 1500 ft above take off and rather a long way behind it. When I let off all trim tabs, sat on the speed bar and still could not go forward I had to think of another way of getting to the start gate - opening at 12.30, 6 km up wind from take off ... I finally decided that the only way forward was back and down: I allowed myself to drift down wind across the flat top and down the lee side into the valley below and work my way up the face of the hill where I was not getting pushed back all the time - 2000 feet of it. 12 50% deflations, 1 1/2 hours later I found myself 1,500 ft above (not behind) take off again and this time managed to fly across the first into wind valley to the start gate. From then on it was up up up to cloud base (9000 ft above sea level) where my fingers lost all feeling - its very disconcerting to find that the little 'reward' I give myself when I get to cloudbase was denied me - snow in the air and ice in my camelback were all I got at that altitude. I flew for the next 30 km between 7000 & 9000 ft and after 4 hours my concentration was beginning to falter and the cold was getting the better of me. I misjudged a glide across a valley, hit 7 down and found myself on the deck. Talking to others later, they all made it across the same valley from far less height than I had taken it from and they had made it easily to the other side - some have all the luck! Never mind, it was a flight I will not forget in a hurry. - Exhilaration, exhaustion, terror, the agony of the cold, - why do we do it? - Competition flying has given me the opportunity to fly in new places, in conditions I would not usually entertain, to attempt cross countries I had only dreamt of - its worth it.

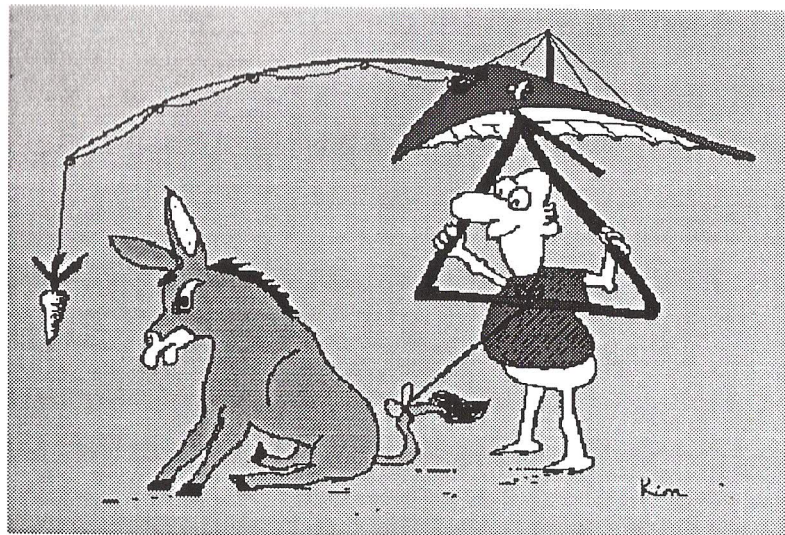
One day we sat on the top of a hill and waited for the cloud base to lift so we could take off. The minute the first wisp of lower cloud indicated that we were at base the task was declared and off we went - into 50% cloud - admittedly 20 pilots did not fly that day but the remaining 150 of us took off into 1/2 cloud, 1/2 clear air - the only trouble was the other 50%! I was just hoping that everyone else was bigearing and following the same 270 degree compass bearing I was. There were no mid-air's but I did feel rather vulnerable flying in the same cloud as 150 other pilots. It was small comfort to hear Jocky Sanderson on the radio saying 'It's not too bad once you are out of the cloud - but I didn't like it until I got through it though'.

Another day we were set a task which combined mountain flying with flat-land flying. After flying along a series of peeks, negotiating gullies and jumping valleys we had to photograph a factory on the valley floor. This was the first turn point and then we had to fly out across the flats to a cross-roads, 20 km from the mountains. Having photographed the (right) cross-roads we then had to return to the 'Meeting' - the exhibition centre and land in the designated field. I flew my first bon-fire thermal that day - yes, you smell it before you vario tells you your in it and yes, they do work, all the way back up to cloud base. I didn't make it all the way round the course but had a wonderful 25 km flight.

## NOVA

Bassano is not just about the incredible flying, the sites and the people - its a massive international airshow and exhibition centre - anything that can fly does fly at Bassano. All (small) aviation products, including a number of paramotors were constantly being demonstrated. I could have spent all five days just walking round the exhibition stands - infact I only had an hour or two every evening - perhaps the best thing for my pocket. How did we do? 15 British paraglider pilots entered, the 5 in the British team came 3rd overall. Unknown to myself I had been put in the British Female team with Kat Thursdon and Ami Anderson and we came 10th team overall - a credible position. I flew over 100 km during the competition and have come home feeling I've learnt a lot more about cross country flying.

Fiona Macakill



## NOVA

### Meetings

Rod Buck is coming to the June meeting to talk about his Wnedy Windblows project and radios and their use in flying. See the article from Rod in this mag. Howard Traverser will be giving a talk on competition flying at the September meeting. There was a good turn out for the talk by Ron Richardson of Davron. He went through the various aspects of Alti/Vario design, and the parts that go to make up an Alti/Vario. He then talked about the Davron 800 range and the latest development of using a link between the 800 and a Garmin GPS module. He also demonstrated the PC download software, which will, when used with GPS, give a 3D plot of your track. All very exciting stuff.

### Site News

**Ubley** The flying season has got off to a good start with a whole bunch making between 50 and 97 miles one Friday. Prior to that Jason had flown 40 odd and Jim an amazing 70. Looks like Ubley could be making up for the terrible year we had last year.

**Westbury** Colin and Neil have been scooting around the range for some XCs and we've had loads of soarable days. Over Easter week Colin and me got out to Trowbridge and back for a very enjoyable flight. Nick Romanko who was also out in front said "it's just like flying in Europe". Thanks must go to Chris Milford, who was flying his new Solvian wing for showing us where the first thermal was.

A reminder that if you do have to use the EMERGENCY field walk along the road and up the footpath by the spur, don't walk up the hill through the farmers fields.

**Frocester/Selsey Barry** and Nick have been over the back. Barry managed 40+ miles on the same day that the gust front hit Westbury. Nick floated down over Malmsbury watched by Ahado who was on a fag break at work.

**Long Knoll** Don't land in the crops! Don't land in the crops. At the end of April a pilot flying a B3 was seen to land in the crops more than once. This is stupid. The farmer commented on it to me. If you're seen to do it again, you'll be banned. The official landing field for paragliders is in the same field as the Knoll itself. There is a piece of set-aside grass by the road, opposite the farm house. The farmer has said we can use it, but you must be sure you can make it. If not, no not try. If you do land there don't walk back through the crops, use the road. I would have thought this was obvious but apparently it is not.

### Avon HG XC Table 1995

Pilot	1	2	3	4	5	Total (Km)
Neil Atkinson	51.16					51.16
Colin Hale	22.62	27.60				50.22

### HG Competition

#### 13/14 May 1995 Avon Sites

The Sky Surfers, Wessex and Thames Valley clubs have been invited for a competition on the above dates. I'll make it easy, Fly for the club or the wire cutters will come out.

To encourage you, if possible I intend to use multiple goal XC tasks assuming conditions permit. The rules are simple:

- 1) 10 Points per complete kilometre.
- 2) Double points for landing in designated goal areas.

Obviously the interesting bit is in the selection of the goals to match the conditions. The idea being to choose areas that experienced XC pilots will be tempted to fly past, if the conditions are right, whilst providing guaranteed points for the more cautious pilots.

### WENDY WINDBLOWS - THE FUTURE

For those of you who don't know, I built and maintain the telephone weather stations on Bradwell and Devil's Dyke for use by flyers. You can call Bradwell on 01433-621-602, and it will read out to you what's happening on the site - how strong the wind is, and which direction, and how gusty.

The original funds to build the station were raised by subscription, and later on, I provided the service on an 0898 number to non-subscribers to help pay the cost of maintenance, telephone line, etc. I'm surprised to note that it will shortly have been up and running for 5 years!

For the last year or more, for technical reasons, it has been on free access to all-comers, and I have stood the cost out of my own pocket. However, being 5 years old, it has been gradually deteriorating, and the time is rapidly coming when major replacement is necessary. I've been working on this in my spare time, such as it is, and a much-improved model is in the offing, and I hope to install it later on this spring.

I have taken into account that other stations are needed besides the Bradwell and Dyke ones - I'm hoping to build a chain of them round the country, including one (or more) in the Avon area.

So, how do I raise the cash to do this? (And have on-going cash to pay the maintenance and phone line costs?)

Well, to do this costs around £2000+ per station.

The club certainly doesn't have it - so I'm putting my own cash into it. How do I get it back, then? Well, I could put the stations on 0898-type numbers.

There's a problem with this, though - cost. It costs you, the caller 49p/minute. Out of that, I get less than 16p/minute, three months in arrears. The rest goes to BT/Mercury, etc.

I think that's too expensive in call terms for you, with too little return, too slowly, for me. However, there's a cheaper way where ALL the money goes to the station(s).

I can restrict access to the station(s) by means of an access code - you have a personal PIN number, as per the hole-in-the-wall bank. (Only it's 8 digits, for security.)

You ring the station, and it'll only let you in once you've tapped in your code on your phone keypad. The time and date of your call is logged, so I know how many times you've called each station. Every station reports to me each night, and tells me who's called it, and when. I then know how many calls you've made in total that day.

I used, in the early days, to just charge a membership fee, but the problem there was that people's access code got leaked to other people - who then didn't need to subscribe - and there was no disadvantage to the subscriber in letting other people use his access code.

So, the only realistic way is to charge by the call. That way, if you let other people use your access code, they'll run up calls on your account! To generate enough cash to do everything, I am going to set the cost at 20p/call.

This is less than half the rate of an 0898 call, and is so little in terms of your expense in going flying as to be negligible. After all, what does it cost you to go out for the day? The average car costs 30p/mile to run. How far do you drive to the hills? 30 miles? 50? A days trip out will cost most flyers £10. £5 at the very least. I figure 20p to check the on-site conditions has GOT to be a good investment!

The income from this arrangement will enable me to:

- A) Replace the rapidly-ageing Bradwell station.
- B) Keep a spare station available in case of breakdown, and
- C) Install a series of stations (including one in your area).

Your access code will work in ANY of the stations - you can ring any of them for comparison purposes. It'll just cost you 20p/call. How do you pay this 20p? Well, I don't have time or energy to chase bad debts for late-or-non-payers, so it'll work like this:

To get access to the station(s), you deposit £20 with me, which is advance payment for 100 calls.

This isn't a membership fee, annual fee, or anything like that, It's just advance payment for 100 calls at 20p each. You can use them in a week, a month, year, or 5 years, it's up to you how often you call.

Each time you ring a station, it records your call, and knocks one off your total of calls left. When you get down to 10 calls left, the station will warn you to get in touch with me and renew another £20 deposit. If you don't, the station will no longer let you in when all your calls are used up.

So, shortly, the Bradwell station will cease to be free (at my expense!), and will cost 20p/call.

To get access, you can call me on 0114-253-0372 evenings, 0836-284853 daytimes. I'll take your details, and accept your £20 deposit by credit card, and give you an access code on the spot.

Now, I hope to have an Avon area station available later in the year.

However, I need site suggestions/introductions from you.

I need, ideally, either:

A) A hill with a building on top with power + phone line available and clear wind from all directions. (I'll pay to install the phone line if there isn't one).

B) Failing that, I can use a hill with no power or phone line, but then I need to beam the data by radio to a house/pub/whatever within a mile or so where power and phone line could be available. The hill should have vehicle access, so that I can transport materials up there, but should NOT be used by the public normally (to avoid vandalism).

C) I also need to know if you think this is a good idea, and if you're willing to subscribe, before I risk a lot of money on a station in your area.

I'm planning to come to your June meeting, therefore, to explain things further, and answer any more questions you may have. So, please either turn up then, write or call me:

Rod Buck, 106 Woodhouse Rd, Sheffield S12 2AZ

Tel: 0114-253-0372 or 0836-284853.

## NOVA

### Low Airtimers Section

Firstly apologies to those low airtimers who phoned on the second Sunday in April about the fly in, basically there wasn't one! However, read on for details of coming attractions.

Fly Ins continue second Sunday in June. **Be There!** Conditions are improving all the time for you now so get out and get some in!

If you have less than 20 hours and want to compete on a basic level in an inter club low airtime comp in June, phone me Dave Garbe or Paul Guilfoyle to get further details. If you can come up with a team of 4 pilots all the better.

**BEWARE IT COULD BE FUN.**

#### Quick Moan

Paraglider pilots. If you are inexperienced and decide to fly in the only part of ridge working when the wind drops, please, please, please move away if you see hang gliders with red streamers trying to remain airborne. You have the ability to land virtually anywhere, hang gliders do not. Get the message. Of course some of the sites e.g. Westbury do not allow anyone to make side landings, so you will have to allow for this when judging whether to fly or not.

What a terrible winter! That may sound a little ridiculous considering that most winters are terrible, (it's their job). But, in recent years it seems that there were many more flyable days than the last 5 months have provided us. C'est la vie.

Spring is almost upon us now and for those in the club with low airtime, this can often be a very trying period, particularly since conditions can often appear right for a spot of ridging, but beware, low level turbulence can be highly deceptive at this time of the year, just ask the paraglider pilots about the way that duvet they hang off leaps about, even when the air seems smooth on terra firma. I do believe that too many hours are wasted by believing conditions are not right and that a well executed flight in less than perfect conditions should warrant awards for gallantry, but until enough good days come along to allow familiarisation with your wing thing after the long winter lay off, take it easy.

#### Flying Tales Chapter 47, The Lynx Helicopter.

Some time ago, I applied to join the Fleet Air Arm, in order to get taught to fly by the navy, leave after a short commission, and spend the rest of my life flying for a living. Simple? Not so! Without getting political, you have to concede a little to the ideas of fighting and possibly killing people who are fighting you through absolutely no choice of their own. Because of this and a few other things to do with authoritarian systems, I did not join, but not before I managed to get a week on board the frigate HMS Phoebe from Plymouth to the Kyle of Localsh to get an idea of what life on board may be like.

## NOVA

While be shown around once aboard we ended up at the blunt end of the boat, climbed some steps, went down a corridor, climbed more steps, then through a metal door and there she was. One Westland Navy Lynx, powered by two Gem Turboshaft 520 Horse power engines providing this helicopter with astronomical amounts of thrust due to it's light weight and stressing.

I knew then, I had to get a flight in this one, oh yes, it would be mine. (Apologies to Waynes World.)

Three days out and we have arrived at the Isle of Skye for a 15 hour sortie with a marine squadron in the locale. The Lynx flew for most of the day, which meant that I spent all the time by the hanger entrance watching this magnificent piece of engineering landing perfectly time and time again on the gently pitching deck, rotors barely 10 feet from the hanger door. Eventually, the pilots concerned seemed to realise that this spotty kid had more than a passing wish to fly with them and I was called to the bridge later that day. I was informed by the 1st Lieutenant that I was to accompany the crew in the helicopter that night for a drop to a diesel submarine due to surface out from the Western side of Skye, later that night. Excellent!

2am came and I clipped in to the 'watch' seat behind no 1 pilot, and at 2:15 we took off. That in itself was unforgettable. The Lynx has a 5 inch diameter arm with a grab hook on the bottom to pull onto a grid thus securing it for heavy weather, and as the grab released I was aware of a fast vertical acceleration followed by the sight of a fast receding frigate. Two minutes later we were cruising at around 160 mph into pitch blackness which until you have done it, is unimaginably scary. After a further 20 minutes, I was aware of a single light in the ocean below and a flare picked out a small but substantial diesel sub, it's hatch open we as we descend through the blackness towards it. The beauty of this particular helicopter is it's ability to hover almost eerily smoothly and we lowered three boxes of provisions of some sort on the foredeck of the sub. After a few minutes we were on our way back to the ship.

Naturally a well lit frigate is fairly easy to spot on a dark night, although I was aware of some trepidation from the pilots due to the ship having moved to mid channel where the swell was greater than at take off. At night this can cause some problems for pilots, not really what I wanted to hear!

On the way back the pilot in charge decided to clear the exhausts of the Lynx by accelerating fully and diving followed by pulling up in a steep climb and bellying at the top and cutting all power, at which point we seemed to fall for ages before easing forwards into a dive and recovery. I don't actually think it was to clear anything but more to give me a bit of a demo as to this highly agile helicopters abilities.

Not long after this we were descending towards the ship and I felt some trepidation as to our safety. As if the pilots didn't know what they were doing! The technique is to come along side the deck and keep the helicopter at a set height above the deck, following and adjusting to the swell of the sea, and when you are ready you crab sideways and allow the deck to come up to meet you. This sounds straight forward enough, but those rotors are spinning very fast, the noise is absolutely deafening, there is blackness below you, and the sight of a heaving chunk of metal that is a modern day war machine literally 20 feet to the right all add up to a very interesting aviation experience. All to quickly we were down and grabbed, engines decelerating and auxiliary power source plugged in. Fantastic. These pilots fly totally by feel

## NOVA

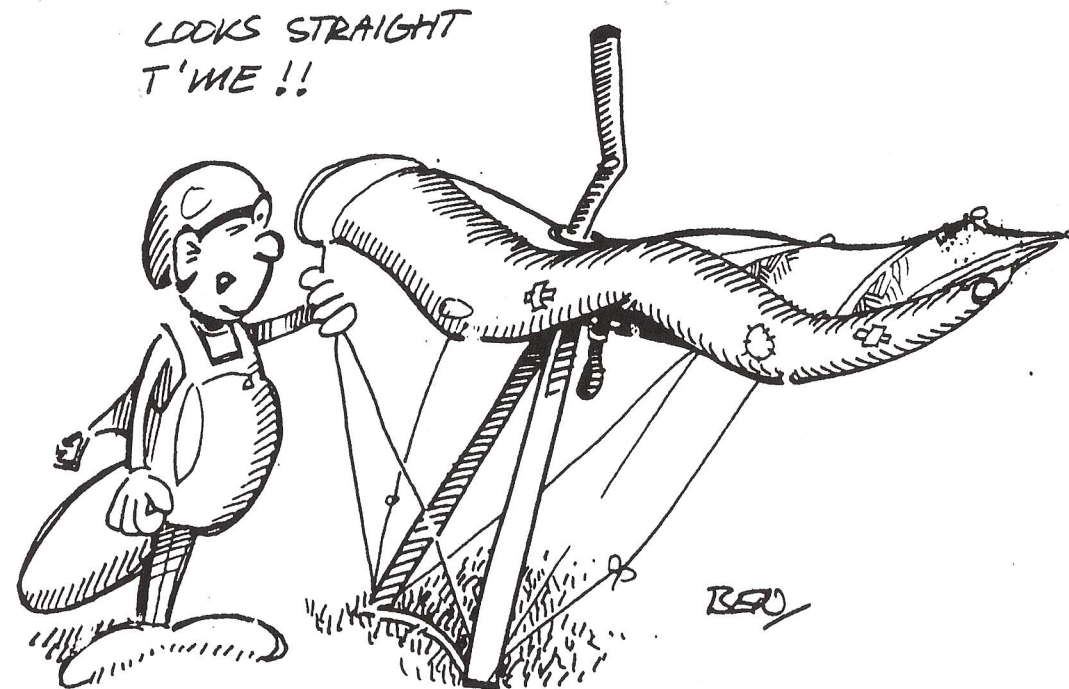
for 90% of the time, and with the extraordinary agility of an aircraft such as the Lynx under the thumb, they can fly into places mere mortals such as hang glider pilots would avoid at all costs. I had absolute respect for the pilots and thanked them profusely followed by breakfast in the wardroom at 5:30am.

Maybe this life wouldn't be so bad after all!

See you at cloudbase. Dave (Magic 4 for sale, £400) Garbe

HOLD THE PRESS

I am heading for North Wales during the end of May bank Holiday with members of the Devon and Somerset club. Anybody wishing to tag along please call me ASAP for details. (Number on front inside cover of mag)



## GLIDER MAINTENANCE

Glider Maintenance are words little used by the majority of Hang Gliding pilots. This is surprising considering the amount of battering our aircraft receive: it's not unusual for a glider to be transported a couple of thousand miles on top of a roof-rack over all sorts of rough and bumpy terrain year in, year out. I know of no other aircraft that constantly gets that sort of treatment, and if that's not bad enough, think of the enormous shock loads charging through the airframe when the nose slams into the deck. Do we know of any other aircraft that would not be thoroughly checked over after such an incident? The truth of the matter is that we do not consider seriously enough the consequences of over-stressed tubes, bolts, wires and worn sail stitching around high load points.

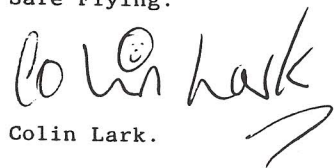
A good example of taking things for granted happened recently on the BHPA Glider test rig. Myself and Solar Wings Hang Glider designer, Darren Arkwright, were testing a new wing on the rig. We were being towed along a runway at 60mph when without warning (not that you get any warning when a bolt shears) the heart bolt connecting the glider to the test rig sheared. Luckily for Darren and myself half the sheared bolt jammed in the connection channel just enough to stop the glider and us departing the rig. Screamy nightmares! It may interest you to know that over 50% of the gliders I service have bent heart bolts; how's yours?

**Tubes:** The majority of our hang gliders are made from HT30 or 7075 tubing, both having advantages and disadvantages. From a maintenance point of view HT30 can get bent out of shape: bent leading edges are fairly common, and gone unnoticed after a heavy landing can give the glider a very severe turn when next flown. There's only one way to check and that's to remove it from the sail: this is only a 20 minute job and easy to do.

7075 tube is harder and more brittle and will snap rather than suffer from a permanent bend; however it's very easy to dent, the most common cause being roof-rack and rock damage. Flat rigging or laying the glider down flat on rocky surfaces should be avoided: dents in 7075 tube severely weaken it, so check yours now.

One other tip that you may be interested to know is that 7075 corrodes much quicker than HT30. A recent service on a 7075 glider that had been stored outside on a regular basis resulted in the glider being scrapped; so bad was the corrosion that you could pass a needle through the cross boom, so beware. To avoid such levels of corrosion always store your wing in a well ventilated and weather protected environment, never leave the bag zipped up when damp, and remove the airframe at least once a year for close inspection.

Safe Flying.



Colin Lark.

## NOVA

### Competition News



Well I guess April has been a good month for flying. We've had our first 30+km XC of the year - only the second ever in the "Go For It" league. I've done yet another sub-10km flight ("yastkf" for short), this time an out and return ridge-run at a small coastal site in Cumbria on Easter Sunday. The day was unfortunately marred by a nasty accident - the friend I was flying with was rotored in from about 50' whilst attempting to land. He wasn't able to execute a PLF and landed heavily and suffered two crushed vertebrae, and a ripped canopy. He was pretty lucky really - he should be flying again in 2-3 months. So please take care, try to visualise the air flow at the site and identify any likely areas of turbulence. Also don't fly alone.

### Airwave Challenge

I'm afraid I've made no real progress yet on organising our second event, but I'm trying for 13th/14th May or 20th/21st May against some of the Welsh clubs. I've got phone numbers for all the people I think are interested so I'll contact you in due course.

### Airwave Manx TT - 10th-12th June

We've got one team going up to the Isle of Man for this event - Marcus King, Carl Ford, Tim Brunskill and myself. I think there are very few places left, but let me know if you're interested and I'll find out for you. It should be excellent fun - there will be a report in the July issue of Nova.

### Go For It '95 - Avon PG XC League - 25/4/95

Well done Tim Brunskill for his first ever XC of 34.0 km from Coombe Gibbett on 12/4/95 - a really excellent flight (I'm sure it would make an interesting article - hint, hint!). Bad luck Helen for not being at the same part of the ridge! Has anyone else done any XCs in the last month apart from Tim and me - if so don't forget to send me the details.

All sites league						
Name	1	2	3	4	5	Total
Tim Brunskill	34.0					34.0
Tim Pentreath	9.1	6.5	5.9	4.0		25.6
Angus Macaskill	20.4					20.4
Fiona Macaskill	15.7					15.7
Carl Ford	10.8					10.8
<b>Total</b>						<b>106.5</b>

Avon sites league						
Name	1	2	3	4	5	Total
Tim Pentreath	6.5					6.5
<b>Total</b>						<b>6.5</b>



## NOVA

Please continue to give me details of your flights (Date, Canopy, Site, TO grid ref, LZ grid ref): home 01225 424953 / work 01225 447003 / fax 01225 461166.

### Easter XC Competition

Let me know if you did any flights over the Easter Bank Holiday weekend (Friday and Monday included) and I'll work out who the winner is. Remember the flight must have started from within 50 miles of Bristol and must have been more than 1 km.

=====NEWS FLASH=====

Tim Pentraeth is the unofficial winner of the Easter Competition with a 6km flight from Westbury to Warminster. He left the hill with Bertie and both had forgotten about the comp, but Tim was reminded via the radio and 'went for it'.

### Airwave Challenge Flight

It was big, soft and very uplifting ... I know that 20k is not much to write home about these days - but it's not bad for early March - and a nice way to start off the season. (Before the Airwave Comp on 12th March Fiona and I had only done a few 'sledge rides' this year ... some aptly named since we did a few from ski-take offs).

The sun shone and we got there quite late to find hundreds (well a lot) of wings already up. Lots of familiar faces - mostly not seen since last autumn. I messed about waiting for the wind to drop off a bit (my small-tandem Espace is a bit of a handful whether flown solo with weight or dual; thank you to Martin Robefor being an 'imoveable' anchor-man.) A bit of a lull - and off into the blue yonder - or at least up and down the ridge at Coombe Gibbett a few times. All of a sudden, and without significant effort, I realised that along with a few others we were too high to be in pure ridge lift - so away I circled - along with an Omega, a Rave and 'The Wife'.

For me it was the first time flying with radios - so it was great to be able to find out what Fiona's vario was saying as well as my own. The view was magnificent. 1.5 hours in March at 2500' is quite cold when you don't have gloves - even in the sun. But it was lovely. After about 15k Fiona who had been above me most of the time lost the mostly '2-ups' which had been carrying us towards Thruxton. I saw her land and still had nearly 2000' but was needing to track right to keep away from the airfield there.

On the ground at 20k after take-off, we discovered the limited range of our radios (20k - 16k isn't a lot) but eventually our final hurried 'I'll try to pick you upon the A303' came good; Fiona had graciously hitch-hiked back to get the car - thank you to the drivers who went out of their way to help!

So: Very nice ... very nice indeed and no one can say that the XC season hasn't started.

- Angus Macaskill 21/3/95

## NOVA

### SPANISH WINTER SITES by Steve Wills.

Do you need a break from the British Winter weather? Do you want to fly some really good sites? Why not consider Andalucia in Southern Spain? The quality of the Winter flying there is not generally recognised in the UK, which is a shame since it is easily accessible by air and road and holidays there are not expensive. Roughly speaking, the area South of Seville and Granada, down to the coast at Malaga is of interest.

**THE WEATHER.** Running from East to West across the centre of Spain is a range of mountains that seems to block the progress of the dismal weather generated by the lows that make our life a misery in Britain. The weather in Andalucia is related to African weather, the Azores high, and suffers only occasional dreary incursions from the North. You can normally expect the Winter weather in Andalucia to be as good as our Summer, and without persistent inversions. At this time Piedrahita, only 300 k North of Malaga but on the wrong side of the mountain barrier, will be frosty with snow likely on take off.

The proprietor of a Spanish paragliding school in Andalucia reports that from October 1993 to March 1994 they had only 5 unflyable days. Sadly, I believe that we had about the same number of flyable days in the same period in the UK.

**THE LANGUAGE.** The Spanish are generally friendly and helpful, but once you leave the coast you should not expect them to be able to speak English. It's worth learning a little basic Spanish, at least enough to enable you to shop and ask directions. (The BBC's "Espana Viva" book and tapes are good.)

**THE SITES.** There seem to be almost too many mountains for the number of pilots available to fly them. The Spanish therefore do not seem to bother with anywhere where you can't drive all the way to take off. I believe that if you put The Blorange in Andalucia no-one would bother with it, even if you could drive to take off. It just wouldn't be good enough.

#### 1. AROUND MALAGA.

**MIJAS.** Imagine you've just arrived in Malaga airport. Look West along the coast and there, 15 k away, is the first site, Mijas (pronounced MEE hass). It's around 3,000ft from top to bottom. Most pilots fly down and soar the coastal cliffs for an hour or so before landing on the beach near Fuengirola.

**RONDA.** 60 k West of Malaga is Ronda. The site is reported to be good, especially for paragliding.

**ALGODONALES.** 30 k NW of Ronda is the village of Algodonales (pronounced Ahl go doh NAH less) at the foot of the Sierra de Lijar (pronounced LEE har). Information about the site can be obtained in the Hostal Sierra de Lijar. You could opt to stay there or in a nearby hotel for a few days. From the village square go to the right of the church (with the stork's nest on it) and 100 m on turn right to find the hotel. They may put you in touch with Geraldo (HAY ral doh), who is a good hang glider pilot who speaks English and is very helpful, and Harry who is a hang gliding instructor. In rural Spain the mule is as much a form of transport as the

## NOVA

motor car and don't be surprised to see produce being transported in basketwork mule panniers thrown over a moped!

The site takes all wind directions and is about 2,000 ft from top to bottom. The bottom landings are big and vultures mark the thermals. There is another site very nearby called El Bosque. You can camp at the river near Algodonales and get drinking water at the public fountain which all Spanish villages seem to have. The XC potential is good. What more do you want?

VALLE DE ABDALAJIS. 30 k NW of Malaga is the Valle De Abdalajis (Val LAY day Ab dah lah HEES) where there is a paragliding club run by another nice guy called Eduardo. He can supply you with a map of the site and speaks good English. He is as friendly to hang glider pilots too. Usually the pilots meet up in a restaurant in the village square each evening. There is a map of paragliding XC flights in the restaurant. Hang glider pilots should expect to fly right off it!

The site is around 1,500 ft from take off to bottom landing. It takes North and South and the wind often swings obligingly onto one of those directions during the day. The North take off is unusual in that it is at the base of a cliff that rises for another 1,500 ft or so. The wind bypasses the take off, so you should measure it in one of the bottom landings, which are by a reservoir. It will seem much lighter on take off, so don't be deceived.

Griffon vultures venture out of the nature reserve on the mountain to mark the thermals for you. If you fly in the evening it may be necessary to fly over the reservoir to find sinking air if you wish to get down before the sun sets (at around 9 pm in March!)

The XC potential is good and 800 to 1,000 ft per minute climbs to 6,000 ft above the bottom landing can occur as late as 6 pm! You can camp by the reservoir in the bottom landing or in nearby commercial campsites. Eduardo can advise you about other accommodation and other local flying sites.

### 2. AROUND GRANADA.

A sites guide is available from the Oficina de Turismo (Tourist Office) in Granada. Here are details about some of the sites:

LOJA. (LOW hah) This major town is 50 k West of Granada. The two mountains to the North and South of the town take all wind directions, and a not very accurate map of the mountains is available from Loja's Oficina de Turismo.

The site is perhaps 2,000 ft from top to bottom with good bottom landing areas. Expect height gains of at least 2,000ft ATO. XC potential is good.

You can camp in the village of Rio Frio at the base of the mountain. Drive through the village main street until it ends and no-one minds if you use the 2 fields by the abandoned water mill. Expect to see azure winged magpies and hoopoes here and to be sung to sleep by nightingales. Fresh trout from the river is a speciality in the restaurants.

## NOVA

PADUL. (Pah DOOL) The site is 20 k South of Granada. It takes North and West and is said to be good.

ZUJAR. (THOO har). The site is 80 k ENE of Granada, near Baja, and takes East and West. It can be a bit windy for paragliders.

LOS TABLONES. This site is 40 k SSE of Granada and 5 k East of Orjiva. A lot of ex-patriot Brits live in the area and you can buy English books at a shop in Orjiva's market. There is plenty of accommodation in Orjiva.

The large landing area is in the river bed at Los Tablones village. You can camp there, along with travellers from all over Europe, including Britain. Look South up the mountain from the landing area and you can make out the wind sock made of tapes 1,500 ft above to the right of a bend in the road. To find the take off on the mountain to the North ask your way to the Buddhist retreat called "Osiling". As you negotiate the exciting track look for the signs to "Delta Fly" paragliding school, which is run by a Frenchman who speaks some English. One of the take offs is in his garden, 4,000 ft above the landing area, with the Sierra Nevadas rising a further 8,000 ft above take off behind you. As you fly down you might notice hippies' teepees on the mountain side. When you are sweltering in the bottom landing people will be skiing on top of the mountain.

The XC potential is limited by the fact that it's quite difficult to cross the Sierra Nevadas to escape from the valley, but it is a big valley. Dual paraglider flights are available from Delta Fly school.

There are other take offs on the other side of the Sierra Nevadas overlooking Granada and they are in the sites guide from Granada's Oficina de Turismo.

CALAHONDA. The site is 60 k South of Granada and 15 k East of Motril. It is an easy coastal site right across the road from the lighthouse with landing on a very large beach.

### HELPFUL HINTS:

CHANGING MONEY: The banks close at the drop of a hat for all sorts of public and religious holidays. They will probably close for a week at Easter. The rest of the time they're probably only open in the morning. Airport currency exchanges are open all day if you get caught out.

XC RETRIEVES: The Spanish pilots all use 2 metre radios. The flying schools will probably let you use their telephone numbers for retrieves. Alternatively, 'phone back to the UK and leave a clear message with your friends and family. A short 'phone call costs £1-50 or £2.

FIGHTING BULLS: Don't land amongst cattle or you might meet some!

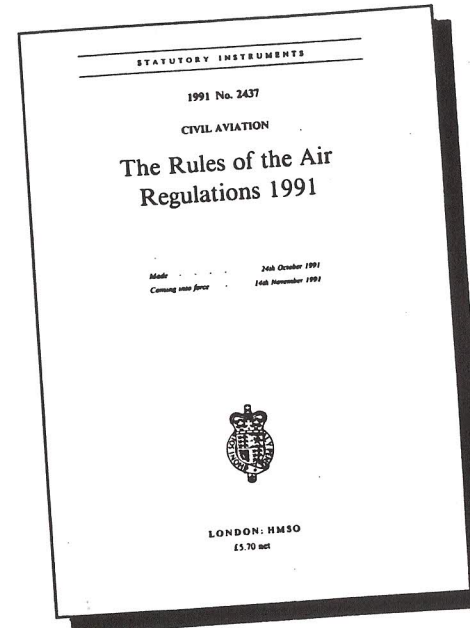
OTHER THINGS TO DO: The usual Tourists' pursuits on the coast and in the cities. Sevilla, Cordoba, Granada, Cadiz and Gibraltar are in the region. The breathtaking mountain scenery gives way to vast plains around Sevilla. White villages perched on hill tops are the norm in Andalucia, as are castles and churches. Moorish architecture abounds. Jerez is famous for its Sherry, Sevilla for Flamenco music. There is a large wetland nature reserve SW of Sevilla. Of

## NOVA

course there will be vineyards and magnificent horses. Trips to Africa are available. Good fishing in the rivers if they have water in them and in the reservoirs (carp, barbel, black bass, pike). Bird watchers must take a field guide and binoculars. You will see many species rare not present in the UK. If you are lucky they will include Imperial and Golden Eagles. Botanists will be in their element - a casual stroll around part of the edge of the bottom landing at Algodonales reveals at least 12 wild flowers not seen in the UK, including pitcher plants and orchids.

**MANY SPAINS:** The Spanish say "There are many Spains", and all of them are worth investigating. Galicia in the NW is reminiscent of Wales. Castilla is a land of endless plains studded with hill top castles. In the East the Pyrenees Mountains form an impressive barrier between Spain and France. In the West Europe's only true desert is in Extremadura. But in the Winter, Andalucia is the place to go. It's great.

## Who Wants Rules?



Following recent articles about the interpretation of the Rules of the Air in the Flight Safety Bulletin, I would like to expand on the Editor's comment in the Autumn issue about *airmanship* and offer my support for maintaining the status quo.

In some cases, such as competitions, rules need to be specific and unequivocal so as to avoid dissent and apparent favouritism. In most cases though, rules need to be sufficiently flexible to cover a whole range of, and sometimes unforeseen, circumstances. This means that they can be necessarily vague and open to interpretation. While they may be a bit fuzzy around the edges, it should be quite obvious when they are seriously and intentionally breached.

I am not concerned with competition rules in this discourse; they tend to be rather artificial and contrived to establish a very narrow, controllable regime. My concern here is with the more general rules which we apply to ourselves to govern our conduct. In particular, I am addressing the CAA's rules which govern our flying but the principles do apply equally to other aspects of our society.

Let's start with the basics. Rules are NOT made to be broken. They are made with the good intention of protecting innocent parties. They may not all be suitably worded to cover every eventuality but the basic purpose of the rule, the spirit of the law, should be quite clear. We all, at some time, break the letter of the law whether by accident or intention. We do so at our own peril and must accept the consequences. However, we

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would hope not to be prosecuted unless we breach the spirit of the law and cause a reportable incident.

If a law is so imprecisely worded that it cannot be enforced, it falls into disrepute and is ignored, isn't it? Well, that may be the perceived wisdom but perhaps we should question the nature of 'enforcement'. We are concerned here about rules for safety, and safety is not something that happens by legislation. Safety is a state of mind. This is where airmanship comes in. The rules serve to guide, prompt and remind us of our obligations to others. They also provide a predefined fixed reference in the event of a dispute but this is very much a secondary function.

A good rule does not need to be 'enforced'. We comply voluntarily with such rules because they are practical and sensible and we understand them. More accurately, we comply with the spirit of a rule even if the precise definition is open to interpretation. If a rule has to be 'enforced', it probably means that the underlying reasons for the rule are not understood. If no-one is getting hurt, the rule is doing its job even if a great many people are frequently making small technical infringements of it.

Do we really want pilots to be prosecuted for simply breaching the rules or only when they fly with a clear disregard for the safety of others? For example, 1,500 feet is a very precise figure but no one is measuring to that degree of accuracy and no-one would be prosecuted for flying at 1,499 feet unless it was equally dangerous to fly at 1,501 feet. In practice, a prosecution will result only from a reported incident. The rules are then available to support a charge of dangerous flying but should not, in themselves, be the sole reason for such a charge.

If all the rules are strictly and unequivocally defined and rigorously enforced, then we end up flying as automata. I want pilots to be up there thinking about the underlying principle of safe flying and applying themselves flexibly to their current situation. I do not want to be surrounded by unthinking flyers operating strictly to the letter of rules written by a committee in the safety of its office. No matter how well intentioned a committee may be, if it was obliged to cover every conceivable situation with indisputable rules, those rules would be too complex to be practical or remembered.

On the roads we have a 30 mph speed limit to define a 'congested' area. We have red traffic lights which we are not allowed to pass even when there is no other traffic in the area. We have a police force which is obliged to enforce the law to the letter. The result? We have cameras to monitor precisely our driving, to decode our number plates and issue automatic fines. The rules were made for safety not for regimentation. Common sense has been driven out of the Road Traffic Acts because they are not sufficiently fuzzy around the edges. That is not to say that the police never take action to enforce aviation law because they can and occasionally they do, but in the main it is left to the CAA's Regulation and Enforcement Section.

Returning to the particular matter of congestion, when I first read Rule 5, I too thought that there should be some legend on the map which clearly defined what was considered to be a 'congested' area and what was not. The Rule does attempt some definition but how substantial is substantial? The Peak District National Park, for example, is used substantially for recreational purposes such as gliding amongst many other activities. But does this mean that the whole Park is officially 'congested'?

Congestion, like beauty, is in the eye of the beholder. It is a matter of perception and must be viewed in the specific context of that moment. An area is 'congested' if there is nowhere to put down safely, and I mean this in terms of those on the ground. Rule 5 is there to protect the innocent and unsuspecting public. The minimum requirement of the Rule is that you are obliged to contemplate any emergency landing with regard to the safety of others. Your own desire that you and any passengers will also

survive any crash landing should make your concept of congestion far more rigorous than is needed to stay strictly within the rules.

When flying without a buoyancy aid, a large expanse of water could be considered as 'congested' from a pilot's point of view. There is nowhere to land safely even though there is no danger to the public (in fact, a Belgian Cessna 172 did hit a sailing boat in the Solent, killing unsuspecting members of the public, fortunately one of the very few cases in the UK - ED.). Similarly, areas of dense forest or remote mountain areas could be viewed by a pilot as 'congested' but never would be labelled officially as such.

If obliged to, I could land my paraglider in a suburban garden or on a factory roof (although I would not deliberately put myself in that position) without injury or damage to any property. I could not do the same with an airliner. If we attempt to label the maps, the 'congestion level' has to be defined for the worst case. That would be over-restrictive for small, slow, light aircraft. Using a demarcation suitable for small GA would seem to condone dangerous low flying by heavy aircraft. Do we really want different maps for different aircraft types?

The point is that we must not just allow but should actively encourage pilots to adopt safe flying practices rather than flying strictly 'by the book' and within the letter of the law. The CAA is often criticised for being over-bureaucratic but I believe that, on this matter, they do take the correct pragmatic approach. Let's keep the rules as simple as possible and credit pilots with enough common sense to apply them with due regard to everyone's safety. After all, if, as pilots, we choose to ignore the rules, it is not prosecution that we should fear; we face the very real penalty of death!

Brian Shaw

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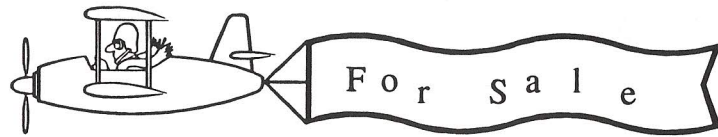
## NOVA

### Pilot Profile Dave Garbe

Another in our irregular series of pilot profiles of club members, well the ones that haven't already been in skywings.

Name ? Dave Garbe  
Age ? 33  
Marital Status ? Soon to be married.  
Born ? Bradford-on -Avon  
Where do you live ? Bristol (gorgeous City Road)  
Occupation ? Own Scenery Company  
Previous Occupation ? Analytical Geochemist  
How and when did you start flying ? Sailplanes Aged 16, various aircraft since then.  
Hang Gliders since 1988.  
What Gliders have you owned ? Enterprise 173 (Flying Shitbag), Magic 4 155 FR,  
What are your personal records ? 4 Hours 55 minutes flight at Pandy, Height Gain of  
4250 ft ATO at Merthyr.  
Which pilots have influenced you ? Simon Gillingham, Tony Hughes, Dave Draper.  
What is your favourite site in Britain ? Westbury on a good day.  
What is your favourite site in Europe ? Haven't been yet.  
What is your favourite site in the World ? Long Knowll  
What was your most memorable flying experience?  
My first thermal climb in Colin Hales Magic 4.  
What is the trait you most deplore in yourself? A need to hang glide each day all day.  
What is the trait you most deplore in others? Not letting me go flying.  
When not flying what do you do for recreation? Build and design Film, TV & Theatre sets.

What's your favourite piece of music & book & film?  
Music - Fluffy white clouds by The Orb Book - 'Offshore' by Illingworth  
Film - Badlands  
What's your greatest fear? High speed mid air  
What's your idea of perfect happiness? Topping out at 7000 & cruising over people  
at work.  
What would be your motto? Be prepared.  
How would you like to be remembered? As a good pilot who made an effort to assist  
others.  
Finally do you have any tips you would like to pass onto the club members?  
Keep at it if low airtime. Think in great depth about top landing and learn to analyse  
your approach until excellent in all condition, on all sites.



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**Chest Tow Release & Back Strap** £40 ono Phone Richard on 0272 290003 (3)

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# Diary of Events 95

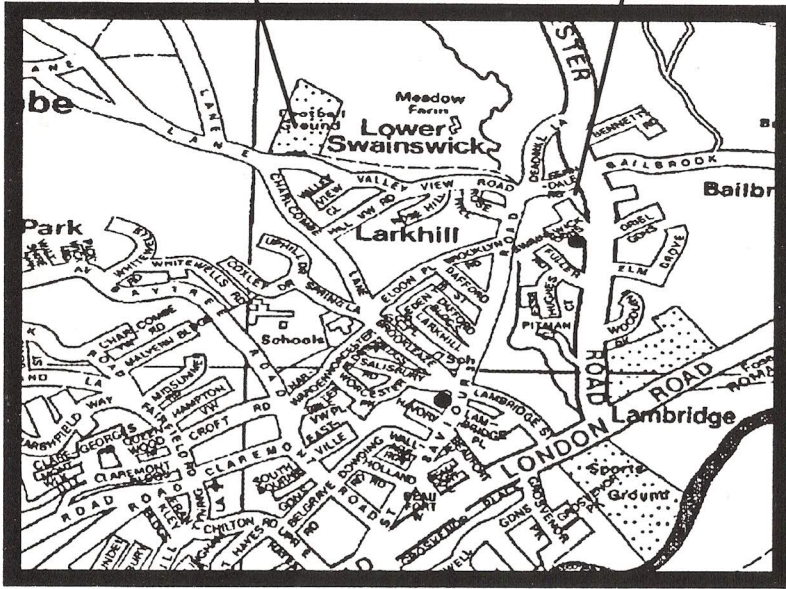
May		
3	Avon HG&PG Meeting	Talk by Steve Wills
8	Avon Low Airtimers Meeting	For more details see Low Airtimers section in this mag.
6 - 8	British Hang Gliding Open	Long Mynd Contact Jim Bowyer 01873 831667
18 - 21	Paragliding Nationals Round 1	Mid Wales ?
24 - 28	PWC 2	Zillertal, Austria
27 - 29	British HG League Round 1	Wales
27 - 11 June	Women's Eupropeans HG	Vägä, Norway
June		
7	Avon HG&PG Meeting	Talk by Rod Buck (tbc)
9 - 12	Airwave Manx TT	Isle of Man (Avon Team)
15 - 25	1st European Union Masters in HG & PG	Kossen, Tyrol, Austria
18 - 24	British HG League Round 2	Ager, Spain
July		
2 - 15	World HG Championships	Ager, Spain
7 - 10	Paragliding Nationals Round 2	The Lakes
15 - 21	PWC 3	Piedrahita, Spain
25 - 30	PWC 4	Gstaad, Switzerland
August		
6 - 12	Paragliding Nationals Round 3 & British PG Open	Laragne, France Contact BHPA Office
14 - 20	PWC 5	Avoriaz, France
26 - 28	Airwave Challenge UK Final	TBA
September		
4 - 10	PWC Final	St André, France

Many of these date are as yet unconfirmed, please check with the organisers and/or members of the committee. If you have any dates for this diary please let me have them as soon as possible.

Larkhall Football Club

Bladud Arms

A46



A4

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.
- The football club is another 100 yards on the right past the signs.

# NOVA

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