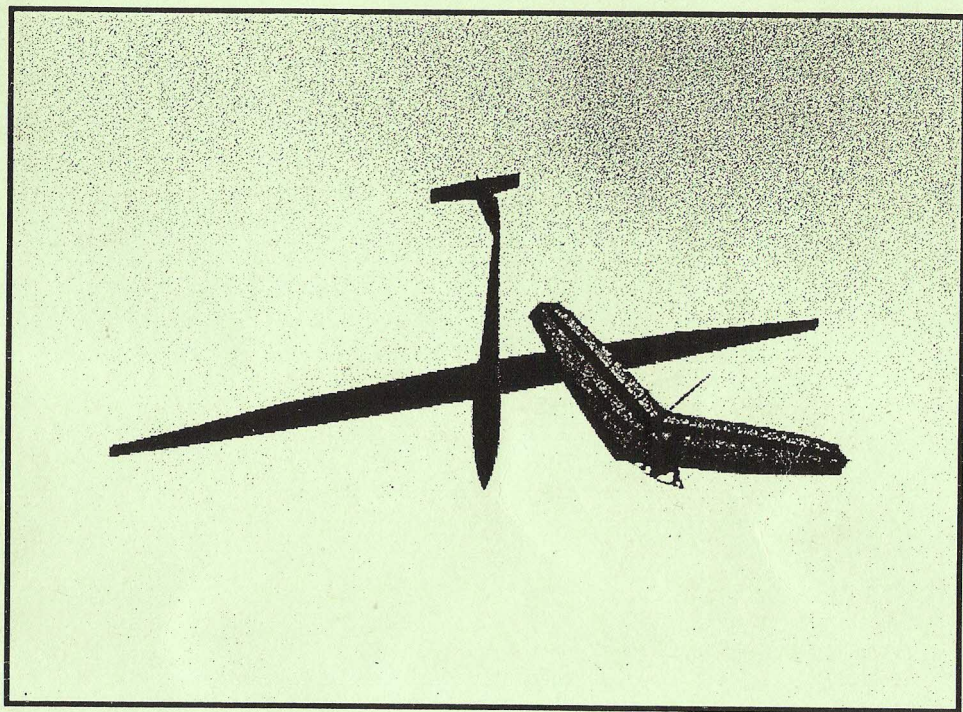


NOVA

Avon Hang Gliding and Paragliding Club Newsletter



Hang Glider and Sailplane Over Bratton Camp, Westbury

July 1995

nova

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Sites

Mere Rifle Range 01747 860201 Lulsgate 01179 474441
Crooks Peak
Phone Mr Croft to check bottom landing BEFORE flying 01934 732730

Weather

Avon, Gloucestershire, Wiltshire and Somerset 0891 500405
Glamorgan 0891 500409
Dyfed and Powys 0891 500414
Airmet South 0891 500693

Mid-Week Flying Phone 0800 515544

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Avon Hang Gliding and Paragliding Club Newsletter

May & June 1995

Avon Paragliding Team Qualify for the Airwave Challenge Semi Final

Neil Atkinson Leads the Avon Hang Gliding XC League with 243.68 km

Mark Drake Leads the Avon Paragliding XC League with 121.5 km



Editors Bit

Well this issue has been a bit of an uphill battle, with a distinct lack of articles forthcoming. It got so bad I was forced to write an article myself. So if the next issue is going to be any good please get your articles to me asap, we could especially do with some article from the hang gliding fraternity. There are some people out there who have promised articles but haven't sent them to me, please send them in.

I don't know about you but all but it seems to me that the best weather has been during the weeks. I seem to have spent long weeks looking forward to flying at the weekend only for it to be howling a gale or slashing it down at the weekend. I guess I'm just going to have to quit my job or something.

There seems to have been a trend recently for a lot of people to move up to the latest hot ship as soon as possible, there are people flying the latest competition wings with only 20 hours or so experience. While most of these wings feel really nice to fly most of the time, it is very easy for the inexperienced to get caught out when something does go wrong and allow it to get worse. I'm not sure what why people are moving up so quickly. I have just moved from a competition canopy to a performance intermediate, the UP Vision, and I can tell you my flying is so much more enjoyable with a solid canopy that still has bags of performance. These types of intermediates are capable of doing big distances, last year Mark Jones flew over 70km on a Harley Sirocco, so before you rush to move to the latest hot ship think about performance intermediates, personally I think you'll get more for your money.

Anyway, safe flying and enjoy it what ever wing you fly. See you on the hill. ☺

Marcus

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Ubley

Ubley was on in the middle of June though nothing really epic. Richard Westgate got away on a day that saw everybody except Colin Hale in the bottom landing. On the previous day Kevin watched every body scratch around from his view point way-high. Later in the week Kevin, Jim and myself left the hill together for a torrid scratchy flight over the back.

Mere/Long Knoll

Not many flight down here recently but a few days paragliding have been had. A few non-members have got away for flights of between 10 and 40 km.

Frocester/Selsley

Nick Romanko and Mark Drake got away from Selsley to make it down to the M4. A week later Mark Begg (non-member) flew 70km from Frocester on his Rave. He left with Jay and Tim (also non-members) in a very week thermal. A few minutes after they left the wind switched to the south-west and gave those HG pilots left (myself included), a torrid ride to the bottom field. On the same day the sailplanes flew a 200 km out and return course!

Dave Draper has had a few long flights from Frocester, 97 miles being the furthest!

Draycott

In May - Neil, Nick and Steve "Hamkind" were at Draycott to discover that cloud base was 7000' amsl. They flew XC and passed directly over my house in Bath! Steve flew the furthest on his paraglider using Nick to mark the thermals. Nick and Steve made around 50 miles, with Neil landing short around Colerne. A few days later Steve flew over 110 miles on his paraglider from the Long Mynd to set a new UK open distance PG record!

Please let me know what has been happening for this page!

Chris

May & June Meetings

The May meeting was well attended for the talk by Steve Wills on flying in Andalucia. The details of his trip were printed in the last issue of NOVA.

Rod Buck came to talk about Wendy Windblows at the June meeting. At the moment the club are looking for possible sites for a device to get the ball rolling. If you have any suggestions

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or can help in negotiations give one of the committee members a call. Most people at the meeting were interested in joining the scheme and getting something going as soon as possible. If we can get a site it would be possible to get a system up and running by the end of August. People were also very interested to hear that negotiations were underway to site a wendy windblows on the top of the Blorenge. One exciting new development on the system is that it can now give you an idea of cloud cover at the site.



A Joke Courtesy of Mr Rod Buck

What is the Difference between a hang glider pilot and a paraglider pilot?

A hang glider pilot has all the metal on the outside where as a paraglider pilot has all the metal on the inside

On the more esoteric side of wendy windblows, other options that were discussed were putting the results of the various sites on a World Wide Web page, this is graphically based way of getting information on the Internet. As well as the details of the wind, temperature and cloud cover it would be feasible to mount a digital camera sending images every now and again on to the Web, so you could dial up the web page and see who was flying on the site. Another possibility is to nominate certain conditions at a machine which you think are good and when these conditions are met have the machine page you. "Oh dear, must dash my Mother has died." "But, your Mother died last week, ummm, and the week before!"

Competition News



I think the weather has been up to it's old tricks over the last couple of months, with all the best flying to be had midweek. I've only had 8 hours in May and June this year compared to 12 last year. By this time last year I'd had 27 hours - so far this year only 19. However there have been some good flying days - Mark Drake has clocked up some impressive xcs (see below). I'm hoping for better things to come in July and August!

Airwave Challenge

Avon has now qualified for the paragliding semi-finals of the Airwave Challenge having flown against the necessary five other clubs. I was on the Isle of Man at the time of the most recent challenge hosted by the South East Wales club on Saturday 10th June. I gather conditions weren't brilliant (likewise on the Isle of Man) although tasks were set and everyone actually

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exaggerating the distances he had flown was presented with an elastic tape measure. As a result, we find that cheating is uncommon at the Airwave Challenge!

The Airwave Challenge was set up to enable club pilots to improve their flying skills and gain experience of competition flying. Airwave make all the arrangements and provide the infrastructure normally associated with top competitive events. As a result ordinary pilots can take advantage of facilities normally only available to top competitors. The atmosphere is invariably enjoyable and the Airwave Challenge provides an opportunity to combine flying experience with a holiday for the whole family.

One FAQ is "Do I have to fly an Airwave product?". The Answer is no. You can fly whatever brand of glider you like.

Are you interested? Are you coming? Are your friends coming to Pedrahita? The more information we have about numbers coming the better our organisation can be.

Practical Infos

Airwave International Challenge;
Pedrahita (Spain).
Entry Fee = Pts330.00 (Incl. Bar-B-Q)
27th August (Registration)
28th - 1st September
Bar-B-Q and prize giving 2nd September

For more information contact Chris Johnson here at Airwave.

Rory Carter ; Tel (...44) (0)1983 531 611; Fax (...44) (0)1983 531 552
Last modified: Tue Jun 20 16:13:22 1995

Avon Go For It League Hang Gliding

Pilot	Flight Number							Total (km)
	1	2	3	4	5	6	7	
Neil Atkinson	51.16	75.67	73.96	42.89				243.68
Jason Board	75.64	156.10						231.73
Colin Hale	22.62	27.60	41.77	48.85	31.17 o/r	24.62 o/r	26.95 o/r	223.58
Nick Romanko	50.00	22.18	82.73	29.02 o/r	21.44			205.37
Jim McMackin	111.00							111
Kevin Winter	78.00							78
Chris Jones	39.24 o/r	30.00 o/r						69.24

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Flying The Airwave Manx TT

A few weeks ago Tim Pentreath had the idea of taking a team to the Airwave TT on the Isle of Man. It didn't take long before we had a team of four, Tim Pentreath, Carl Ford, Tim Brunskill and myself. We gave Tim our £90s to Tim, which covered the entire cost of the weekend except some beer money. At the June club meeting we finalised our plans and arranged to go up to Heysham, near Morecombe in Tim's VW Combi.

On Friday morning the others arrived outside my flat and I squeezed my kit in amongst the rest of the gear and clambered aboard the bus. The first hill made us feel a bit apprehensive for the journey as it struggled somewhat with six of us in the bus and all the kit, as well as the team we also had Tim B's girlfriend Ellie and a friend of Tim P's from work who just wanted a lift. Any way back to the tale, we needn't have worried coz the bus did us proud and we arrived at the ferry port with plenty of time to spare. The day was hot, and it looked good for the weekend but there was a bit of a stiff breeze blowing. We hung around the terminal waiting for the ferry getting to know or getting reacquainted with the other pilots, one of whom was ex Avon Dave Pilkington, now working for Airwave. Soon enough we were told we could board the ferry, we stashed the gear and found some seats. At this point Tim B. got out the team mascot a 5 litre demi john of Kokinelli (sorry if I've got the spelling wrong again Tim) and we toasted the team, several times. This Kokinelli stuff is from Cyprus and is a bit like port with some brandy chucked in it for good measure. Tim who is an airline pilot brings it back every now and again. From the way it went down in the ferry I'd say he could start bringing it back a bit more often but I guess that wouldn't be strictly legal. Team photos done we all headed for the deck via the bar and spent the rest of the journey dosing in the sunshine.

On arrival in the Isle of Man, we were greeted by a bus and a strong wind. Things were in a bit of disarray but we got on the bus and eventually found our way to the Outdoor Adventure centre that we were staying at. This was my first time in the Isle of Man, and I must say I was impressed. The coast was very Celtic, a la Cornwall, Devon or Scotland and the hills although rounded are pretty impressive. Just as I thought I was about to suffocate under my paraglider in the cramped bus we arrived. We all shuffled off and wandered aimlessly around the courtyard until there was yell of 'food' upon which we charged into the dining room. I think they thought they were catering for kids coz the portions were a bit on the measy side, and when Tim P did his Oliver bit and asked 'for some more please.' he was reprimanded. After dinner we registered the team, as The Kokinelli Kids and found ourselves some bunks. The excitement was starting to build as we got ourselves ready for 'Airwave's Big Night Out in Douglas', but alas it never happened. Instead of what we thought would be a drunken debauchery filled night in Douglas we were told that the nearest pub was one and a half miles down the road in Ramsey. So after a bit of moaning we decided to head off and check the local night life. 15 Minutes walk later and we saw a signpost to Ramsey saying one and half miles, so they lied about that too. Upon entering Ramsey we headed to the nearest pub which appeared to be the front room of someone's house and in this front room were a lot of people and a band. The band were pretty good but some of the oldies in our group found the volume a tad to loud, so we left. We wandered down to the harbour where we found a lot of the other pilots in a pub. A good evening was had by all, exchanging flying tales and getting to know new faces etc. The pub seemed to be the local 'cattle market' for the young, so it was interesting walking to the loo as you had to watch where you looked otherwise you might end

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up with a sixteen year old on your arm. We finished the night of nicely with Garlic Bread and Chilli Sauce from pizza shop. To wrap things up even more nicely someone from the Manx club came and picked us up so we didn't have to walk back. I'm told that during the night someone was snoring loudly and the Pennine Club came back in very drunk making loads of noise, but I can't say coz I was asleep.

Next day dawned bright and with a lovely wind with little cummies popping up and we flew 40kms each - dream on. It was cloudy and the wind was howling. After breakfast, which turned out to be the first part of a serialised full English breakfast, we had the briefing. Chris Dawes told us that the man on the sand dunes was reading 12mph on his wind meter and that it would probable get lighter and clear up during the day, he was lying. We all jumped into the buses, excited at the opportunity of flying the sand cliffs which give the opportunity of flying a 30km out and return. On reaching the site we were greeted by a wind that was on the wrong side of 20 by quite a way. A speed run task was called for the Hang Glider pilots and we waited and waited... Meanwhile the first hang gliders got airborne and set out on their task. Soon, sooner than I expected, the first ones were coming back along the ridge, unfortunately those that got just below the ridge went down in the dunes as they were eaten by the rotor from a small dune in front of the main one. The paraglider pilots spent a while running round helping to right overturned gliders, and the pile of broken metal steadily grew. Still waited for the wind to die but it wasn't playing, eventually Tim P cracked and said he was going to try and fly the small dune out in front. We all wandered down and helped him off, he hung there for a few seconds before disappearing up and backwards to be deposited on the sand behind. He then repeated the same trick with speed bar on. By the time we'd packed up it was pretty obvious that the wind wasn't going to drop so we headed back to the centre, where we spent the evening having a barbecue with a live band and FREE BEER. The evening was finished off with a session of silly climbing games, which the Kokinelli Kids excelled at, and during which I managed to bruise my ribs.

Another morning, another hangover and 'oh my god it's flyable'. Life's and heads sorted we headed to a site called 'Goby Volley' for what reason I don't know. This is a glorious site on the edge of the flatlands at the north end of the island, with the mountains behind. It's about 900ft top to bottom and fairly large. When we got there Mark Gibson, Dave Pilkington, Tim B and some others took off to check the conditions, it was pretty sucky and pretty soon Gibbo was disappearing into the cloud on his Alto XM. An ambitious task was called with three turn points and a goal field on Ramsey beach. I took off as soon as the window opened thinking the conditions would be brill after seeing the other flying earlier, but I simply maintained along the ridge and when I finally got a thermal my vario had decided to turn itself off agggggghhhhhhh. Fifteen minutes later and the sky was full, and it got a lot harder to work the weak lift after about an hour or so I top landed to have some lunch when things seemed to be not working at all. I took off again (Manx rules) coz things seemed to be getting better, and when I had enough height jumped to a nearby hill, but this was a BIG mistake as this hill was not working well still I was in good company with Judy Leden amongst the small group on the hill. Carl Ford was also with me and he went for a final glide across the next valley and landed half way then walked up the next hill. Manx rules allowing you to land and walk up the hill to re launch, still I think he was pushing the rules, coz he had a score of four point something kilometres of which he must have walked nearly 2km. When I told Tim P the hill we were on wasn't working he tried to make the large valley crossing out in front and only just failed to make it. Later on conditions seemed to improve and Ellie made the crossing look easy, and this on her first cross country. She was followed by Tim B and so all the team but me were sat on the next hill over. Then Tim P came over the radio to say that someone was in the trees. It turned out that Chris ? from the Southern club had draped her canopy over

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a tree on landing, and it took Tim P a while to get it out. Whilst we sat on the hill we saw a lone paraglider pilot come back go round the turnpoint and head off towards goal, this turned out to be Chris Dawes who was the only one to make goal, indeed only a few people managed to scrape to turnpoint 1. I waited on my hill for the wind to pick up as there seemed to be a sea breeze front to the East. It was good to have the radios so could still be in contact with the rest of the team. I eventually decided enough was enough and flew down towards the main road. The others on their respective hills decided on the same course of action. I was soon picked up by the retrieve bus along with Mark Gibson, and a few others including Chris who was now getting famous for her tree landing. Mark persuaded the mini bus driver to take us up to the site near Ramsey that was the last turnpoint coz there seemed to be a bit more breeze again. We thought that we could either fly back to the centre or fly to the beach which would hopefully confuse the people in goal. We had a quick fly around but there was no real lift, so we soon headed towards the beach. On arrival at the beach we found it fairly deserted, but two people I had left sat on the hill I had flown down to the main road from wandered onto the beach as I made my approach and looked a tad confused. On the way back we were told that a hang glider pilot had gone down on a road and broken some ribs.

Back at the base I waited for what seemed like ages for the others, then one of Carl's friends from the Army came over and I asked if I had heard what had happened to Carl. He had taken off from the hill to fly down to the main road. When he took off loads of bracken got stuck in the lines, affecting the gliders handling. This in turn led to him stalling as he made his final approach. He crashed in from about 30 feet and it was feared that he had cracked a couple of ribs and a doctor thought this as well. Being Sunday night there wasn't anywhere for Carl to get an X-ray, and more importantly the pubs didn't open till 8pm, and even worse they closed again by 10pm. The four remaining healthy team members spent the night in Ramsey's bars, well the 2 hours they were open.

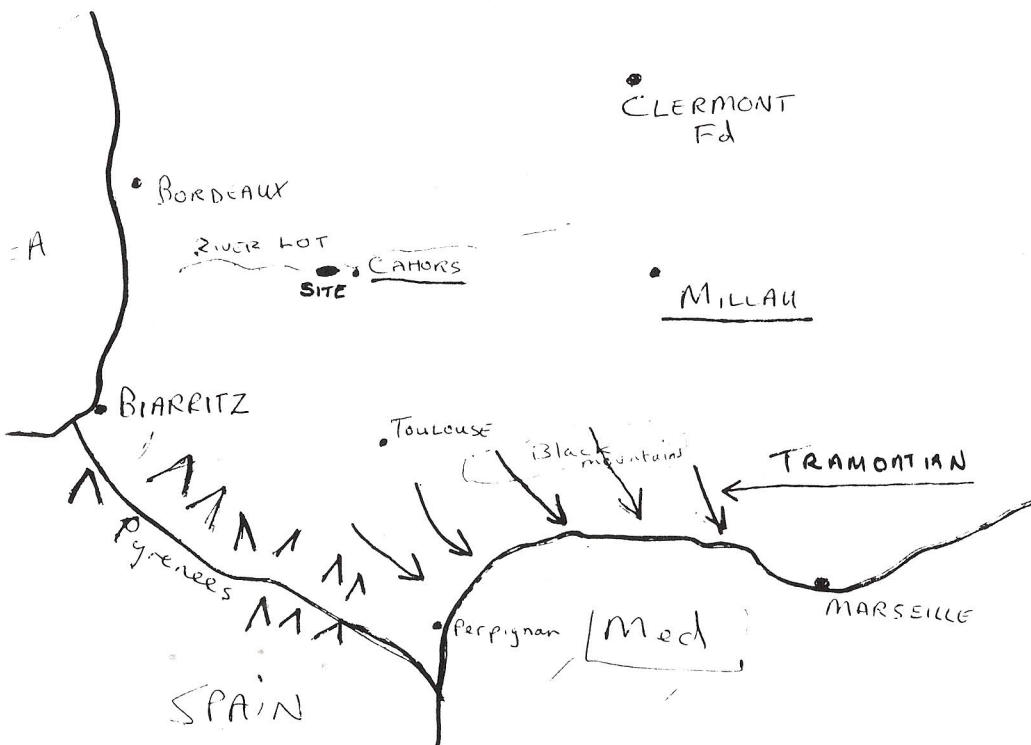
The next day dawned bright and sunny and we were taken to the site I had flown the previous evening. An ambitious task was set which in the end nobody completed, only about 3 people got away from the hill. First, though, the hang glider pilots flew and we watched some committed flying as the first few went over the back. Then the paragliders took off and the sky was pretty busy, with well over 50 gliders in the air. The conditions weren't that brilliant and nobody could get away apart from Chris Dawes who made the next ridge and a couple who made short downwind dashes, the rest of us flew down to the beach again. I was one of the first down and made the pier with some height to spare, I was able to extend the flight by soaring someone's garden. The sight of 40 or so gliders following each other down to the beach was pretty impressive and quite a crowd gathered on the sea wall. A few people flew to the centre and unfortunately one of them hit a dry stone wall going downwind and broke both the bones in his lower leg.

Carl had spent the morning chasing round the island trying to get an X-ray done. He was eventually given the good news that his ribs were just badly bruised, not much comfort though coz they still hurt. We all met up in a pub in Ramsey for a few pints and a lot of flying talk. This just left the prize giving and the Kokinelli Kids came away with one prize, Carl being given a special awards for bruising his ribs. That just left the long journey home. The ferry was full as there were nearly 300 motor bikes on it. During the trip Chris Dawes took some time to talk us through how he had flown the first task, which very educational. We eventually arrived back on the mainland at about 12:30 in the morning and arrived back in Bath in full daylight, and some of us had to be back in work that day. It was knackered but a worthwhile trip. If any one goes again it would be a good idea to take a team of 2 hang gliders and 2 paragliders or preferably have some pilots confident on both so they could fly the best machine for the conditions, we lost out over the hang glider teams because we couldn't fly

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on one day. The team also thought that it was a bit unfair that Chris Dawes a Nationals pilot should be able to compete, he flew so much better that it kept everybody else's scores very low.

PS If you are interested in flying friendly comps such as this get in touch with Tim. You should also think about going to Airwave's European Challenge in Piedrahita in September.



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As some of you may know, Avon hang-glider pilot extraordinaire Mark Haycraft has been away from the Avon area for a while now living and working in France. It has not stopped him flying, as this article shows!

Spring flying in SW France by Mark Haycraft

The Spring has been very good, and though in April I always seemed to be in the wrong place at the wrong time for the really good days, I still have had some good flights.

The best site around here is near Cahors on the river Lot about 1.5 hours NW (see map).

It is a large tree covered bowl on the sweep of the river, 1,100' amsl, 700' ttb. It works very well! There have been a lot of N Westerlies over the last two months, so it gets used a lot. It takes W through to NE. The coast (the Med!) is about 220 km down wind although you can go further down the coast if you track more west or more east. The land is pretty much flat with only a few hills. Nearer the coast towards Toulouse, there is a range of hills called the Black Mountains which go up to 3300' amsl. One problem that exists is when a strong or moderate NW blows, a wind called the "Tramontane (caused by a ventury effect as the wind is squeezed between the Pyrenees and the Black Mountains) which causes very strong 50 - 80 kph NW winds in a line roughly from the Black Mountains to the South Pyrenees.

There are some very good pilots locally, notably Jean Souviron the current European record holder. He is Europe's answer to Larry Tudor and has done quite a few flights over 250 km this year. Some of which were from an aerotowing field further north. He flies a Tecma F1 and is unbeatable in open distance around here.

There is a very good XC attitude locally - everybody, paragliders and hang-gliders leave the hill!

My first flight was on April the 15th, I flew 60 km and landed next to the house we were staying in, it was cloudless but the thermals were good to 6500' amsl (5400' ato).

On the 30th April in nil wind I had a super flight with another pilot "Yves", who I've got to know and we landed together after 42 km.

A few other flights in early May a more local site never added up to much, but a Toulouse pilot flew from Cahors to land on the coast south of "Perpignan" just short of the Spanish border, about 260 km!

The weekend of May 20th and 21th were very good. On Saturday - a mod NW with good clouds to 5900' ato - I made 104 km and landed because of the increasingly strong winds (the Tramontane as mentioned). The furthest was 110 km. Jean Souviron flying from an aerotow further north landed next to his house for 270 km! Sunday was cloudless and a light to nil northerly. I had a great flight of 91 km in 5.25 hours! I nearly landed six times, my harness zip was worn out! Max gain was only 3800 ato. I landed at 6:50 pm and got home at 4:30 am! Jean did the best at 125 km.

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We had a long weekend at Millau, the 27th and 28th of May with one super flight off the "Punchau". Cloud base was 8000' amsl - I just flew locally.

This time last year there were good N to NW and it was the 6th of June that Jean and Richard Walbeck flew from Aerotow to land at the Pyrenees for 396 km!

The last few days have been good and on Monday the 5th of June I got 151 km from Cahors. I had to land in the strong "Tramontain" wind, having got stuck in a bottle neck valley in the Black Mountains. It was frustrating missing the 100 miler by just a few miles. Again the cloudbase was good, 5000' ato with good cumulus. Sappho (*Marks girlfriend ...Ed*) arrived about 20 seconds before I landed, so I had the best possible retrieve. It was another long day, a 5.5 hour flight landing at 7:30.

I've had to work the last couple of days (out with the violins!), though the forecast shows Friday the 9th to be looking good.

It has been good to see what it's like fling "British" spring-like conditions here. There's definitely more good days than in Britain and there's more to flying in France than the Alps in Summer time.

Mark Haycraft, 7th June 1995, Le Segur, France

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Gliders & Bits For Sale

Wanted Alti Vario phone Tim Brunskill on 01749 679908

LR2 Vario. Audio/Visual with adjustable thresholds for up & down. Digital altimeter with QNE setting. £150. Ring Kay or Dave Draper on 01672 563850 (2)

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 a test flight ring Geoff Rodgers on 01761 232096 (2)

Magic 4 Full Race. Sweet handling, lovely to land. Ex Steve Wills mile muncher. Rainbow underside. VGC £400 ono for a quick sale. Dave Garbe 0117 9246504 (2)

A'de'K FLYAIR 1000 Medium 26.7 m², 32 cells, 6.8 Glide Speed 17-48kmh speed system risers, take off weight 75-95 Kg (all up) Red and Yellow, 11A 1B, an excellent intermediate in first class condition. 30 hours approx, back pack as new Cost £1895 price required £950 PX + Cash possible tel John 01300 341074 evenings Dorset. (3)

APCO Supra 28 75 - 95Kg all up purple, low airtime beautiful handling top performance fast canopy, goes XC with minimal effort. Price includes guarantee SUPAIR harness plus APCO mayday reserve £1300. Contact Jonathon Milner on Bath 01225 333635 (3)

Paraglider: Large Flight Design Dream-91 26Msq. Less than 100 hours
airtime. Standard harness and bag in perfectly servicable but tatty looking state.
Glider sound, serviced, minor repairs effected. Offers in the region of 400.00. tel:
01225 891314 to try it out on one of the frequent perfect flying days in the south
west. Will seriously consider ~~swap~~ for IBM compatible or Apple Mac Laptop
computer of equivalent value. And incidentally, anyone who requires Beginners
Level Home Tuition in the use of Your Computer, please get in touch to arrange an
appointment. (3)

Trekking Miura Small Excellent Condition, only one year old, still got one year
guarantee £1,500 Tel Fiona 01454 613788 (3)

*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!!!*



Diary of Events 95

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
27 - 1 Sept	Airwave European Challenge	See Article
August		
6 - 12	Paragliding Nationals Round 3 & British PG Open	At Andre, France Contact BHPA Office
14 - 20	PWC 5	Avoriaz, France
26 - 28	Airwave Challenge UK Final	TBA
September		
4	Avon Meeting	Howard Traverse on Competition Flying
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.*

A Final Word from The Chairman

I finally managed to do what I have been threatening for a couple of years now, I've started to
learn to hang glide. So what have I learnt so far:

- initial landings require strong knee caps to smile in the face of accumulating bruises
- pushing a Stubby up the hill once is not easy; ten times is pure purgatory
- this is not for wimps (note to Ray : not all paraglider pilots are wimps)
- slowing down too much when you hit a bit of lift is not a good idea close to the ground
- getting in a supply of radox is good idea.

After about 20 low flights what have I still to learn:

- to take of in the direction I initially meant to
- to fly in a straight line instead of in the direction of every fence and parked glider
- to land gently.

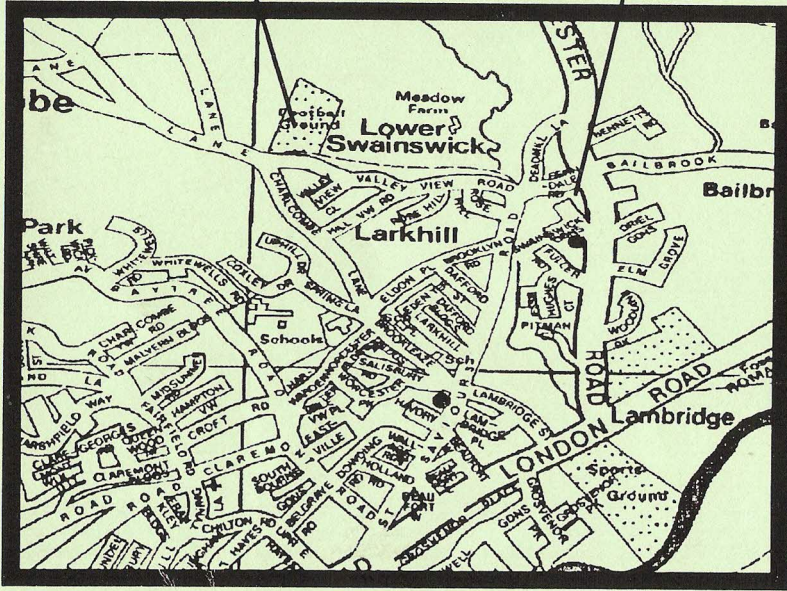
So why haven't I continued towards EPC. The answer is easy, I've hurt my arm and so can't
put any force on it at the moment. My fault for flying a bag of washing I hear you say, well
your wrong its a gardening injury!

Pete

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.

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