

nova



July 1996

**Next Club Meeting
8 pm Tuesday July 2nd**

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

Club Web Site <http://members.aol.com/mkingbal/index.html>

Mid-Week Flying Phone 0800 515544

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Avon Hang Gliding and Paragliding Club

Newsletter

July 1996



Editors Bit

Well it's been flyable rather a lot recently, there have been many evenings after work that we've been able to race out to Mere or Westbury. The other day I managed my first after work XC. I turned up at Westbury at about 5pm after another day in the office, looking forward to some pleasant evening floating about. As we approached the hill there were plenty of people getting good height gains, but just as we arrived everyone seemed to land. The first flight was pretty crap, with hardly any lift, and a tangle in the lines. I landed to sort it out and then took off again when Dave Macarthy seemed to be getting some good lift. We flew around for a while getting to a few hundred feet or so above the ridge. Then Dave went up and out. He carried on until he had flown out the other side of the rather large thermal, giving me all the information I needed. Bertie, on his Discovery, and I went round and round and soon found ourselves at 1700ft ATO. I pulled forward as I reached the fence not wanting to run the wrath of the military or Chris Jones. Well there I was at 2000ft ATO thinking 'where shall I go from here?' The sky south of the hill was gorgeous with loads of cummies as far as the eye could see, the sky to the North was a big blue hole, ahh well maybe one day the range maybe open to us. So off I went towards Westbury, flying over all the obvious triggers. I didn't get much on the way only some rough thermals that seemed to be being torn apart by the strong wind. I came to earth after about five and a half kilometers, in an area of set aside close to the traffic lights where the old Warminster road turns off the by pass, hoping that no one would crash because they were looking me not the road. A lift after five minutes and I was taken all the way back to the top of the hill.

I just hoped this unexpected XC heralded the start of a good weekend as the team were off to SE Wales for the weekend to compete in a round of the Airwave Challenge, more of this in the next issue.

Anyway, enough from me, safe flying and remember 'fly high, stay high, fly far'.

See you on the hill. 😊

Marcus



Hang Gliding and
Paragliding Club

nova on the Web

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HOME

Le Hot Gossip

Terry Thomas has become another runner in the Macaskill Cup although Alex Coltman seems to be doing his best to win.

Simon has finally managed to sell his old dead yak (a Mirage to those who don't know). This is the canopy that when his house was burgled was taken out of the bag and left so the burglars could use the bag to carry stuff. It has been bought by a school in the North.

Isle of Man Airwave TT suffered from strong winds, only one task flown.

At the All Out Simon was unable to enter his own competition as he wasn't qualified on tow at the time, although he did manage to qualify over the weekend.

Dave Macarthy managed 10km or so from a tow release, being one of only four to get away. He released at 500ft, because he was being trained, where as the competitors were releasing at 1000ft. His instructor wasn't too happy that he had disappeared with the tow release.

Graham Steel flew to Stroud on the Sunday with bare feet! Apparently he had been mucking about doing wing overs etc when he found something and just had to go with it.

For those who haven't been subject to it's wake, Tim Brunskill is now qualified as a dual pilot and proud owner of a UP Pickup. So you will probably see a lot of him and Ellie whizzing around the sky on it. With reference to it's colour, bright orange, and the wake that it leaves it has been suggested that he gets "You've been Tangoed" printed on it.

On a sadder note, it was a pretty bad weekend for accidents in the Avon Club. Dave Garbe broke a leg and his pelvis in a towing accident at the All Out. In S Wales, Alex Coltman span in on the Bloreng and suffered a broken shoulder and ankle. Also joining the injured list is Johnny Robertson, again on the Bloreng who damaged and ankle and both wrists, when he forgot where the hill was, and it crept up on him. We wish all of them a speedy recovery.

NOVA needs your articles now. I have had many comments on how good it is to read about other members exploits so get sending your articles to:-

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**or Email to marcus@avon-plc.demon.co.uk
or
mkingbal@aol.com**

Please get articles for the next issue to me by July 20th 1996

Paragliding in Andalucia

In early January Mark Drake, Martin Whyte, Terry Treetop, Christine and I set off to Almunecar in southern Spain in search of winter thermals. Martyn visits this area most years and he had become acquainted with the owners of the Hotel California (such a lovely place) on previous visits.

Although primarily a diving orientated establishment the proprietors of this small British owned hotel are now promoting themselves to paraglider pilots. With many good flying sites within the vicinity the hotel provides a good economical base for flyers but do not expect a full English breakfast. Included in the price were the services of a local flying guide Mattias Mees and a hire car for every two people.

We picked up the hire cars at Malaga airport and set off on the 100km drive north to Almunecar. The motorway was closed due to a recent landslide so Martyns local knowledge proved invaluable negotiating Malagas back streets during the 5pm rush hour. This area had seen the worst winter for 25 years with torrential rain washing away sections of many roads. We had arrived just in time to experience what remained of the bad weather!

The first three days pushed us all to the edge of insanity with incessant 35mph winds. Satellite television showed pictures of most of the U.K. covered in snow. In frustration we began to explore and exceed the off road capability of the rented Opel Corsas visiting remote mountain launch sites and beeches. Some of us started climbing trees and we all turned to alcohol for consolation.

Thursday was the first day that we could fly. In the morning we visited a small coastal site with a relatively low take off height site where, in the right conditions you can soar on the lift produced by a line of closely spaced tower block apartments on the seafront. Good for impressing the earthbound holiday makers! Conditions here were a little too light so without launching we set off to Los Billes which offered the potential of some thermal flying or at least a 1200' top to bottom. We took off one by one and flew out over the small farming villages with olive groves, orange and avocado plantations to land on the beech. Christine was waiting on the beech and ferried us all back up to the launch site. Mark was the next to take off and we watched as 50% of his Apco Supra collapsed in turbulence. It was refusing to re-inflate and he was losing height rapidly. From the ground we were all expecting him to pull his reserve but eventually he managed to correct the wing and he flew down to the landing site without further incident. Terry followed and also experienced a collapse on his Edel Super Space. The rest of us decided that although the wind felt OK at the launch it must have backed to the east creating rotor from the mountains in that direction. Pack up and set off with Mattias to another site.

Some people were attempting to fly a very dodgy looking site overlooking the sea and some houses. It wasn't working so off to yet another site - Alfimar. This site involved a take off into wind almost in someone's back garden and parallel to the coastline. After launching you fly out over houses, turn downwind and land on the beech in a small cove not visible from the launch. Having completed this with no incident the

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impending darkness brought a close to the days airborne proceedings.

Friday and Saturday saw us flying in more mountainous conditions at Otivar with a take off at 3000' asl and 1200' down to the landing field. On both days a light northerly wind was suppressing the thermals but we enjoyed the flying immensely thanks to Christine and Mattias ferrying us back to the launch site each time we bottom landed. The landing field is relatively small with some mature pine trees on the left hand side. It is situated on the apex of a hairpin bend in the mountain road. If you overshoot the field you fly out into a steep valley with no safe landing area. Better to err on the side of caution and land on the relatively quiet road which we all did at some time. On his final approach to a slightly short landing Martyn was unaware of the presence of an ambulance directly behind him. Determined to execute a perfect landing (as always) Martyn touched down with the grace of a ballerina. The ambulance driver was equally determined not to be delayed and overtook a somewhat surprised Mr.White just as his feet touched the road. Another memorable incident was Terrys impromptu reserve deployment on take off. Just as his feet left the ground Terry remembered that he had left his sandwiches by

the car. He immediately pulled his reserve and landed 20m from launch, or did his reserve handle catch on a rock as he took off??

We had time to fly on the final Sunday of our holiday before catching an evening flight home from Malaga. Conditions were at their best with some good thermic flying from the Los Billes launch site.

Despite good thermals cloudbase was unobtainable due to the light north westerly drift coming from the back of the hill. From 1800' above take off I managed to fly forward and out over the town of Almunecar to land on the beech amongst the sunbathers.

Having thoroughly enjoyed the holiday we have all vowed to return next year. Renting an apartment on the sea front could mean considerable savings on the cost of the holiday. I would recommend the area to anyone wishing to fly and enjoy sunshine during early February.

Alternative activities at this time of year include skiing in the Sierra Nevada or diving in the Mediterranean.

Martin Bromage

Paragliding Awareness Week

As we all know paragliding is not a serious sport or hobby. It is an illness which leads to compulsive behaviour. Symptoms include spending large amounts of time on the tops of hills, the constant need to monitor wind direction and strength and an almost permanent skyward gaze by the sufferer.

Those not closely involved with people with this illness tend to dismiss the sufferers as mildly eccentric but family and friends of these sick individuals are often the least sympathetic and supportive.

I intend to highlight the plight of paraglider pilots in a national campaign to increase awareness in the community. I will be asking people to look kindly on pilots lost after long cross country flights and return them to their homes or their favoured hilltop. To offer them cups of tea or cold drinks and to nod understandingly when they say that conditions aren't quite right or that it is the wrong sort of wind.

Your donations (cheques payable to M.Bromage) will be used to support this worthy cause and to purchase much needed special equipment such as harnesses, various maps etc.

Please send your money today. It might be someone close to you know who contracts this illness next.

Heard on the hill recently:- *"I'm so used to crashing in to trees that I like to think I've got the hang of it now"* - Hit them hard Terry!

Facts about Uganda

Uganda is part of East Africa and lies on the Equator. It is roughly the same size as Great Britain but most of it is over 3000ft in altitude making the climate cooler than you would expect. The 70km-wide Ruwenzoe Range on the Zaire border (to its west) is the highest range in Africa. With the exception of the extreme north Uganda is well-watered and fertile. 25% of the country's surface is covered with water - much of it being Lake Victoria to its east.

Travel, food and accommodation is extremely cheap. Transport can be somewhat precarious. A 600km bus journey shared with 50 Ugandans and several chickens cost me £7. Over 30 people have been known to cram into the back of one pick-up truck. My maximum was only 10, plus ruck sacks, paraglider etc. These pick-ups, fortunately, only go a maximum of about 100km from their base. Local transport (up to 10km radius) is often on the back of a bicycle - the paraglider going on a separate bike for an additional 30p. It is possible to hire taxis, known as 'special hire' for about £20 for 1/2 day. These can be very useful when trying to get to out of the way places. Otherwise, you can hire a 4-wheel drive vehicle from Kampala for £700 self-drive or £1,000 with driver for 10 days - I preferred the more 'basic' transport arrangements.

I never suffered any 'tummy' problems but some visitors do. Eating out should cost you no more than £3 for a really good meal - when looking after yourself you should boil the water, cook the food well and wash the fruit, then you should be OK. You will not want to see another pineapple, banana for quite some time! A very comfortable night in a basic hotel will set you back £4 single, £6 double - who's complaining about the cold showers and toilets!

Much of the south west of Uganda is blanketed in rain forest where it is possible to visit the mountain gorillas (as depicted in the film Gorillas

in the Mist). They are located near Kabale (430km southwest of Kampala) and many people go on holiday to Uganda simply to see these unique creatures. The rest of the land is highly fertile and well farmed. Lake Bunyonyi is just 10km from Kabale and is certainly worth a visit. The lake is extremely scenic, dotted with eight small islands. We rowed out to one in a dig-out canoe. It is possible to take your own equipment and camp on the island, otherwise to sleep in one of the luxurious semi-permanent tents which are dotted around the island. This 'tourist' island is well organised and food at the small restaurant is delicious. The lake's water is warm and safe to swim in. I am sure it would be possible to fly from the tops of the mountains overlooking Kabale and Lake Bunyonyi and there is a road up to some large arials 1000 ft above the valley floor. Weather, unfortunately, prevented me from taking off from this site but a return visit would include having another go. To reach the arials I took a 'special hire'.

You don't need much money but you do need an adventuresome spirit mingled with tolerance if you decide to visit Uganda. Although now a peaceful country it still suffers from the effects of Amin and Obete's rule which ended ten years ago and left the infrastructure, economy and many lives devastated - the entire Indian-Asian population were expelled and over 300,000 Ugandans were tortured and killed between 1962 & 1985. The people are slowly re-building their lives and country and development is at the forefront of their thinking. It is now enjoying sustained growth and political stability. It is, in my opinion, amongst the friendliest and most welcoming of African countries and well worth a visit.

Fiona Macaskill

Early Spring in Southern France II



As some of you may know I moved down to the Tarn in South Western France nearly two years ago. It's mainly low lying plains, cultivated and calcareous plateaux, just like the Mendips really! All between 300' and 1000' amsl. To the SE are the Black Mountains and then the Med. To the SW the Pyrenees and the Med. To the N it is mainly flat unless you go NE which takes you into the Massif Central. The best and nearest site for west through to NE winds is near Cahors on the Lot river about 1.25 hr's drive NW from home. Generally we only get two wind directions here, NW and SE due to the bending effects of the Pyrenees and the Black Mountains. There is wind most days during the spring but not much in the summer when the high pressures are established - then it is generally better to go towing or off to the mountains. Luckily I can get out flying when ever I want, so I've been able to fly nearly all the good days so far.

I finally shelved my Kiss at the end of last year and now fly an all mylar F1 Evolution made by Tecma of France. It looks just like the Laminar or the Xtralite and performs very well, though it is a

bit heavy to turn, as are all "all mylar" gliders due to their stiffer sail.

There is a great atmosphere amongst the local HG and PG pilots and to fly XC is always the priority (could this attitude be one of the reasons for Frances rise to the top in both HG and PG competitions over the last couple of years? - see John Pendry's article in Aprils Skywings).

Without doubt the best local HG pilot is Jean Souviron, co-holder with his brother Gil of the European XC distance record of 430 km, set in Spain in 94. He's an immensely enthusiastic pilot, and a very likeable person, with a huge appetite for airtime, a world class pilot, and recently finished 2nd in the Oz Flat Lands comp. I'm sure that he'll be the next holder of the world record, currently held by Larry Tudor.

So, some of the good days so far this Spring - were they good day in Britain I wonder?

Feb 14th Cahors Cold NE and STRONG! What possessed me to go out flying on such an uninviting day must surely be the winter blues! Nobody else turned up at the site but I flew anyway. The sky was completely cloudy but unstable and I got blown over the back. About 10 360's later I landed with a huge 16km XC, frozen. Still the season had begun!

Mar 2nd Cahors Light NNW with a few cumulus under a complete higher blanket of cloud. Lots of pilots out and we decided on a little comp - a goal field at Jean Souvions farm 52km down wind. I was eager to get off and luckily climbed to cloud base first at 4600' ato. Flying very conservatively I stayed high and landed at "goal" first! It then deteriorated further with less cumulus and a thicker blanket of grey. Nobody else arrived, though Jean and a couple of other pilots got 41 km. I am proud of this as its the first and possibly the last time I shall ever beat Jean on an XC flight.

Mar 4th Cahors Light NW, super looking sky - but it is Monday and there are only a couple of pilots out. Again I luckily get to cloud base at 4000' ato soon after take-off and head off. I make 5 successful climb and glides with out dropping below 3000' ato, but on the 6th, down, down, down - a little more patience and a little less haste! Only 41km, it should have been a lot further.

Mar 10th St Antonin NE. The site looks very much like one side of Cheddar Gorge about 600' top to bottom. No wind as such, but a light NE drift higher up, with a few cumulus. Jean got off first

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closely followed by another French league pilot. It all looked rather iffy, then they found something. I dived off next and was soon climbing well, all the way to cloud base a supper 6200' ato., high for this time of year. A quick chat on the radio and we decide to make Jean's farm goal again, about 50 km cross wind (what there was of it). The other 2 hurtled off, I hung back, just happy to play around under the cloud. Unfortunately that was it, a one cloud day! Jean some how grovelled his way home and me and the other guy landed at 33 km. Everybody else on the site got either light soaring flights with no height or went down. A funny sort of day really!

April 4th Cahors

Light NNW, no clouds, clear and sunny. It's a Thursday, so most of the buggers are propping up the French economy, good job too I say! The first flight is a resounding victory for gravity, yep - the bottom landing field. Later in the afternoon I'm ready to go again. The local buzzards are making themselves useful so I launch into a good cycle and climb to 4300' ato with virtually no drift. I'm all alone, it's quite late so I decide to do a little circuit, a triangle. A really pleasant 2.5 hours and only 15 km! Back at take-off I wind off height and come in for the tricky top landing, which involves diving at some trees- converting over them to land in an area not much bigger than a couple of tennis courts. The paragliders make it look very easy, but it's always a wind up on a hang glider.

April 13th Cahors

Lightish NW, a few scraggy cumulus and high cloud. It didn't look very promising.... 8 of us got and away together to cloud base at 3300' ato. Jean headed off and so it began, one by one pilots sunk out, it was very difficult, slow climbs and fragmented thermals. After 1.5 hours there were just three of us, me Jean and Joel, we were very low over a small town. Joel landed. Jean and I started to climb out, I lost it a couple of km's later, 39 km from take off. I landed, Jean got up. No big deal it's a pretty crappy day, he'll be down soon.....

Down wind things got better, thermal got stronger, cloud base got a lot higher, and at 7.30 pm Jean landed on the beach at the Mediterranean, 206 km! Well I did mention that he is a bit good. The next day at Cahors (which really was crap) he had a story to tell, as well as two pockets full of sand! One day I'm going to get some sand in my pockets!

April 25th Cahors

It's a Thursday again and only a few pilots out. Lightish NW, great looking sky, but a depression centred off Corsica could spoil things further SE. Ted the only other English pilot around here took off on his PG and started circling. I took off followed by Guy. It's a good thermal and soon we're all three at base 5300' ato, and its just after 1pm. We soon leave Ted behind as we make good progress SE. About 3pm we both get a bit low and it's the last I see of Guy. He lands shortly after at about 80km. I stumble onto a corker and get back to cloud base now at 5800' ato. Unfortunately, high stratus is spreading NW from the depression - though looking NW it still looks great. I spend the next 2.5 hours seemingly totally out of sequence with the thermal cycles, arriving at each cloud just as it decays, but finding other scraggy thermals to keep me going. Eventually it all closes down, the sky is quite grey with just a few dying wisps of cumulus. It's just after 6pm I land just NW of Carcassonne. Still a very enjoyable and challenging flight. 5 hours 20 minutes and 141 km - it's going to be a late night.

Mark Haycraft

Footnote CJ - should any newer pilots start to wonder where they are doing wrong if all this stumbling and bumbling into thermals is all you need to do to fly XC, let's not forget that Mark used to be a League member in the 80s and flew for Britain in the Bleriot cup before most of you even thought about flying. Let's keep on practising.

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A PERFECT PLACE - AN IDEAL STATE

Gliders:

Things are happening at **Kemble**, we have seen and flown the new **Freex** gliders and they are tasty! Demo gliders are always available from **Trekking, Apco** and **Airwave**.....

Watch this space for the new Gliders from **Harley**.

Harnesses:

Scorpio and **Woody Valley**, two very different concepts, both available from basic model to top specification. The new **Sensation** harness from **Harley** is bound to cause a stir, all singing, all dancing for a Retail Price of just £339.00 pounds....

Cold hands! You need **DINO MITTS**. . . Permenant warmth fixed to your brake handles, so simple and so effective, I just wish I'd thought of it before **System X**.

A whole range of equipment is now available, from flying suits to varios, helmets to harnesses.

Thinking of trading up? we are always looking for good quality S/H intermediates, do call.

Airtopia is a **BHPA** registered foot launch Paragliding School operating out of:

Hangar M1, Kemble Airfield, Cirencester in Gloucestershire.

Contact: **ROBIN BROWN** on **01453 753002** or **0973 844449**

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Competitions News

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European Paragliding Championships, Vaga, Norway.

Day 1. Strong Winds.

Day 2. Strong winds.

Day 3. Chris Dawes won the day with Richard Carter and Bob Drury close behind. However the organisers cancelled the day as it was not possible to identify the start gate from the air!!!!!!!!!!

Day 4. Strong winds

Day 5. Day cancelled (wrongly??) as local fliers then took off and spent the day flying.

Day 6. Strong winds.

Day 7. 80k task set but start gate 54k into wind. Unsurprisingly no one made it. Crapanzano scoring system in disarray - protests all round.

British team in excellent spirits and determined to do well.

More as it becomes available.

Clive Robinson.

Assistant Team Manager.

British Paragliding Nationals, Round 2, Yorkshire Dales.

Task 1.

Windy, cloudy conditions restricted the first task to a 27k race to goal from Grove Head. None made goal, the nearest being Ian Blackmore at 18k.

1st Ian Blackmore
2nd Richard Westgate
3rd Pat Dower

Task 2.

Improving conditions at Grove Head allowed a race to goal at Settle, 35k. 19 pilots arrived, the first being Pat Holmes.

1st Pat Holmes
2nd Richard Westgate
3rd Ian Blackmore

Overall:-

1st Ian Blackmore
2nd Richard Westgate
3rd Innes Powell

16th Sarah Fenwick

British Paragliding Nationals, Round 2, Days 3 and 4.

Day 3.

Task was set as a 45 k race to goal from Wether Fell to Ripon with 6 pilots to fly 15 k to activate the task. Although Richard Carter and Pat Holmes nearly made goal at 40 k each only 2 other pilots made the activation distance so the days scores did not count.

Day 4.

40 k race to goal from Wether Fell to Ilkley. 9 pilots made goal, the first being Richard Carter.

1st Richard Carter
2nd Ian Blackmore
3rd Clive Barnes

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2nd Leg Overall:-

1st Ian Blackmore
2nd Clive Barnes
3rd Richard Westgate

Round 3 is the British Open at Piedrahita in August.
Clive Robinson,
Paragliding Competitions Panel.

Airwave Manx TT 96

Friday morning, 7:30am and the sound of the doorbell heralded Dave M's arrival and the start of a weekend on the Man. 6 of us were going Pete C and Paul D in one car with the paragliders and Dave M, Charlotte, Chris, a non flying friend of Dave's and myself in the other. We made easy progress up the motorway system of Britain, arriving somewhat early at the port of Heysham. 'Well what can we do for 2 hours?', strangely enough the pub won over sitting in the car park, so 2 hours later we arrived in the car park plus a few pints and a nice bit of grub. Here we found Pete and Paul who had been trying to phone my mobile, which was sat on a shelf in Bath, to find where we had got to.

Aboard the ferry we headed to the bar and whiled away the journey with a pint or two or three... Ever get the feeling that things are going horribly wrong. On arrival we were taken to our 'Hotel' which was quite aptly named after a dead rockstar, 'Jim Morrison'. Pete and Paul found themselves in the TV lounge with a couple, who weren't too happy about this. Dave and Chris on the other hand were just getting used to their ensuite with TV and kettle, before swapping with the couple, and suddenly finding they had no ensuite, which I guess is not something you think of for a TV lounge, and no TV, the TV lounge was the only room not to have a TV. To make up for it they did have a fruit machine, not plugged in, and four beds that collapsed at the slightest provocation, and as they were to find out later Dave's night time entertainment Dave then 'asked' one of the staff 'What she was going to do about his loss of amenities', Chris described it as an argument, we found out later you could get chucked out for lesser crimes, so she obviously took a shine to him.

After our first 'eating experience' we headed down to registration in an equally plush hotel ruled by the Sunday school teacher from hell's mum, who ruled with an iron rod, well a very loud gob. Then there wasn't any thing to do except drink lots of beer and stagger back to the 'hotel'.

The next day was sunny so after breakfast it was all aboard the number 2 bus for Sartfell, and then we sat there for half an hour, roasting. We eventually got underway and after dropping off the hang glider pilots at Snaefell we were dropped

off somewhere near the hill. The walk up was one of those when just after you come over a rise another appears to take its place. At the top it seemed a tad windy but big Dave Pilkington and a few others took to the air, and declared it flyable. Dave P set a task of a race to goal via two turnpoints, one of which was about 1.5 km in front of the hill. The window opened and the sky filled up, the hill wasn't that big and the slope quite shallow, it didn't really cause too much problem as the air was quite buoyant. My first attempt at reaching the turnpoint was aborted when the gliders in front of me were drilled into the ground, I managed to get back and spent a while soaring a dry stone wall half way down the hill before getting up again. The next time I kept going as the person in front seemed to be getting some lift. I rounded the turnpoint at about roof height and even though I tried I didn't get back to the hill. As I was stood there Dave M rounded the turnpoint and disappeared about 4 foot over a fence going down wind. He managed to fly nearly 1/2 a km at about 4 ft before finally being arrested by a building. Charlotte almost made the turn point. Meanwhile Paul and Pete weren't faring so well, the wind having picked up a bit. Paul made the mistake of doing a 360 or two and ended up being drilled into the hill and then being dragged through a nesting colony of gulls, who were not impressed. As we made our way back up the hill Pete was going up and backwards. Dave Snowden managed to round turnpoint 1 4 times and turnpoint 2 twice, he then came back to the hill launched from the bottom of the hill, got to the top, announced he was going XC and flew to Snaefell, git! Dave came 20th, I came 29th and Charlotte came 35th for the day.

It was then back to Douglas for yet another appetising meal and the delights of the Steve Gibbons band. We lasted about 4 songs before heading into the other bar to drink lots of beer and enjoy the cabaret provided by a hen party.

The next day was wet and windy, Dave P ever the optimist made us get on a bus and we drove up to cloudbase, just outside Douglas then carried on up to Snaefell, where we found a cafe in the mist. From there it was onto the North end of the island, where we were told it may be flyable for the paragliders but too light for the hang gliders.

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We arrived at the site where it was predictably blowing a hooley. More sitting on the hill, and Team Avon showed off our advanced hill sitting skills by finding the most blustery part of the hill and sitting on it. When the packed lunches arrived it was like a scene from some UN mission when a 100 hungry pilots descended on it at once. We were entertained by kite flying and crashing and then by a hang glider pilot taking off. As expected it was tad bumpy. It was also discovered that one of the hang gliders that had been loaded on the trailer had been rubbing on the trailer wheel, and it had burnt through the sail and wires etc, causing about a grand's worth of damage.

On return to Douglas we found there was bugger all to do in Douglas on a wet Sunday afternoon, we eventually found somewhere where we could

get a beer but the temptation to eat some nutritional food was just too much. We got some stern looks at dinner when we couldn't force much of it down. I have to say though that the treacle sponge and custard was the nicest thing I had eaten all weekend. The forecast was pretty crap so we decided to change our tickets to the morning ferry. Dave was dispatched on this mission while the rest of us gallantly headed to the Irish Bar, to down a few pints. Dave came back saying that Dave P thought it might be flyable between 2 fronts, although which 2 was not clear. Dave also managed to secure an early breakfast, for which he should get bonus points in the BPC. We awoke to a misty and windy morning and headed off to the ferry.

Marcus King

AIRWAVE MANX TT 1996 PARAGLIDER RESULTS

POSITION	PILOT NO.	PILOT NAME	GLIDER	TASK 1
1	9	Tony Delaney	Swing	Minoa 1000
2	80	Brad Nicholas	US Voiles	Thunder 962
3	36	Tony Covell	UP	Katana 952
21	62	Dave McCarthy	Flight Design B3	221
27	98	Nico Preston	Airwave	Alto XM 154
28	60	Marcus King	UP	Vision 135
41	59	Charlotte Hedges	Flight Design Dream	96

Airwave Manx TT 1996 - Team Result

Team Name	Team Total	Position
Pennine Plungers	3360	1
XXXX	2164	2
Ozzies Ostiches	1821	3
Shaftsbury	1737	4
Icarus Allsorts	1492	5
The Potty People	1482	6
Swing	1202	7
Flying Bedspreads	1183	8
I of W Airforce	1105	9
Joint Services Paragliding	761	10
Wessex Heroes	549	11
Kokenelli Kids	452	12
Terrydactyl Allsorts	308	13
Flying Nuns	135	14
DDMC and Friends	130	15
Cream of Cumbria	115	16
Scottish Nuclear	96	17
PENNINE Bussies	0	18
Terrydactyl Allstars	0	18

SHPF Scottish Paragliding Open 1996

Amanda and Clive Lawrence Peckham from Avon attended this event, most people were at the All Out. This Report appeared on the net and I thought it would be interesting, especially for those of you who might be considering entering next year.

The main event on the Scottish Paragliding calendar, which also acted as the third round of the British Paragliding Cup took place on the scorching weekend of 15th-16th June. Although unavoidably clashing with the BHPA All-Out, 76 pilots attended the competition which was set in epic Highland locations over the two days.

From the competition base at Extreme Paragliding, pilots headed North-East to Glenshee for Saturday's task, a demanding 52.3 km race to goal from the Caimwell to Kildrummy. Although the main thermal activity centered around the narrow launch and strong valley winds whipped either side, around half the field got away. However, a late validation rule was applied requiring 5 pilots past Braemar, and although many pilots made a reasonable effort, only 3 passed the validation point. While it was decided that the invalidation should apply for the BPC, the decision to validate the task for the Open itself was put to a pilot vote at the first briefing on Sunday. Although it was close, the decision of the competing pilots was to validate the task. So after

the first day, Shaun Ainley led the field (achieving 14.3 km), with Tony Shepherd and Kat Thurston close behind.

Sunday had a similar forecast, with blue skies and light winds, promising more epic Highland flying at Lochearnhead, just South of Killin. Unexpected strong winds on top, led to a 30.2 km race to goal at Kenmore task being set. To keep pilots out of the boonies (middle of nowhere), a turnpoint was placed at Killin. The first gaggle away managed to survive the first few km's without major incident, but hit strong winds at the Killin junction. Later pilots didn't find it as easy, and many were blown back on top 3 km from launch. Of those who made it to the turnpoint, most fell a few km's further on. However, visiting Norwegian pilot, Peter Strand, obviously escaping the poor weather being suffered at the European Championships based in his home country, did make it to goal and took first place for the task. In second and third were Shaun Ainley and Colin Hargreaves, but both landed around the 14 km mark.

In the end, Peter Strand, having had a reasonable flight on Saturday just pipped Shaun Ainley for the Scottish Paragliding Open title, with Tony Shepherd taking third place. Kat Thurston, in 5th place, took the Womens honours.

Scottish Open rankings

Peter Strand	Nova Xyon	1490	2
Shaun Ainley	Nova Xyon	1453	3
Tony Shepherd	Airwave Alto XM	1155	4
Ulric Jessop	Airwave Alto XM	1035	5
Kat Thurston	Nova Xyon	867	6
Hamish Philp	Nova Xenon	840	7
Clive L-Peckham	Airwave Rave	806	8
Dave Snowdon	Nova Xenon	804	9
Tony Covell	UP Katana	724	10
Sven Tiefenthal	Nova Xyon	676	

British Paragliding Cup (Task 2 only) 1

Peter Strand	Nova Xyon	1000	2
Shaun Ainley	Nova Xyon	453	3
Colin Hargreaves		438	4
Clive L-Peckham	Airwave Rave	316	5
Ulric Jessop	Airwave Alto XM	294	5
Dave Snowdon	Nova Xenon	294	7
Sven Tiefenthal	Nova Xyon	291	8
Jason Scott	Airwave Alto XM	284	9
Tony Shepherd	Airwave Alto XM	281	9
Brian Stewart	Apco Xtra	281	9
Hamish Philp	Nova Xenon	281	9

The weather conditions during the competition over the last two years has enabled many pilots to experience challenging flying at three of Scotland's most spectacular mountain sites, and has further established the Scottish Open as one of premier events in the British flying calendar.

The organisers would also like to take this opportunity to thank Airways, Northern Paragliding, Edel, Active Edge, Dam-it and

Advance for donating prizes and Extreme PG School for their support. Also thanks to all pilots, whether they flew or not, for attending and contributing to it's success. We look forward to seeing you all next year.

END OF REPORT & SCORES

Phil Moir

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All Out PG Comp Results

All Out 96 Sat PG XC Provisional Sun 0900 hrs

Saturday:

PG Pilot No	First	Surname	Sat Dist.	Sat Points
9	Alan	McGuire	14.9	1000
7	Jay	Myrval	11.95	802
8	Graham	Steel	10.15	681
3	Mike	Andrews	8.35	560
1	Robin	Marshall	7.65	513
6	Fiona	Macaskill	2.8	188
2	Chris	Short	0	0
4	Vic	Shears	0	0
5	Steve	Uzochukwu	0	0
11	Mark	Taggert	0	0
10	Alan	Gibson	0	0

Sunday

PG Pilot No	First	Surname	Sun Dist.	Sun Points
8	Graham	Steel	15.3	1000
5	Steve	Uzochukwu	14.75	964
7	Jay	Myrval	13.2	863
9	Alan	McGuire	0	0
3	Mike	Andrews	0	0
1	Robin	Marshall	0	0
6	Fiona	Macaskill	0	0
2	Chris	Short	0	0
4	Vic	Shears	0	0
11	Mark	Taggert	0	0
10	Alan	Gibson	0	0

TOTAL:

PG Pilot No	First	Surname	Points
8	Graham	Steel	1681
7	Jay	Myrval	1665
9	Alan	McGuire	1000
5	Steve	Uzochukwu	964
3	Mike	Andrews	560
1	Robin	Marshall	513
6	Fiona	Macaskill	188
2	Chris	Short	0
4	Vic	Shears	0
10	Alan	Gibson	0
11	Mark	Taggert	0

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1996 PG XC League (26/6/96)

June has been a good month for XC flying with 6 new XC pilots and 340km added since last month - keep them coming in! (I'm sure there's more that need to be entered soon to be within the 30 days limit, so don't delay!)

Wednesday June 12th was a particularly good day I recall - I was driving back to Bath from a client meeting in Northampton with my eyes alternating between the M4 and the clouds above, when I spotted a paraglider (purple/pink Nova possibly) on what may have been a final glide (he looked like he was at about 500' agl). The time was 1550 and he was just north of the M4 between Swindon and Chippenham (ie. getting close to C130 territory!) heading in a ESE direction I guess. If that was you then you're a complete bastard! Mark Drake did a 45km flight from Selsley on the same day, and I gather Martin Bromage got away too (send me the details please Martin).

However I did manage to get some flying in at Westbury later that evening along with a good percentage of local Avon pilots, which managed to placate me somewhat and changed me to a slightly paler shade of green!

All sites/All pilots league

Rank:	Name:	Canopy:	1:	2:	3:	4:	5:	Total (5):	Total (all):	Average:
1	Graham Steel	Nova Xenon	53.2	37.4	28.6	25.2		144.4	144.4	36.1
2	Mark Drake	Apco Extra	45.5	17.0	10.1	10.0		82.6	82.6	20.6
3	Marcus King	UP Vision	37.0	9.6	7.9	6.1	5.3	65.9	65.9	13.2
4	Tim Pentreath	Nova Sphinx	26.9	21.9	12.0			60.7	60.7	20.2
5	Martin Bromage	Advance Omega 3	30.8	21.5	3.8			56.0	56.0	18.7
6	Simon Kerr	UP Kendo	23.2	8.3	7.7	6.6	5.9	51.7	61.9	10.3
7	Tim Brunskill	Condor Tornado	21.1	18.9	4.1			44.2	44.2	14.7
8	Martin Tillett	Advance Sigma 3	15.0	15.0	10.0			40.0	40.0	13.3
9	Wayne Seeley	Apco Supra	25.3	12.3				37.6	37.6	18.8
10	Fiona Macaskill	Edel Energy	35.3					35.3	35.3	35.3
11	Amanda Laurence-Peckham	Apco Supra	15.2	11.7	5.2			32.2	32.2	10.7
12	Elly Milln	Airwave Voodoo	19.8	9.1				28.9	28.9	14.4
13	Mike Andrews	Trekking Esprit	14.8	8.6				23.4	23.4	11.7
14	Clive Laurence-Peckham	Airwave Rave	16.5					16.5	16.5	16.5
15	Richard Miller	ITV Meteor Gold	4.6					4.6	4.6	4.6
	Total							723.8	734.0	17.2

You may have noticed (you will have done if you are Clive Laurence-Peckham) that Clive has dropped a few places in the league since last month. This is because he wasn't a full Avon member at the time of his earlier excellent flights. I'm sorry Clive about this mis-understanding and the fact that this rule hasn't been published recently, but the Committee decided that these flights couldn't be allowed. So Clive, give Amanda a good kicking for joining herself as a full member and not you, and get flying and and get some more flights into the league!

We had our first triangle entry (which scores treble the total distance) into the league recently (in fact it wasn't a triangle under the 28% rule so it only counts as an out and return which scores double). In case you don't know, the 28% rule it states that the shortest side of the triangle has to be at least 28% of the total distance - in this case it was 26.9% so bad luck Mark. To be sure of meeting the 28% rule you'll have to work out your turnpoints before the flight - ie. make a defined triangle flight.

Anyway that's enough from me for this month - good flying and keep those XC's coming in!

Tim