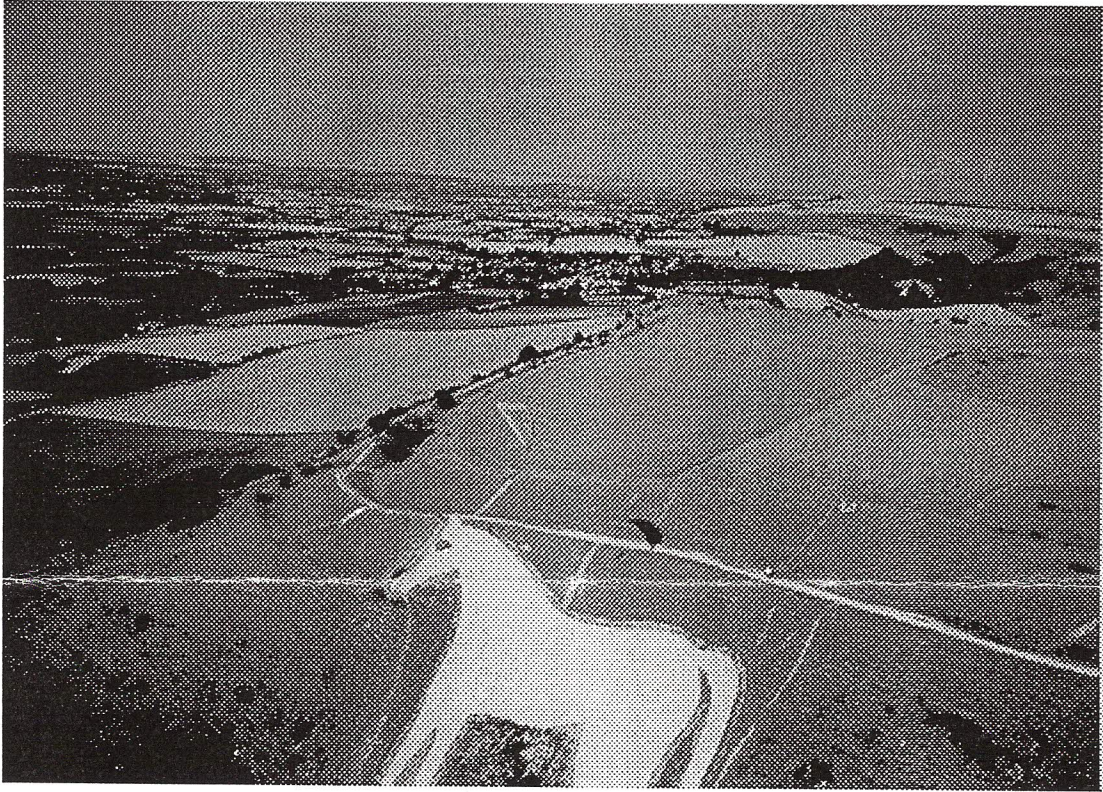


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September 1996

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The Committee

Chairman

Pete Corcoran 9 Wallace Road, BATH, BA1 6QQ
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Secretary & Treasurer

Paul Ellis {Between Houses}

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Fiona Macaskill {Between Countries}
Please pass membership queries to Pete.

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Tel 01935 25991

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Jason Board 01934 510404		

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Nigel Fovargue(hg) 01793 643748	Nick Romanko(hg)	01179 248722
Jon Buckingham(hg) 01179 698708	Marcus King(pg)	01225 428356
Fiona Macaskill(pg) 01454 613788		

Sites

Lulsgate 01275 474441

Weather

Wendy Windblows Call Rod Buck to Subscribe	0114 253 0372
Avon, Gloucestershire, Wiltshire and Somerset	0891 500405
Glamorgan	0891 500409
Dyfed and Powys	0891 500414
Airmet South	0891 500693

Club Web Site <http://www.avon-plc.demon.co.uk/avonhgpg>

Mid-Week Flying Phone 0800 515544

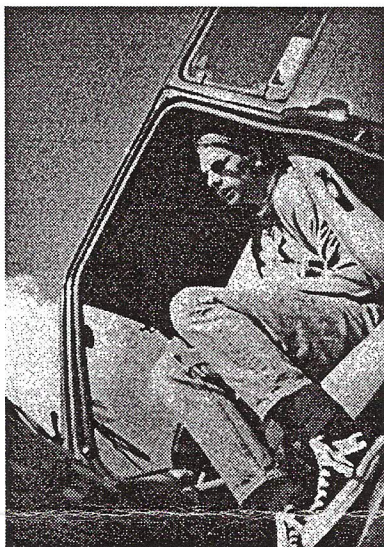
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Avon Hang Gliding and Paragliding Club

Newsletter

August / September 1996



Editors Bit

Well here it is, a rather rushed copy of NOVA. I had to rush to get it ready before heading out to France for a couple of weeks holiday. A big thanks to Pete who has taken over the printing and distributing duties for this issue.

For me at least it's been a really good year of flying so far. After last year when I was getting over my accident and only did 10km in total this year has been a lot better. I have flown far more Xcs than before and longer distances, but as usual it's always a learning process. So while you are in the pub after another good days flying spend a bit of time to think about why you did things. Of course discussing things with other pilots is even better, I have gained a lot from just talking to the people around me.

Another thing that has made this a good year for me has been the introduction of the British Paragliding Cup. It has provided another much needed level of competition to the paragliding competition circuit in Britain. It is of course a way of getting into the Nationals, that does not favour those fortunate people who don't seem to ever be at work. Much more importantly it has given the opportunity for more people to be involved in and learn from competition flying. If you fancy it give it a go next year. Sadly I'll be missing the last two legs while I'm in France so I guess there's no chance of me getting into the Nationals, still there's always next year.

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

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nova on the Web

Has Moved To <http://www.avon-plc.demon.co.uk/avonhgpg>

nova on the Web
HOME

Le Hot Gossip

Charlie Hedges and Donna Pinker have done their first Xcs, with 6.6 and 10km respectively, well done!

Hugh Coltman has been trying to take over his brothers mantle in the Macaskill Cup, rumours that we are going to rename it the Coltman Cup are at present entirely unfounded.

During the Semis of the Airwave challenge most of the Avon team were retrieved from a pub a bit worse for wear. 4 of us had landed near the village of Talybont, after 20km or so, where there is a well known pub. Dave Macarthy had broken his personal best to land with Martin Bromage, our team captain Simon Kerr wasn't far behind. I managed to sneak past them and get closest to the pub after nearly landing at the 15km mark when I had a very low save on a ridge, I had to lift my feet up to avoid landing.

There have been a number of reserve throws recently, so be careful out there.

Paul Ellis drove all the way to the Dales and back for 5 mins airtime. Still he did help Avon through to the finals of the Airwave Challenge.

Fiona Macaskill has left for sunnier climes, she has gone to Pedrahita for the British Open then she and Angus are planning to move to France. So what will become of the Macaskill Cup, watch this space. Oh, and in the meantime Pete will take over as membership sec, that is until he can persuade someone else to do it.

Looks like we will get the football club back for our meetings, and they now have a skittle alley and real ale. There have been ideas of having a skittle match at the AGM, hangies against danglers maybe?

Airwave Semi-Final - Pennines 20-21 July 1996

Wednesday night and I receive a phone call from Paul Frain the organiser for our Semi-Final to tell me that we'd qualified. Unfortunately Paul intended to run it that very weekend despite the high pressure system and associated inversion, which promised to provide some appalling flying weather.

Frantic phone calls eventually result in a couple of maybes and a definite from Paul 'MY Hero' Ellis. By Friday the maybes had turned in to definite No's and with that forecast I have to admit that I don't blame them. However Paul Frain talks me in to going on the basis that the we only need to beat one team to get through.

Saturday 6.30 AM and Paul arrives at my place for the 3 1/2 hours drive to Parlich. The good news was that the Thames Valley hadn't sent a team the bad news is that Parlich is a 600 ft carry up on a blisteringly hot day with a very light Westerly.

A goal at Slaidburn (10 miles) is set with a 5 Km activating distance. A few people start doing fly's on the walls or even just managing to sneak in for a top landing. By 3 O'clock the pressure has mounted on Paul (from the Dales club) for a down the valley glide or a spot landing instead. A spot is finally organised and people have a quick soar in the freshening sea breeze before plummeting to the bottom landing field. Only one Pennine pilot hit the spot. Paul and I settled for stand up landings, and hence second place (obviously stand up landings are not the Dales strong point!).

Sunday and another carry up at Parlich. At least there seems to be more activity today, the Sailplanes are finding more lift than yesterday. The same goal is set and the first couple head towards the large SW bowl by Fair Snape fell, one of the pilots does a fly on the wall the other however eventually finds a good thermal and is able to disappear in the direction of Goal.

By 2 O'clock another pair have made it to the bowl and even manage to get above the hill! As we don't need the points I decide to fly on the nose and go down if there's nothing at take off. I'm definitely not risking the bowl and a half hours walk out to the first road.

On take off I get absolutely drilled. So I do a sharp left turn and scoot around the nose heading for the bottom landing. However right over the head of somebody carrying up the South face I get kicked by some lift. It turns out to be one of the bittiest thermals I've cored in a long time, but at least it's going up. The lift is however just an isolated blob of air as Paul Ellis comes through a hundred feet below me but doesn't connect with any lift. I eventually make 2700' (1300 ATO) and start to drift along the ridges heading ENE from Parlich. There are a few little bits of lift in the lee of the ridges but these soon disappear and it's the long glide into the valley at the end of the ridges.

With one Pennine pilot in goal and myself halfway there the comp. is over and the final positions are:

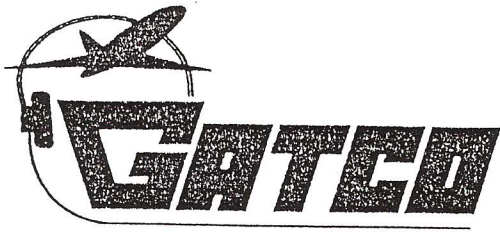
1. Pennines
2. Avon
3. Dales

The round trip was over 550 miles, and in Paul's case must have given a whole 5 minutes airtime tops. I only managed 30 minutes in the air courtesy of a lucky thermal on what was a guaranteed downer without it.

All three teams go through to the Finals which are to be held in the Peak District, hosted by Airways and based in Hope Derbyshire on the August Bank Holiday (24th-26th). This time perhaps I can find a team of 6 pilots (who'll stay for the whole weekend)...

Neil Atkinson

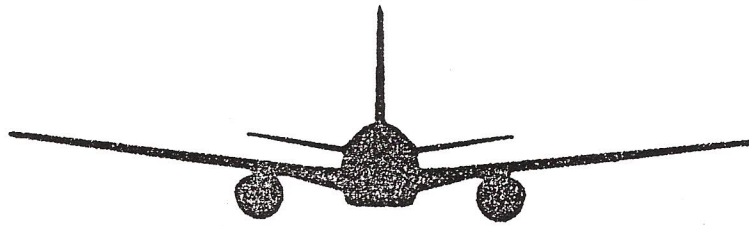
PS. Thank You Paul Ellis



THE GUILD OF AIR TRAFFIC CONTROL OFFICERS

WESSEX REGION

PILOT/ATCO FORUM:



WHERE? BRISTOL AND WESSEX FLYING CLUB

PRESENTATION BY SWEB HELICOPTERS

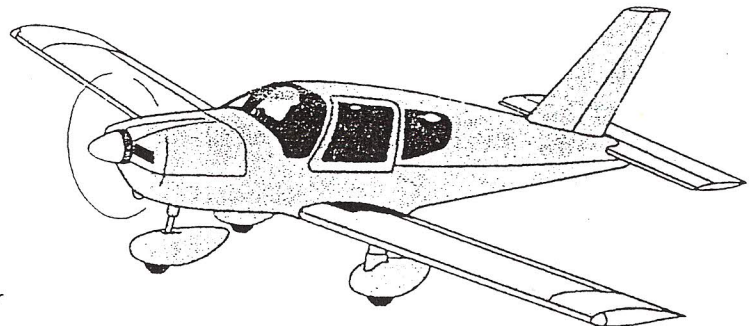
WHEN: MONDAY 2ND SEPTEMBER 1996

TIME: 1900HRS ONWARDS

COST: NOTHING

WHAT SHALL I DO? TYPICAL PILOT/ATCO - NO INITIATIVE

PLAN A: PARTICIPATE



PLAN B: WORRY

DETAILS FROM MARK BODDY 01934 823943. *BAR AVAILABLE*

Sites

Ubley

There is now a new sign at Ubley, please read it before you fly. First to spot the deliberate mistake wins a Kitkat.

Mere - Rifle Range

As a result of the removal of the range the number of flying days and the number of people turning up have risen dramatically. This has increased the pressure on the site which has not gone unnoticed by the farmer. It is now more important than ever that the site rules and common sense are applied if we are to retain one of our oldest and best sites. Here is a timely reminder of the main points:

- Access** Only access the bowl through the top landing field (the one with the tumulus in). We do not have permission to use the surrounding fields.
- Top landing** Use the official top landing field. If you have an emergency and are forced to land in the large field next to it, do not climb over or through the fences. Walk back to the gate.
- Fences** Don't climb over any fences. Most of them are new and if they are damaged we will get the blame.
- Bottom Landing** Don't land in crops and don't try and walk back up with a rigged hang-glider through the crops. De-rig in the set-a-side field or on the road and walk back up, then drive down to retrieve your glider. There is a combination lock on the range road gate (2856). Load up your glider and leave, locking the gate behind you. Do not leave a car at the bottom.
- Training** Most of the bottom is in crop making the site unsuitable for anyone not confident of staying up and top landing.
- Dogs** Leave dogs at home.

Finally Please help us to keep this site. If you see somebody being silly, put them straight quickly don't leave it to someone else.

Bertie

Frocester

Dave Draper flew to Newhaven one Wednesday on a day that it was very difficult to even stay up at Westbury. Err.... well done Dave.

Crook Peak

Richard Harding had volunteered to be the sites officer for Crook Peak. Thanks mate!

and finally...

We have been invited to attend a forum held at the Bristol and Wessex flying club at Lulsgate. It is a presentation by SWEB helicopters (those bods who fly low alone power lines not looking where they are going :-)

It is on Monday the 2nd September at 19:00 and is free. A bar is available. After the presentation we will be able to ask questions.

Chris

Please send me your anecdotes for this section, if you don't tell us we can't put it in!

airtopia

A PERFECT PLACE - AN IDEAL STATE

Gliders;

There are many, many makes available, we are biased towards Trekking, Apco and Airwave, but we can supply any make or model! Thinking of trading up? We are always looking for good quality S/H canopies. Various S/H intermediates always available, ring for details and prices.

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 379.00 pounds.

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

Try it before you buy it... why not come out flying mid week, the best way to decide on any new piece of equipment is to try it first.

WANTED Trainee Instructors, expenses will be paid, reliability and dedication required!

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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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:-

**Marcus King
2 Hay Hill House
The Paragon
Bath
BA1 1LZ
or Email to marcus@avon-plc.demon.co.uk
or
mkingba1@aol.com**

Please get articles for the next issue to me by Sept 15th 1996

Letters

And here's this months postbag...

Dear Pete

I am writing to you as Avon HG & PG Club Chairman to formally request permission to use Selsey Common for training purposes during week days only.

As I am sure you realise this site is not suitable for Ab initio training, it is suitable however for those folk who are at or near Club pilot standard but have not had much airtime or top landing experience.

I should just state for the record that my ultimate consideration is that the site is not put at risk due to objections from either the County Council or the bottom landing field owner Mr King.

For those club members who are not local to Selsey, let me tell you exactly what happens there now. It is used by low airtime pilots who quite rightly seek a local user friendly site, they come from various schools, have various degrees of skill and confidence and are generally unsupervised as there is no active club coach in the area.

It is also by pilots to train young persons who may not have reached an age that allows them to come under the umbrella of the BHPA training and insurance. It has also been used by pilots to give friends a go to see if they like it!

This site has always been used for training purposes as long as I can remember, I cannot think of any local pilot who did not have their first real soaring or top landing experience at Selsey. Prior to Paragliding becoming the dominant sport, low airtime HG pilots would regularly be doing top to bottoms. It is only the practise of side slope landing paragliders that has reduced the bottom landing usage.

I do have to admit to being shocked at the attitude of both the committee and some pilots who have complained that I shouldn't use Selsey for training. After all, it was only recently that these same people were turning up at the site and frightening the locals with their inability due to lack of experience. Selective memory is a sorry state of affairs.

Looking in my training log it is interesting to note that I have been Selsey exactly seven times this year, on two occasions it was only to do dual flights, although there were other recently qualified club pilots present.

Many of you will know that it is my long term objective to develop a winching facility at Kemble. This will I hope mean that pressure on any of our sites from sheer numbers will be reduced particularly on lighter wind days.

Finally I think that I deserve a fair hearing and that all members would be aware of whats happening on our sites, to this end I have copied this letter to Marcus for publication in our newsletter.

Looking forward to a lively and friendly debate.

Regards

Robin Brown
Airtopia

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Dear Nova

We are members of four paragliding clubs, most of which are more costly to join than Avon. What have you got that the others do not? A fantastic magazine. It not only comes out frequently, has lots of relevant information but also does not boast a cliquey feel and makes us feel welcome, even us South Walians. Obviously, Avon committee members have nothing better to do with their time. Keep it up!

Amanda and Clive Laurence-Peckham

In Search of KMs

Friday night and the local forecasts predicted light SW on Saturday and maybe 10mph southerlies on the Sunday, a quick phone call to Simon and a weekend trip to SE Wales was arranged. I was particularly keyed up as it was my last chance to get in any XCs before heading off to France for a couple of weeks, meaning that the next time I would fly would be in September. We spent the Friday night out in Bath with two friends who had unexpectedly turned up on their way back from Pembrokeshire to London. A good few pints were drunk as well as a crate of French lager so I felt a bit worse for wear when I awoke early the next morning. Somehow we managed to get our brains working enough to pack, although the stove was left behind. Simon arrived and after a struggle to squeeze all the gear and Charlie into the back of the car we were off. At first the sky was claggy with low cloud but by the time we were approaching Abergavenny it was bright blue, the day was going to be a scorcher. We stopped briefly in Aber to assess the conditions and stock up on provisions, alas the usual bacon and egg rolls were unavailable. We decided the best place to head for was the Amphitheatre, a relatively little known site somewhere above Talybont-on-Usk, which takes a generally South sort of direction and it's high which is good in light winds. We parked the car, sorted gear and then made our way to the start of the climb up the hill, which is at least as big as the climb up Hay Bluff and which is then followed by a long walk across the top. I wasn't looking forward to the prospect, especially after the previous nights beers, well that's my excuse anyway. It wasn't long before Simon and Charlie had left me behind, as the heat, dehydration and back pain caused by a badly packed bag took their toll. I eventually made it to the top and headed straight across the top feeling much better now I was on level ground. It wasn't long before we were at the back of the bowl. When we arrived the wind seemed quite well off to the west and variable. Simon prepared to fly and I spent some time photographing his preparations and launch. He managed to stay up but soon landed to sort out his harness which was twisted, pre checked it hey? He was soon back in the air and I got my glider out. Another pilot on a beginners canopy took off and went straight down, with no option but to go all the way as the face is too steep to side land on. Not wanting to, and not sure I could if I wanted to, walk back up I sat and watched the conditions for a while. Simon had flown round to the far side and landed two thirds of the way up the hill. He dragged the glider back to the top and took off again. Here he seemed to be able to maintain and said that there was an even better bowl behind, after chatting to him I decided to follow suit. I took off and headed straight round to the other ridge. I got down to about half height but managed to gain some height. I had expected to have to land and walk up, but I was relieved when I felt strong lift under the wing as I entered a gully and was able to sit it up to the top of the hill. The conditions were quite bumpy, probably a mixture of the strong thermals and turbulence from the hill in front. I was also having trouble with the drift as thermals seemed to be drifting in different directions. At times I felt some sensations that I haven't felt before on a paraglider, but it never felt too dangerous. After about an hour it seemed to get a bit windy so I came into land.

We gathered together in the bowl Simon had been flying for a spot of lunch, Charlie had by this time decided to walk round and arrived whilst we were flying. There were a few other pilots scattered along the ridge. After a while an Odyssey appeared in the sky, he/she didn't seem to be doing particularly well so we more or less ignored them. After a while they got quite high and then suffered a pretty large deflation followed by another on the opposite side, we then watched as they regained the thermal and disappeared over the back. I think this must have peeved Simon as he was quickly back in his harness and trying to take off in the still strong winds. After a couple of attempts he got off and to his surprise found the conditions to be very smooth, probably because it had become overcast. I grabbed my harness and joined him in the bowl. The lift wasn't being very consistent, you could fly out from the hill in strongish lift but when you tried to turn in it you would turn in sink. After a while we made our way back to the nearby ridge where I had previously been flying, and at about the same time the sun decided to come out again. As the rocks started to heat up again things started to become fun again. We were having no trouble penetrating and out in the bowl it was quite buoyant and we able to get quite along way out without losing

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height. I made several attempts to follow stuff over the back but didn't feel I had enough height in the strongish wind to commit to any of them.

I took a thermal back to the far edge of the ridge, and managed to work forward without losing height before gaining another thermal, I repeated this and was at 900ft this time as approached the back of the hill. No turning back now, so I radioed that I was off and stuck with it. I lost the thermal at about 3800 asl and headed off towards the last ridge before the flatlands. This ridge rewarded me with a weak but pleasant thermal back up to 3600asl. I headed out over the flatlands and soon encountered an area of gently rising air. I stuck with this thermal which occasionally gave me 2 up but was on the whole averaging 1up. I radioed my position to Simon as I passed over the Brecon to Abergavenny road. As I got to 3980asl the thermal almost gave up, with only the odd blip on the vario, but the averager still showed a positive figure so, not wanting to rush off into the ground, I stuck in there dying to get over the 4000'asl mark. Suddenly, well as suddenly as a 2 up thermal can go, we were off again and climbed steadily up to 4500' where it stopped completely, as I looked out it was pretty obvious that I was at a strong inversion as above me was clear air and below me everything was hazy. I took a couple of photos and headed off in search of more lift. Although the glide was a buoyant one I didn't find any more useable lift on the way. As I approached Talgarth I realised that unless I got anything off the town I would be down, so kept an eye out for possible landing sites with witnesses, I found nothing over the town and decided to head for a nearby campsite where I was sure to find a witness. After a low level flyby I landed in a field next door.

The flight was 17.5km nothing huge but it was great to have got way after I had more or less resigned myself to not getting away that day. 2 lifts and I was back in the garden of The Star in Talybont with a pint in my hand. I had beaten Simon and Charlie to the pub, and they soon arrived looking for me, or so they said. We spent the rest of the night in the pub enjoying it's beers and food, before heading into the beacons where we slept out in our bags. The next morning was blue but windy, so after breakfast we headed to the back of the Beacons from where we walked up to the summit of Pen-Y-Fan, before heading home via The Star. A great weekend, now if only I can get another ten km flight then I will have broken 100km in the National league, which won't be to bad after getting a big zero last year.

Marcus King

Mobile Phones

The list is slowly growing, so cut it out and stick it by your phone, and if your not on it and want to be, drop me a line.

Pete Corcoran (pg)	0374 742830
Marcus King (pg)	0585 813736
Tim Pentreath (pg)	0421 398343 (weekends only)
Fiona Macaskill (pg)	0468 743613 (weekends only)

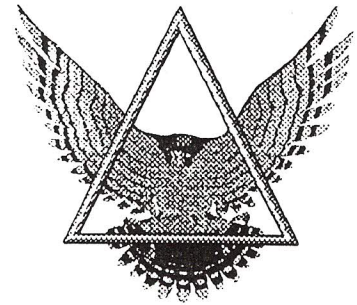
Tim Brunskill has suggested that I publish a list of people who are happy for people to phone them in the morning on flyable days to discuss which hill to go to etc. I think this is a good idea, so if you are willing to have your number published drop me a line. I will start it next month.

Gliders & Bits For Sale

Kiss 154 Immac Cond. Blue LE Yellow-Pink under surface. £700 Phone Rob Cook on 01275 879126 (2)

Adverts will automatically come out after they have been in three issues of NOVA. If you sell your stuff before then, let the editor know so your advert can come out and you will not be hassled by thousands of eager buyers!

The HG & PG Hut



The U.K's Longest Established Hang Gliding
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Meeting the pilots needs since 1983

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We have some good bargains

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We have a good selection of slightly soiled top of the range harnesses at £200
on fly before you buy terms.

The Supron Harness System £200

Rotate from prone to supine in seconds it's fun and it's comfortable.

(price rise imminent)

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experience a new fun way of flying

Great New Products for 1996

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Scorpio Line HG harness £465

Scorpio Gloves £27.50

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Scorpio Pro P.G. Harness £385

High quality flying glasses Dark Eye £32.50

(worn by many top pilots) Red Eye £34.50

Ozze Flying Suits £81

Light weight wheels (pair) £24.00

and much more

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52 long Street Dursley Gloucestershire GL11 4JB

A Celebration of 25 Years of Hang Gliding 21-22 September

A

Skyfloating frenzy

**SAND DUNE FLYING - COASTAL RIDGE RUNS - AEROBATICS - AEROTOWING - WINCHING
MOTOR POWERED SKYFLOATING - BOG ROG FLYING, FUN COMPETITIONS
AND MUCH MORE**

To mark the 25th anniversary of Hang Gliding **Offpiste Limited** are organising a special fun weekend of Skyfloating, live music, BBQ, bar and partying. Big names in the world of Hang Gliding will be there giving demonstrations of the Skyfloaters capabilities, your going to be amazed so don't miss out. Discovery demonstrators of each model will be available for test flying along with The Supron Harness System. Also available is our **new Discovery 195 S** (nick named the **STIFFY**) for dual flights. Make a note of the date now. Don't worry about the weather (it's always flyable in Devon) It's going to be great fun and a great party. Every one welcome.

The Location

The Camp site behind take off at Woolacombe, North Devon.

Woolacombe and the surrounding coast line offers some of the best coastal soaring sites in England. As well as the fantastic North and North Westerly coastal runs (up to 30 miles). Woolacombe offers some amazing thermals generated by the superb beach (and the tide will be out). North Devon is an outstanding area of natural beauty and the perfect family holiday location, in particular, the charming coastal village of Lynton and Lynmouth and the fairy tale and mystic village of Parracombe are all but a stones throw away from the Camp site base.

Programme

- Friday:** Set up day. A briefing board will be displayed in the big Marquee at Base Camp, indicating the active site, directions and any special rules for flying. Friday evening will be suit your self entertainment down in the lively town of Woolacombe (staggering distance).
- Saturday:** Briefing at 10am in the base camp marquee. The briefing board will be left on display for late arrivals.
- Saturday Evening:** A special evening of Eating, Drinking, Live Music, Boogying and Visual entertainment has been arranged and should not be missed.
- Sunday:** Marquee Breakfast. Briefing at 10am.
- Wet weather programme:** Live Music, vintage flying video's, real food and refreshments.
- Please note:** Pilots arriving before the event should not fly or drive across any fields until they have contacted one of the local pilots from the North Devon H.G. Club.
- Camping:** Full facilities, shop, off licence, food, showers, games room. Camping fee £1 per person per night. Little Roadway Farm Camping Park. Tel: 01271 870313
- Accommodation:** For a complete list of B & B's and Hotels or further information Contact:

**Offpiste Limited. 52 Long St, Dursley, Glos. GL11 4JB
Tel: 01453 546991 - Fax: 01453 546537**

**Sponsored by White Horse Marquees and Harmony Productions
Food & Drink Subsidised by Offpiste
Hosted by the North Devon Hang Gliding Club**

Avon Hang Gliding XC League

As of 05-08-96

Pilot	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Flight 6	Flight 7	Flight 8	Flight 9	Total
Kevin Winter	114.00	111.00	156.00	33.80						414.80
Jim McMackin	188.28	61.96	71.00 ?							321.24
Neil Atkinson	42.33	26.45	29.21	36.48	43.95	72.34	28.86	14.92		294.54
Jason Board	151.00									151.00
Colin Hale	75.00	45.85								120.85
Ray Bass	51.50	32.19	33.80							117.49
Nick Romanko	40.00 ?	20.00 ?	43.00 ?							103.00
Paul Wooley	29.21									29.21

Legend O/R - Double Distance Out and Return
 CC - Club Competition non Avon sites
 ? - Tell me how far! I know you've been XC
 All flights in Km's.

Paul Ellis and myself made a 550 mile round trip to Parlich on the weekend of the 20th July. The flying was crap but at least we qualified for the Airwave finals which will be in Hope, Derbyshire over the August bank holiday.

Ray Bass and Kevin Winter did 21 miles from Mere on Sunday 5 August, while I went down...



NEWS FLASH *** NEWS FLASH *** NEWS FLASH *** NEWS FLASH *** NEWS FLASH *** NEWS F

Both the Hang Gliding and the Paragliding Teams are through to the finals of the Airwave Challenge. We wish all the best for the final.

News from the British Open

The following results were posted on the World Wide Web

1	Steve	Ham	Airwave	Alto XM	Airwave2400	
2	Ulric	Jessop	Airwave	Alto XM	Airways	2080
3	Ron	McKenzie	Edel	Sector		2053
4	Mike	Cavanagh	Pro Design	High 68	Pro Design	2023
5	Innes	Powell	Airwave	Alto XM		2010

Nationals Results

The following results were also posted on the World Wide Web

1	Barney Barnes	Airwave	Alto XM	Airwave	4379
2	Innes Powell	Airwave	Alto XM		4266
3	Richard Westgate	Edel	Sector Proto	Animal, Sky Sytems, Firebird	4217
4	Hugh Miller	Nova	Xyon	Skyview	4069
5	Peter Brown	Edel	Sector	Edel, Skyview	4013

Thanks to Nick Dolan for supplying these. Full results can be found at
<http://www.inect.co.uk/airwave/sham/uknats96.html>
 and
<http://www.inect.co.uk/airwave/sham/open96.html>

and finally ...

All the best to all the Avon members who are competing in the last two legs of the British Paragliding Cup, of course I hope it rains coz I will be in France, and won't be able to compete, so don't want everyone to overtake me.

Sorry for the absence of the Paragliding XC league but Tim is away in Brittany, it will be brought up to date in the next issue. PS I've got another one for you Tim.

Chairman's Back Page

Why is all this on the back page? The answer is simple. Before Marcus rushed off on holiday he asked if I'd be kind enough to finish-off and post the mag for him. Being of a generous nature (and seeing the forecast for the weekend was c**p) I of course agreed. However when loading the document onto my PC I get the message 'Document can't be edited because it contains an embedded font'. I'm sure Marcus will be able to explain what that means when he comes back from France.

A bit more sites stuff

At **Mere** Somebody took the gate off the hinges to get their glider to takeoff. This is done on occasion without any problems. However this time the latch was bent through 90° and left on the ground when the pilot went flying. If the landowner had seen this I'm sure there would have been trouble. As Bertie asks earlier in the mag please treat this important site with care.

Please read Robin's letter regarding **Selsey**. To date it has been the club's view that our sites are for members recreational use only. This has been based on the view that our sites are not large; commercial use would increase crowding on them; and such use would change our relationships with the landowners. Robin has asked that we consider changing our rules for Selsey, and asked that the whole club be informed. Please let the committee know your views on this subject.

The **site guide** is about to be reprinted. If you know of any changes necessary please let Chris or me know.

Membership

As Fiona is off to pastures foreign I am looking after membership until the AGM. This month we have three new paragliding members: John Riley from Quedgeley; James Orton from Cardiff; and Michael Cooper from Midsommer Norton.

Monthly Meetings

We still don't know if we are going to get back into the football club. Hopefully we will sort it out this month.

We don't have a speaker for the September meeting. But if you fancy a beer and a gossip please come along to the **Griffin at Bridge Yate on Tuesday 3rd September**.