

# nova



**October 1996**

**November Meeting  
Tues 5th Novemeber**

**Griffin Inn, Bridge Yate (double roundabout - A420 between Bristol and Wick)  
AGM & Mike Townsend will be giving a talk  
on Parachutes**

# NOVA

## The Committee

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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

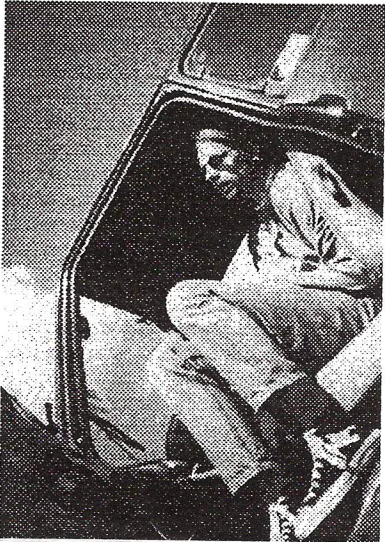
NOVA



# Avon Hang Gliding and Paragliding Club

## Newsletter

October 1996



### Editors Bit

Well here it is finally the October issue of NOVA. It's a bit late I know but we wanted to keep it back till we knew what was happening at the next two meetings. As you can see from the front cover Mike Townsend will be giving a talk on Parachutes at the next meeting on Tues 5<sup>th</sup> of November at the Griffin Inn, Warmley. The December meeting will also be at The Griffin, we are finalising what will happen more details soon.

I must thank Pete for looking after the magazine whilst I was away in France. And thank you to everybody who has sent in articles for the magazine recently. Coming soon Neil Atkinson on how tight to turn when thermalling and Martin Bromage on Flying in Chamonix. Keep those articles coming in, and if you have any ideas for speakers let us know about them.

Well, in a week or two we will be holding the AGM, so it's that time of year when we ask for volunteers to join the committee. See Pete's bit at the back of the magazine for more details. Make sure you come along!

Well it looks like the season is definitely over now, no chance of popping out for that last XC. It has been a pretty good season this year with a lively competition circuit right here in Britain. With both the Nationals and the very successful British Paragliding Cup, and not forgetting the Airwave Challenge, it has been a busy year. I hope next year is as good and the BPC continues to become a regular part of the paragliding calendar.

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

See you on the hill. 😊

*Marcus*

**Dave Garbe is hoping to organise a reserve repacking in the New Year, it will hopefully held at his studio in Bristol, more details soon.**

AVON



Hang Gliding and  
Paragliding Club

## nova on the Web

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

NOVA on the Web  
HOME

## Le Hot Gossip

Avon are again Airwave club champions, only this time we've got to share it with the Pennine Club, See Amanda's article for details

Rob Davis recently flew nearly 80km from Selsley, going via most of the other Avon sites, see his article. Well Done for this tremendous flight.

I was glad to hear that Alex Coltman is back in the air. He is also making sure he catches up in the Macaskill Cup. First time out on his new Harley Eclipse and he ends up in a tree at Westbury.

A big hello to Martin Bromage who is recovering from a serious accident whilst flying at Pedrahita. Hope to see you up and about soon Martin.

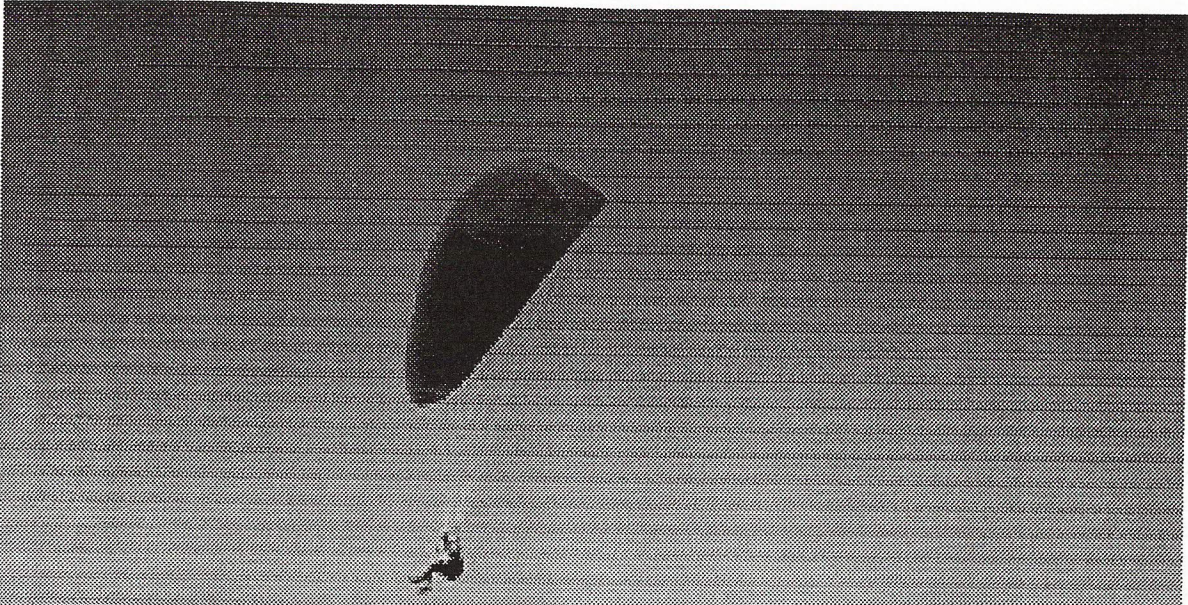
Have you noticed how much coverage paragliding has been getting recently, with the usual coverage on satellite but also appearing on BBC and ITV. Recently paragliding has appeared on Holiday, Children's programs and it is rumoured that Blind Date is doing it. The following programs on paragliding are appearing on Eurosport

Channel	Title	Date	Time	Program
Eurosport PWC	"Chamonix / France"	Wednesday, 23.10.96	14h00	"Eurofun"
"	"	Saturday, 26.10.96	9h00	"
Eurosport PWC	"Highlights"	Monday, 25.11.96	???	"XTrem-Week"

Apparently Fiona is desperately trying to win her own cup, will we have to post it to her or will the Coltman brothers hang onto their lead.

Dave Garbe is up and about these days and is promising that the Low Airtimers will be big next year, watch this space.

ANNUAL GENERAL MEETING  
Followed by Reserve Parachute Talk  
Tuesday 5th November Griffin Inn, Bridge Yate  
(double roundabout - A420 between Bristol and Wick)



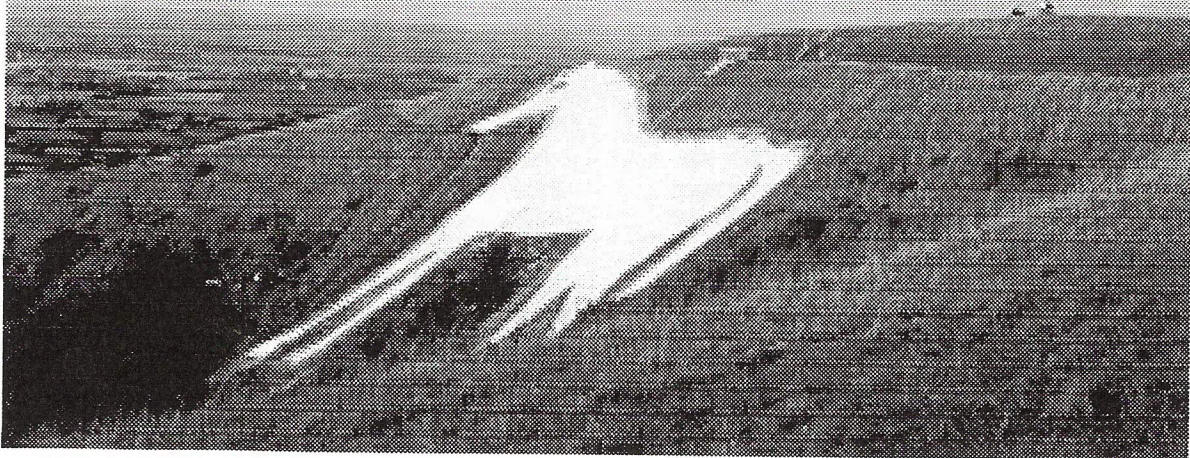
## Sites

### Ubley

The bad news is that both the fields we have been using for bottom landing in have now been given over to crop. The good news is that there are a number of other fields that can now be used. The fields to the north of the old landing field are available to us, but pilots should be aware of the power line. **You are advised to check this out from the ground before attempting to land!**

When you go to recover your glider from this field you can park just inside the Cleve Hill Farm yard and walk to the field. Please don't drive any further.

The fields to the south of the road below take-off are also available. They do have a slope to the road and again should be checked from the ground before landings are made. Pilots are reminded not to climb fences if they choose to walk back up the hill via the wood. It is better to use the footpath that runs from just past Cleve Hill Farm to take-off.



## When the luck runs out

Usually over the last few years I've written something about my hang-gliding summer hols for NOVA. I'm not sure if people have read them, but I write them anyway. This year's is a bit shorter than usual.

For 96 myself Dave Tyrer and Nick Romanko decided to make yet another pilgrimage down to Laragne in France. We had planned to stay a month, maybe travel about a bit and try a few new sites, maybe if things were epic just stay in Laragne. This year we were going in Nick's car. We'd been before in Dave's and in mine, so this time it was Nick's turn to provide the wheels. His old Cavalier was clapped out, so a week before we were due to leave he bought a second-hand diesel Astra Estate. With diesel so much cheaper than petrol in France this should save us a few quid.

Dave and Nick met up at my place and we loaded our trusty trailer with tents, stoves, bags and about 300kg of food! After our first trip in Dave's Passat stuffed to the gunwalls we had decided to purchase the trailer. It has proven invaluable. The journey can now be taken in relative comfort. Three people can fit easily into a car loaded with no more than it would be on your average flying day. All the junk is in the trailer. Another great feature is that valuables can be locked in the trailer during the day. In 1992 some bugger ran off with our camping chairs and Daves' radio charger.

Things didn't start too well. Driving down the hill from my house the cars back springs were bottoming out on something and making some rather loud clunking noises. Examinations made in a petrol station on the A36 revealed nothing obvious. As it happened it didn't clunk again. I guess the roads in Bath must be some of the most undulating in Western Europe. We made it to Laragne and "the" hang-gliding campsite with out any further problems. Things were going rather well and we found ourselves a nice big grassy camping spot in the field by the main house.

We like to take it in turns to fly and drive. Each day two would fly and one would drive. As we tend to take rather long holidays (one month is a short one ☺) no one misses out and retrieves are never a problem. I was to drive on the first day.

We choose to go to Aspres as the wind was forecast to be west. Others at the campsite told us tales of some Frenchman who had ripped the sump off his Espace on the track up the day before, so we took things slowly not wanting to damage Nick's new pride and joy. About half way up, me and Dave got out so that Nick could clear the rocks with a lightened car. Whilst walking we saw the stream of oil where the Espace had

expired. It was more like a puddle. There must have been a big hole in the sump. Maybe Renaults have weak sumps? Tony, would you like to comment on this? The cause of the previous days disaster was a great big rock right in the middle of the road. The bloke who hit it must have been driving without "due care and attention", as it was easy to miss. Nick had no problems clearing the rough stuff, but just past the oil he stalled the car, and horror of horrors it wouldn't start. In fact the battery seemed flat. With a bit of manoeuvring we got it pointing down hill and bump started it. After a brief disussion on whether or not to continue, we drove up to the take-off. The car was parked so this it could be easily bumped down the hill when it was time for me to leave.

The Benilux paragliding championships were on launch. They provided a great picture of the conditions. At first it was clear that not much was going up, but around 2:00 things started to happen and all pilots were away. Nick and Dave planned to fly east 20 km to the 2709 metre Peak de Bure (the one with the Observator on top), and then 36 km south to land back at the campsite. They both climbed out over take-off, so I settled down with the radio and the binoculars to watch and wait until one or other got low. Both reached the Peak and headed south. Using the binoculars from my vantage point on launch I could just make out Nick gliders climbing near cloud-base over the summit of the Peak.

When it was clear that they would both be able to reach the Aspres - Serres road I headed for the car. Wonder of wonders, it started first go and much relieved I set off down the track announcing my intentions over the radio to the two sky-gods.

As I decended so did they. I seemed we were converging just east of Serres. I found Dave within minutes of him landing. He'd had a good flight for a first one, he'd not flown much in 96 prior to the holiday so he was a very happy pilot. We packed his glider on the car, got in, and.... nothing the battery was flat again. As luck would have it and all that, we were on a slight rise so we bumped it and set out to collect Nick who was only a mile or so further on. I left the engine running as Nicked derigged and we set off back to the campsite in a gloomy mood. First flying day in France and the car is bugged.

By the time we had eaten that evening it was too dark to do much so we waited until the next day. Talk was of new alternators, new batteries and exorbitant price of car spares in France. The next day was windy so flying was not really an issue. We stared under the bonnet

## NOVA

looking for inspiration. None was forthcoming, the battery was dead. More staring, then eureka, Nick spotted the battery earth lead, it was not connected to anything. The battery was not charging. Much bodging and screwing bits of wire behind nuts and bolts by Nick and the earth lead was reconnected. We bumped the car out onto the open road with the rest of the camp site looking on. A quick whiz to Sisteron and back had the battery charged enough to easily start the car and we retired happy. Then it rained.

The next flyable day, which wasn't necessarily the next day, if you catch my drift, was Nick's turn to drive. Again we headed to Aspres with west winds forecast. The cloud base was much lower than on our previous visit, so our plan was to fly back to Laragne and then maybe explore things a little further south. I was off early and climbed quickly to cloud-base with four other pilots. We bobbed in and out of the cloud. The others were more "in" than "out", so I decided it was time to find my own cloud and headed south. It would have been sensible to go west or east to the nearest ridges, but I was in racing mood and headed south to a wisp forming in the valley. I found nothing but bitty zeros.

I continued south in the hope of arriving above the nearest ridges still confident it staying up. I was about 100' below when I reached the first ridge and struggled to get up. I struggled and struggled very slowly drifting south east. I arrived over a huge water scared gully which I felt must be working. I was, but it only allowed me to maintain about 200' below the ridge crest. A sailplane flew along the ridge and found something about a mile further on, too far for me to reach. I was regretting wearing so many clothes, the sweat was dribbling onto my glasses, my back and legs felt very damp. I bobbed up and down searching for lift whilst remaining within gliding distance of landable fields. Nothing was going up, it was just a boiling pot. Finally after about 45 minutes of bobbing the heat became too much and I decided to land, tomorrow I wouldn't wear the flying suit. Shame, there were now clouds everywhere, except where I was.

I did all the square field stuff to check for wind. Looked at the leaves on the trees - NO WIND. So I decided to land slightly uphill rather than down. This was in a direction that was with the thermal drift rather than against it (to land against it would have put me in a ravine if I'd overshot!) After all there appeared to be no wind on the ground, the thermal drift was very slight and it was uphill.

At about 10ft I realised my ground speed was much higher than expected, I was down wind, big time. OK, big flair. It wasn't big enough and I had to run. Unfortunately I couldn't run fast enough and I fell over and swung through the A-frame in the usual time approved fashion, avoiding making contact with the

uprights. The glider pogo-ed on the keel and turned over, picking me up. I ended up standing up still clipped in with extreme pain in my right upper arm. "There isn't much wind about now", I remember thinking. "What a bugger, must have been a small thermal." It took me 20 minutes to get out of the glider/harness, during which time puffs of wind blew from every direction and at one point almost turned the glider over again.

When I was clear I stood the glider the right way up on its keel and used the radio to tell Nick what had happened. I sat in the sun and sweated until he arrived about 45 minutes later. Nick packed the glider away. There was no apparent damage except for a few cuts in the nose-cone and a bend in the cross-tube tension post.

Funnily enough a similar thing had happened to me in 92 during the Airwave challenge except I'd landed in a big soft field rather than a hard rocky one. This time I'd not been so lucky and I'd hurt myself. My flair timing and execution hadn't been good enough to deal with the tail wind.

We drove to Gap, found the hospital, waited another 45 minutes and then saw a doctor. At least I think she was a doctor, she looked more like a blonde surfer-babe! I had an X-ray or two, maybe four. Waited another 45 minutes and then was given an elastic bandage for my torso. They said that I'd broken my arm but the fracture hadn't mis-placed much and that I should see a doctor again in six days. They gave me a prescription and directions to the nearest late-night chemist!

The pain killers worked and two days later I took the TGV to Blighty. Nick and Dave after driving me to Valance had a good holiday. Nick managed a 50 mile out and return on one day.

So in my eleventh year of flying I finally managed that accident everybody thought I'd have when I first told them I was taking up hang-gliding. Thankfully I'm still around to tell their tale. I've now made some little devices to help indicate wind direction in big flat windless French fields, but I'll have to wait a while before I can try them.

I have smashed the ball at the top of my arm into a few bits. The doctors say there is no way of telling how much movement I will get back in my shoulder. At the moment things look pretty good as I can hold my arm at 90% without any pain, although it will not stay there without support. It hasn't put me off flying. Providing my arm will allow me to flair, I'll be flying next year.

They say you make your own luck, I guess my luck bottle sprung a leak.

Chris Jones

NEW BITS - JUST IN (in no particular order)

#### INSTRUMENTS

##### BRAUNIGER IQ SERIES

All the features of the old instruments, plus a new, high precision pressure sensor, better software logic and lots more options (incl. response rate; m/ft; mph/kph/knots etc.) New GPS instrument has best glide calculator available. All at new LOWER prices

Basis SP	£229.00
Classic IQ	£329.00
Competition IQ	£419.00
Competition IQ GPS	£569.00

##### GARMIN GPS 45

Still the best available, External aerial (easy orientation), internal power regulator (cheap 12v adaptor), and wonderful accuracy.

£275.00

<b>SPECIAL - SPECIAL - SPECIAL - SPECIAL - SPECIAL</b> <b>Brauniger Comp IQ GPS + Garmin GPS 45 + Brauniger Speed probe + Comp/</b> <b>GPS cable (worth £35)</b>	<b>£899.00</b>
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#### HELMETS

ICARO 2000 Air Top - Open face helmet, Light weight, glass fibre, with ear holes. Probably the lightest open face on the market. Only in white - but can be painted.

£85.00

#### FLYING SUITS

##### SYSTEM X ALTITUDE

Pertex outer, fully lined all season flying suit. Fully wind proof, three zips for easy access. Shower proof, with water proof knee pads.

£119.95

#### BACKPLATES

##### SYSTEM X AIRBAG

Composite foam and airbag protection. As good as you can get (if it fits your harness).

£85.00

#### ODD BITS

##### AIRWORKS BITS

Flight Deck - lots of brill. features. £39.95  
PG map holders - traditional designs (single/folding and apron). £9.50 - £18.50

##### SYSTEM X BITS

Dino Mitts - Warm hands, all the time. £24.95  
Emergency Kit - Webbing cutter, whistle, safety line, etc. £19.95

#### BOOKS

##### FLYING WITH CONDORS - JUDY LEDEN

A cracking good read - by an amazing pilot. £18.99

##### METEOROLOGY AND FLIGHT - TOM BRADBURY 2nd EDITION

It's in, at last. Updated Metfax and satellite sections. £14.99

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PARAVION



## Flight Over Avon

Saturday 31<sup>st</sup> August, wind 10 mph from NNE at ground level. Take off from Selsley at 12:45 under a large grey bottomed cumulus and rapidly get into a good core, set for cloud base at 4,400ft. On the way up meet 5 gliders from Nympsfield who thermal at the same speed as me, but on a larger radius. Our climb rate is pretty similar; about 6 up. Unwrap Dino Mitts as it about 7 Celsius at cloud base. These are a saver for me, as I tended to get cold hands. Not anymore - warm as toast! Tip the edge of the cloud over Nailsworth and glide off, with full speed bar, towards Westonbirt. Stumble across a small thermal on the way and then hit a good climb from the school buildings. This lift lasts towards Hullavington at the west end of Lynham airspace. Cross at 4000ft and set off towards M4. Decide that I want all the height that I can get before gliding to Chippenham. So after 1 minute O go back to the thermal and go up to 4500ft before setting off again. The noise from the traffic is very obtrusive. Reach the south side of Chippenham and am rewarded with a nice climb back up to base. Ahead looms Salisbury Plain, so I need to fly towards the west to avoid the danger area east of Warminster. Head for Melksham and get another good thermal. A large blue hole ahead, but a good looking cloud over Trowbridge. Will it still be working when I get there? Speed bar on and off we go. Over the south-east side of the town and at 1600ft I hit the core, and circle back to 4300ft. There is a large industrial area pumping up the heat. Glide off due south to take some photos of Westbury. The white horse is very prominent and I spot a lone paraglider soaring. My Dino Mitt acts like a propeller, twisting by left hand brake line enough to shorten it by about 2 inches (like winding a child up on a swing). Next time I take my hands off, I wedge the mitt between the risers. This solution works. From Westbury I fly over the forest east of Longleat and find another good thermal from the Center Parks building and cars hidden in the trees. Shearwater reservoir has

ripples on it. As one of the most sheltered sailing lakes around, this tells me there is quite a good breeze. Abundant lift over the Deverills and Maiden Bradley glider station. Poole harbour and Lyme Bay are visible. I realise that I am getting towards the bottom of my airmap and have a fight to get the bottom bit of England out of my holder. With my hands off the brake lines, I veer off towards the west. On looking at the airmap I realise the airspace ahead is OK. The map is flapping around and I end up unzipping my flying suit and stuffing it down my chest. South of the Deverills the clouds peter out and there is a large green valley to cross. Good clouds seem to be forming on the far side above Gillingham, so I set off. Little pockets of rising air on the way but nothing to write home about. The town fails to provide any lift, so I must think about landing. Swallows start darting around and sure enough, I get a small climb. False hope, it peters out. I see a nicely mown bit of grass in a mobile caravan park. Touch down after 3 ¾ hours, 2 miles west of Shaftesbury. Greeted by a local with a cup of coffee to "warm you up" and 3 members of Wessex HGPGC, who have found it too windy to fly on their local hill. Pack up and hitch home in 3 hours. I managed to see from the air, a good number of Avon sites in one flight: Selsley, Frocester, Cam Long Down, Westbury, Long Knowll and Mere. The distance --- 0.1 km short of 80! The canopy --- Nova Xyon 26. What have I learnt? Prepare airmaps in advance. You never know how far you will go. If crossing a valley, do so at the narrowest point. If I had headed for Shaftesbury, after crossing the Deverills, rather than Gillingham, I would have had a narrower valley crossing. There was also the potential of carrying on south over Cranborne Chase. Certainly the hills seemed to be generating the best thermals that day. Next time ...

Rob Davis

**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](mailto:marcus@avon-plc.demon.co.uk)

Please get articles for the next issue to me by Oct 30th 1996

## Letters

Wot no letters?



## PWC Competitions News

### The Airwave Club Challenge Final

Clive and I were both surprised and pleased to be phoned by Simon and asked to join the Avon team for the final of this competition. We were both part of the final last year but with another club. It seems that the bank holiday this year was popular with many of the stalwarts of Avon for flitting off to enjoy sun, sand and suffering [what will you have missed!].

It was not difficult to spot the other participants on their way to Hope. In fact, we sneered as we watched the slowest of the camper vans take the wrong turning only to discover that it was once again my impeccable navigation which was at fault [GPS for Christmas?].

The paragliding tewns taking part were South West Wales, Highsports, Pennine, Derbyshire and, of course, Avon. Those of us in the Avon team were Simon Kerr, Fiona Macaskill, Martin Tilet, Clive Laurence-Peckham and me, Amanda Laurence-Peckham. We all met to be briefed by Dave Pilkington and Chris Daws who directed us to separate sites, Mam Tor for the hanggliders and Shining Tor for us paragliders. Clive and I took an interesting detour on the way due to my reliable map reading and met up for a mid day briefing on the hill.

It was an open cross country task and the day looked promising but the conditions were deteriorating all the time. All the Avon team were in the air first and were working the thermals to gain height. Our main consideration was that because of the airspace regulations and the proximity of Manchester airport we could not fly above the hill more than 3000ft. Take off is 1800 so we had to be prepared to leave with minimal height. There was no cheating as we could easily see the huge craft frequently flying unnervingly close to the deck and between the clouds.

The thermals were fragmented but a batch got away, including Piona who were all seen flying over Goyte valley and hopefully avoiding a cold swim in the reservoir. The rest of us gained sufficient height but in fading thermal lift so we tried to head back to the hill to take another shot at it. I did not make it back and had to schlep my paraglider one and a half kilometres over rabbit holes and through bogs. Simon was not so lucky. He landed and then keeled over smashing his hand and then was dragged for a considerable time before he

could control his glider. The wind was definitely rising. Both Dave and Clive suffered like me and so after Dave decided to take Simon to casualty Clive and I sat down with the majority of the pilots who had encountered the same disappointment of dying thermals and waited for the weather to look more promising. It was the usual story; we talked about flights we should have made, could have made and flights we get in our dreams but the conditions did not improve and we resigned ourselves to running back to the cars in torrential rain when the window had closed. I yearned wistfully of our comfortable, dry bed and breakfast while considering that Martin Tilet with his wife and young child would not fare so well under canvass now that winter had set in.

Clive, Dave and I posted in just over 4km between us annoyed with ourselves, with hind sight, that we had not glided on with the lift we had to maximise our scores. Martin had gone with the small gaggle not turning back and had made a much better Skm but Fiona saved the day. She had managed to fly to Edenvale and had covered 16.1 km. She had the forth best flight of the day [we beat the hang gliders!], Andy Chaplin of Derbyshire flying 37.2ktn and Nick Roberts of South West Wales flying 26.2km. At least we had another two days. Simon spent much of that evening trying to co-opt someone from the Avon membership to stand in for him now that we knew that he had broken his hand. Everyone was abroad, tired or had seen the weather forecast - it was too far to come just for a pint of beer and some desultory flying talk! We thought it was a bit thin of Marcus not to come back from Spain for the sake of his club. There is just no telling with some people.....

The next day was windy. I could have flown with a pair of Daves trousers [well, he is tall] so it was canned. We did some rubber necking and ended up drinking far too much with some hanggliders from the Derbyshire crowd.

The next day looked grim. It was grim. We hiked up Shining Tor again, were set another open cross country and sat staring at the encroaching black phalanx of clouds. It was not long before we had to take refuge behind a battered stone wall to escape some of the vicious wind and rain. Clive had already taken his new Alto out and set up for a flight. He was the only one

## NOVA

who had bothered considering the visibility was equal to that of a January night in the Mile End Road. Dave, Clive and I sat crouched behind this crumbling wall with the paraglider staying moderately dry under an emergency survival blanket. We got wet! Fiona showed her years of competition experience by having sensibly beetled off to her dry camper before the deluges [plural!] to make a cup of tea and stay warm.

There was a short break in the down pours and before we could yell "What do you think you are doing?" Clive had launched and was off. He wanted to dry his canopy and could see that there was a short break in the atrocious conditions which allowed him a meagre Skm flight into sunshine and sink. He was the only winged thing to take to the air from that site [including birds] that day. Dave and I then spent the next hour looking for him and trying to call him on the radio and on his mobile. It was only later on the afternoon that I discovered his turned off mobile in my handbag not 12ins. from where I was dialling.

The hanggliders fared marginally better and completed some short tasks later that day. We were overall third with our paragliding team but how did we do in the British Club Championships? Would you believe that with the thousands of points which were awarded for all the tasks both the Pennines and the Avon team were in a dead heat. We were equal first. I thought it could not have been a better result but fleetingly wished that I had not tried to get back to the hill and flown on to get us the lone first. The hanggliders let the Pennine team take the trophy home as we had had possession of it last year and they would then have the pleasure of inscribing it for us all!

Well done Dave Pilkington for coping with irate and disgruntled frustrated and wet paragliders and well done Avon for winning club championship again.

Amanda Lawrence-Peckham

## Airwave Final 24 - 26 August

### No Hope Derbyshire

The Airwave club challenge final was with us once again, the venue this year was Hope Derbyshire and the forecast suggested that the weather would be crap on Saturday, improving Sunday and possibly good for Monday. Have you heard the one about...

The Hang gliding team consisted of myself and little brother Hamish (taking a weekend off from the Wiltshire HG & PG Centre), Colin 'Wingtip' Hale and Scan 'Greased Lightning' Worlock, with Paul Ellis as reserve. Meeting up in Hope, task one is find a campsite as all the local ones are full. Fortunately our second call strikes lucky and the thought of an extra £50 convinces the owner to squeeze in a couple more tents.

The Woodbine café doesn't live up to the standards of the Wensleydale Pantry in Hawes,

- a) The breakfast are smaller.
- b) I doesn't open till 9 AM leaving the team a good half hour to kill on the Saturday morning.

Briefing is the usual scramble, with the Paragliders going to Shining Tor and us to Bradwell, we start to drive off but the organiser rushes over says 'STOP - it's southerly on Bradwell we might be going somewhere else'... We do to Stanage Edge, with a beautiful view down the valley to our campsite... So that's why it rained so much last night, we're camped under a flying site!

The task is a speed run over a mile to a trig point at the far end and back again to take off, with two runs allowed, best time to count. Times seem to be around ten minutes, but then Graham Phipps of the Kernow does 8 minutes 55 seconds, followed by someone else with 8 m 34 s. So the, conditions

it's time to go. Colin Hale is first off and does 8 m 57 nearly decapitating the Meet head in the process. Intending to pass the end gate and wingover round at take off, Colin overcooks it by placing the inner wingtip on the ground as the cluster of pilots around take off run in all direction.

Colin decides that he won't improve his time (without killing somebody that is ) so doesn't take his second run. However Scan, Hamish and myself go again. Hamish gets his down to 9 m 11 s, I get 8 m 39 s. Our secret weapon Scan 'Greased Lightning' Worlock does 8 m 24 s to take the lead. The organisers are unable to subtract and initially think that he had done over the 9 minutes, which I query at the time but don't worry about as the scoring is done later.

An open task is now set, and Monty Pugh of the Dales club is the only one to go for it. Unfortunately the 10 pilots 15 Kms activating rule means that nobody else thinks its worth going on a dive in the pathetic conditions, so his 40 K's don't count.

Sunday is initially strong with gusts to 38 mph logged on Wendy Windblows. So the Meet head cancels till

## NOVA

one o'clock, at which point he cancels until 9 O'clock on Monday. So we all go to Shining Tor where it's so light that it's only just soarable!

Monday and another speed run which Scan wins again blowing away any lingering doubts over Saturdays results, all the team do times under 9 minutes.

After sheltering under a Skyfloater rigged in a shell hole, a 5 KM. Elapsed time to goal is set and everyone leaps off into the ZOO. Our luck is not in because 3 people make goal, but not one of our team connect Sean and Hamish land on top for zero points, whilst Colin and I dive over the back to make less than a km a couple of minutes before the land by time. Only to be greeted by the annoying sight of the

last pilot on the ridge (Dales) get up to 500' and head over the back to land 44 seconds before the land by time more than halfway to goal.

After an interminable wait for the results Skyfloaters have beaten the Kernow by 3 points for first place. Even worse is to follow, with only the Pennines to beat for the title, when the two sets of scores are added together... It's a draw.

Oh well next year perhaps we'll get in the prizes.

Neil Atkinson

## 1996 PG XC League (26/9/96)

Sorry about the lack of the league results in last month's Nova - I was too busy getting ready for my camping trip to Brittany. Well, another 300km have been added since 12/8/96 and there's still one more month to go, so don't give up yet - last year Fiona Macaskill flew 36.3km from Frocester two days before the league closed!

Congratulations to Robert Davis who flew 79.9km from Selsley Common on Saturday 31st August, landing near Shaftsbury. I think that's the longest flight ever in the Avon PG XC league - well done Robert. Of course I would have been up there with him had I not been competing in the Lakes Charity Classic that weekend! (Not!)

*All sites/All pilots league (as at 26/9/96)*

Rank:	Name:	Canopy:	1:	2:	3:	4:	5:	Total (5):	Total (all):	Avg (5):	Avg (all):
1	Graham Steel	Trekking Odessey	53.2	47.3	37.4	34.6	32.3	204.8	258.6	41.0	36.9
2	Robert Davis	Nova Xyon	79.9	54.2	25.3	23.3	9.6	191.8	191.8	58.4	
3	Martin Bromage	Advance Omega 3	52.1	32.3	30.8	21.5	21.0	157.7	173.5	31.5	24.8
4	Mark Drake	Apco Extra	45.5	30.7	17.0	12.8	12.1	118.0	150.3	23.6	18.8
5	Tim Pentreath	Nova Sphinx	26.9	25.0	21.9	20.9	16.2	110.9	130.5	22.2	18.6
6	Marcus King	UP Vision	37.0	23.0	17.5	14.1	9.6	101.1	128.3	20.2	14.3
7	Fiona Macaskill	Trekking Odessey	35.3	17.8	16.2	14.0	5.7	89.0	98.6	17.8	14.1
8	Simon Kerr	UP Kendo	24.4	23.2	23.0*	8.8	8.3	87.7	125.0	17.5	11.4
9	Tim Brunskill	Trekking Odessey	25.0	21.1	18.9	4.1		69.2	69.2	17.3	
10	Nico Preston	Airwave Alto XM	22.6	19.5	10.3	8.0		60.5	60.5	15.1	
11	Amanda Laurence-Peckham	Apco Supra	15.2	12.8	11.7	5.2		45.0	45.0	11.3	
12	Wayne Seeley	Apco Supra	25.3	12.3				37.6	37.6	18.8	
13	Elly Milln	Airwave Voodoo	19.8	9.1				28.9	28.9	14.4	
14	Martin Tillett	Advance Sigma 3	15.0	10.0				25.0	25.0	12.5	
15	Mike Andrews	Trekking Esprit	14.8	8.6				23.4	23.4	11.7	
16	Dave McCarthy	Flight Design B3	23.0*					23.0	23.0	23.0	
17	Donna Pinker	Apco Spectra	9.22	7.256				16.5	16.5	8.2	
18	Clive Laurence-Peckham	Airwave Rave	16.5					16.5	16.5	16.5	
19	Charlotte Hedges	Flight Design B2	6.6					6.6	6.6	6.6	
20	Richard Miller	ITV Meteor Gold	4.6					4.6	4.6	4.6	
	<b>Total</b>							<b>1,418</b>	<b>1,613</b>		

\* - Please let me know the exact distance

Apologies for a brief section this month, but I've been spending too much time writing an article about the South East Wales Paragliding Open. Anyway, good flying and keep those XC's coming in!

Just a quick reminder of the rules:

1. Flights must be entered within 30 days of making the flight
2. A flight can only be entered if you are a full Avon member at the time of making the flight
3. Airspace restrictions must be observed during your flight - study an airmap before the flight and use one during the flight
4. Flights can be made from any UK site

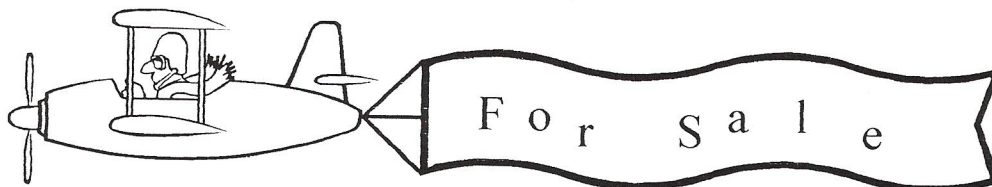
## NOVA

5. Flights must be over 3km
6. Witnesses are not required

So there you go - get out there and give it a go! I look forward to receiving details of your flights - Date, Canopy, Site, TO grid ref, LZ grid ref. (Ideally send it to me on a copy of the Apco Aviation XC league form - see Dec 95 Skywings)

Contact me : Tim Pentreath  
at : Garden Flat, 10 Kensington Place, Bath, BA1 6AW  
home 01225 424953  
work 01225 447003  
fax 01225 469988

Tim



## Gliders & Bits For Sale

**Pretel V6 Alti Vario** all the usual features, 2 Altimeters (m), Vario (m/s), max height, max lift, timer £100 contact Tim on 01225 424953

**Discovery 195** as seen in Skywings - £1350

**Magic IV 166** Mint, sail still crisp as new, probably one of the best around - £595

**Trekking Espace 44 (Med)** 75-95kg fast, light handling intermediate. One careful owner - £950 Tel Bertie 01747 830380 (Home)

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

**ANNUAL GENERAL MEETING**  
**Followed by Reserve Parachute Talk**  
**Tuesday 5th November Griffin Inn, Bridge Yate**  
**(double roundabout - A420 between Bristol and Wick)**

# airtopia

## **Reserve & Winter Warmer's Evening**

**Friday 1st November 5pm - 10pm Kemble  
Airfield, Cirencester, Glos**

Simulated reserve deployment from 45ft high suspension point inside the hangar, can you find that handle? can you get it out? will it open and how long does it all take.... If you would like to try throwing your reserve and then have it repacked or if you are interested in buying a reserve and want to see whats available come on down.

Cold Cold Cold. A whole range of flying suits will be on display for you to try. Ozee, Trekking, Scorpio and System x. Also Dino Mitts, Barr Mitts, Balaclava's and Gloves.

If you are still cold a Hot Dog and drink should make all the difference.  
Cost: 10 Pounds per reserve. Ring Robin Brown to book your slot on:  
Office 01453 753002  
Mobile 0973 844449

## A Personal Account of the SE Wales PG Open by Tim Pentreath

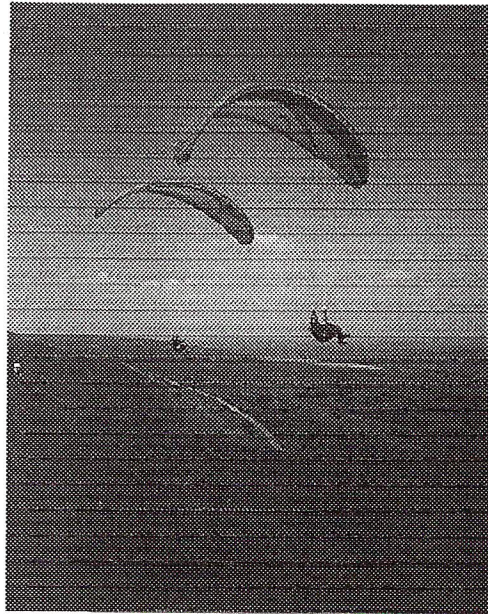
Saturday July 20th. I've just given Marcus and Charlotte a lift down to Wales in the trusty VW camper. It's 0800 and we're enjoying the morning sunshine at Bryn Bach Park waiting to register for the comp. Pilots from all over the country start trickling in, including a good sized Avon contingent. There's always familiar faces at these events - that's one of the nice things about comps.

It's now 0900, we've registered and are awaiting the briefing at 1000. 1000 comes and goes, but at 1015 things start happening.

Tim Macdonald gives us a quick run down of the weather - basically hot and sunny with light southerly winds. Wendy Windblows is saying SE 5mph, so Howie calls a rebrief for 1100 by which time reports from a number of hills will have come in and hopefully the wind will have sorted itself out.

At 1100 it's still SE so it's off to Merthyr for us all with a briefing at 1200. "But I thought Merthyr was west facing" I hear you say - well so did I! There's a couple of things I've learnt about competitions - 1) don't expect to go to what you think is the best hill for the day, and 2) it's not always worth arriving on time!

We get there and what wind there is, is blowing gently over the back. At the 1200 briefing Howie says rebrief at 1230! Some intrepid wind-dummies start soaring the back (just) while the rest of us hang around looking cool!? It's now 1230 and the wind still hasn't swung round to the SW despite Howie's assurances, and no task has been set as yet. So a rebrief



is set for 1400. 1400 duly arrives and amazingly, a task is set - a race to goal at Llangorse Lake, 26 km north of Merthyr. (I hear this second-hand as I arrive late at the briefing without a pen). I discover the window opens at 1430. A flurry of inactivity ensues as people can't believe it's possible as the wind is still generally blowing over the back.

A few brave souls opt for the newly discovered SE take off, and incredibly at approx 1500 Ian Blackmore and Graham Steel get away! Hmmm! This spurs the rest of us on, well, to unpack canopies at least! But the billion dollar question is which side to launch from? The west face seems to be winning out with a few half-hearted thermals coming up, but they're not much to write home about.



...whilst Team Avon hang  
around looking cool!



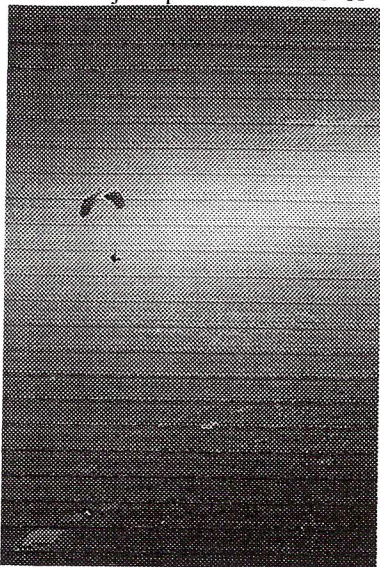
Things start happening at last!

Suddenly a slightly better one comes through, and a few people take off. One or two even get quite high and make a brave attempt at leaving the hill, but the rest are soon grounded. At 1600 I take off, exactly eight hours after arriving at Bryn Bach Park, along with about twenty others in a nice strong thermal. (One poor sod was left on the hill trying to find a screwdriver small enough to dismantle his vario after his camelback leaked on it!)

Meanwhile I'm thermalling superbly... right at the bottom of the stack! Looking up I can see about nineteen gliders, at anything up to 1500' above me. Tim Brunskill was one of them, along with Marcus and Simon. At about 4500' asl (1900' ato) I'm still at the bottom of the stack, and the thermal seems to have petered out and the guys at the top are already gliding north. I decide to follow, albeit 1000' below them.

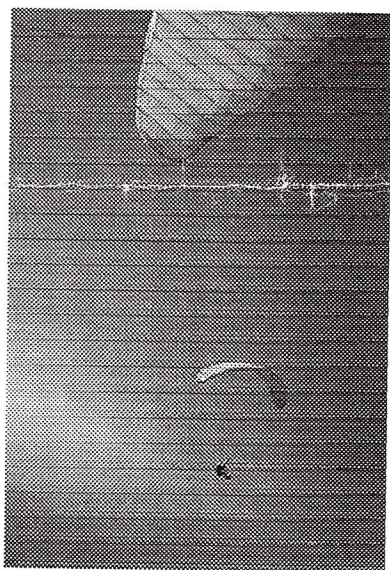
## NOVA

I'm now just past the heads of the valley road and



**Cranking it up to 5500' asl** begins to think that I've blown it big time. I'm down to about 2000' asl with almost everyone else well above me. I instigate a gentle turn to the right to head back to the heads of the valley road so that it'll be easier to get a lift back to the hill to try again, and am rewarded for my wimpishness by a real beaut which takes me up to 5500' asl. Half way up I'm joined by James Ganderton on an Omega 3 (I think) and we have a blast thermalling together.

beginning to think that I've blown it big time. I'm down to about 2000' asl with almost everyone else well above me. I instigate a gentle turn to the right to head back to the heads of the valley road so that it'll be easier to get a lift back to the hill to try again, and am rewarded for my wimpishness by a real beaut which takes me up to



**Jim G on his Omega 3 coming to join my thermal over the heads of the valley road**

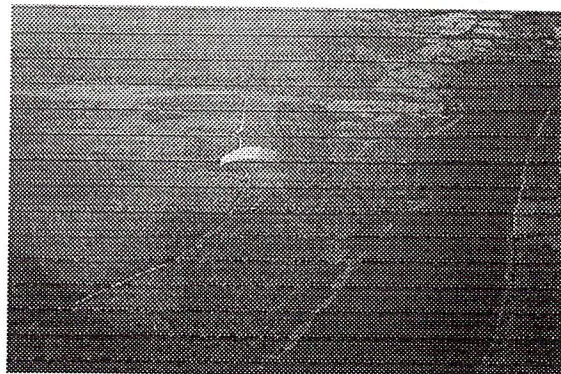
whilst Simon had gone for extra height in the last thermal, with Jim and Steve in between. Near the southern end of the reservoir I found the next thermal and was 200' above Jim who was the next one in. Simon was possibly 500' below when he arrived, and as Jim and I circled together once again, he unfortunately never made it as high as we did and started to lag behind.

By now Llangorse Lake was in sight, although it was clear we wouldn't make it on this glide. Still, Jim, who

By now I've met up with Simon, whilst Marcus, who had hung back having seen me almost on the deck, was having problems of his own some way behind. The lead gaggle are now some distance ahead (I could see some gliders circling about 1 km north). I'm now flying with three others, (Simon, Jim G and Steve Hawken) and we're all gliding north towards Talybont Reservoir.

I opted for speed,

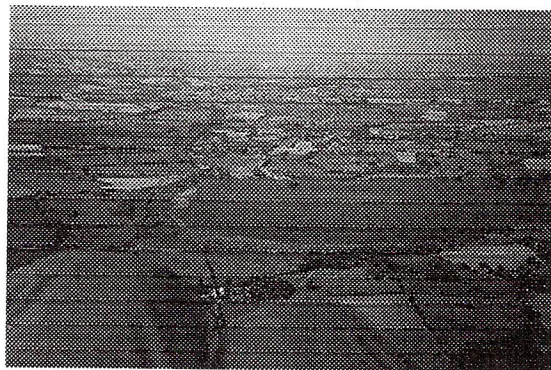
was now slightly ahead of me, found another thermal over to the left of the hill just south of Llangorse and we climbed together for the last time. Now, if I'd been



**Heading north over Talybont Reservoir**

really clued up, I would have noted the height of the landing field, and done some quick mental calculations to tell me what height I needed to safely reach goal from at my current position. Safely, but not too safely, since we had to cross the goal line less than 500' agl. If you arrived too high, your time would continue until you crossed the line heading north at less than 500' agl.

So, not being clued up, we were both going for the extra height just to make sure! I shouted across to Jim "one more 360", and then left on the glide over the lake to goal. Jim carried on for another couple of 360's which cost him a place! Pretty soon I realised I was going to have plenty of height so I cranked the speed-



**On the final glide to goal**

bar full on. By this time I was very close so I pulled in big-ears as well. I crossed the line at full-speed with 200' to spare and managed to sneak under another pilot who was ahead of me, but over the 500' limit!

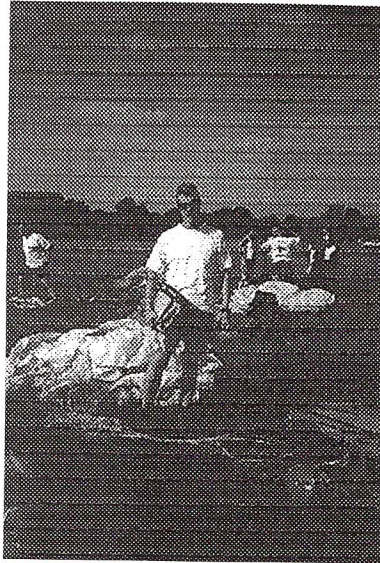
Boy, was I chuffed when I landed! I was eighth into goal, two places behind Tim B who had had an excellent flight with a max altitude of 6500' asl! Ian Blackmore and Graham Steel had arrived about an hour before the rest of us, but I didn't care, I had made goal, and that was a fantastic feeling.



## NOVA

So imagine how Simon felt when he missed goal by about 500m, landing a couple of fields short, after never getting to the top of that third thermal. Still, at least it was a good score for the Avon XC league Simon!

I won't bore you with how there wasn't any food left at the BBQ by the time I got there - fortunately the chippy in Crickhowell was open!



At goal - chuffed or what?!

On Sunday, the task - Blorenge to Llangorse Lake again - was cancelled, so Saturday's scores were the final scores, but I missed the prizegiving due to the fact that I was on the way back from near Hay Bluff with Marcus and Charlotte (top retrieve team), where I had landed after getting away from the Blorenge after the task was cancelled, but that's another story!

## BPC Final Scores

Howard Travers had the final BPC scores for 1996 at the weekend:

r.	name	glider	tot	tasks
1	Dave Snowden	Xenon	3610	5
2	Tony Delaney	Minoa	2730	4
3	Ian Lewis	XM	2277	4
<b>4</b>	<b>Clive Lawrence</b>	<b>Rave</b>	<b>2171</b>	<b>4</b>
<b>5</b>	<b>Graham Steel</b>	<b>Odyssey</b>	<b>2107</b>	<b>3</b>
6	Tony Covell	Katana	1978	5
7	Neil Yold	Xenon	1942	3
8	Brian Stewart	Xtra	1886	4
9	Mike Ramsay	Energy	1741	4
10	Simon Gee	Xyon	1600	5
11	Rupert Hone	Vmax	1565	2
12	Andrew Pearse	Alto	1475	2
13	Stephen Hawken	XM	1447	2
14	Richard Meek	Xyon	1435	3
15	Paul Reid	Racer	1431	4
16	Brad Nicholas	Thunder	1411	3
17	Simon Raven	Xtra	1310	3
18	Mick Brothers	Hurricane	1253	3
19	Ulric Jessop	XM	1227	2
<b>20</b>	<b>Marcus King</b>	<b>Vision</b>	<b>1188</b>	<b>3</b>

He'll be posting the full list (which is very long) on a web site soon. No news yet about next year's BPC organisation or format will be the same. The answer seems to be enter as many legs as possible (unless there's a limit put on it next year). He expected these to go in the comic too.

Ind.(Ian Lewis)

## Chairman's Bit

### The AGM

Its almost November so the AGM is nearly upon us. If you are willing to put in some time to help keep the club running then why not consider a place on the committee. As you will see from the committee details at the front of this magazine there are already a number of positions which need filling, if you are interested in any of the positions that's OK as well.

Following Rob Craine's departure for a job in the North and Dave Garbe's accident at the All Out the Low Airtime Club has not been operating this summer. We would like to get this off the ground again for next year. If you would willing to help arrange a social meeting or weekend fly-in for low airtime pilots then we could do with your help as *Novice Contacts*.

Fiona is setting off for a spell in Chamonix so the post of *Membership Secretary* is currently vacant. This involves the straightforward tasks of keeping an up to date membership list and producing address labels on a computer; processing the deluge of membership renewals in April; and coping steady stream of applications throughout the year.

I have been the *Chairman* for a couple of years now. My day job tends to keep me busier than I would like it to, so if you have tried to contact me you will have obviously got used to talking to my answering machine by now. I enjoy being on the committee and would be happy to stay on in any post, but although I do some basic jobs I never seem to have the time to come up with or follow through new ideas. If you have the interests of the club at heart and would like to have a go as chairman/woman/person then don't be shy, just take a step forward.

If you are interested give me a call. Come along to the AGM, stand for the committee or just have your say.

### Membership

At the last count we have 205 Full/Family members..

- 89 Hang Gliding
- 23 Hang Gliding and Paragliding (a steadily increasing trend)
- 93 Paragliding

We also have 46 Associate members.

There must have been some good training weather recently because since the last magazine we have gained 11 new members:

D. Bibby	Alveston	PG
Kevin Byrne	Corsham	HG
Gary Daw	Cirencester	PG
Guy Harden	Bath	PG
Anthony Moore	Salisbury	PG
Paul Morley	Bristol	PG
Claire Newton	Maiden Bradley	PG
Mark Newton	Southampton	PG
Steve Thorndale	Cheltenham	HG
Gavin Vaughan	Calne	PG
Alex Wills	Bristol	HG

*pete*