

NOVA

Jan & Feb 1998



**March Meeting
Thursday 5th March
Compass Inn Tormarton
7pm-8pm Pilot Exam Theory Briefing**

**Talk By Fiona Macaskill
Flying In The PWC**

NOVA

The Avon
Hangliding & Paragliding
Club Newsletter

Jan & Feb 1998

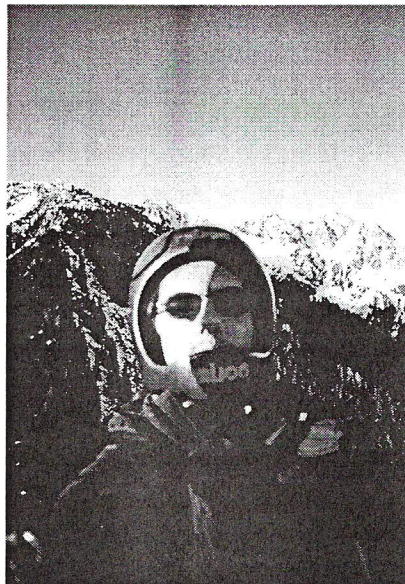
NOVA is the monthly newsletter of the Avon Hangliding and Paragliding Club. The views expressed in this magazine are not necessarily those of the Editor, or Committee of the Club.

All contributions should be sent to the Editor of NOVA. NOVA can also be found online at www.skytribe.force9.co.uk



Hang Gliding and Paragliding Club

Editors Bit



Welcome to a slightly new look NOVA for 98. Let's hope 98 is a better year for flying than last year. Is it me or do we always seem to say that every year? Well this is the first issue of the new year, and I'm glad to be able to say I have a few articles for you. In this issue there is part one of Richard Harding's flying diary, a slightly late piece with a Xmas feel, and the latest news from the club. Also in this issue you will find a brief introduction from some of the committee members, the others will be in the next issue, we hope it will let you get to know your committee a bit more. This information will also be published in a new member pack, as soon as we have got it all

together.

On a flying note it's been good to hear that some people have been managing to get out for the odd flight or two even at this time of the year. Whilst in South Wales the other week I was even told that someone had done an XC, and according to the DSC mag John Fielder has already done the Pandy ridge. I've only managed a pleasant couple of hours floating around at Mere. If you are new to the club and wondering where to fly don't hesitate to give the committee members a call, I will also try to resurrect the phone number lists in the mag.

We recently had our first club meeting in our new venue on our new night, are you following this? It was a great success, lots of slightly drunken people having a great time, more elsewhere. All agreed the new venue is a great improvement on the previous location so come along and get involved in the club. Yes it's that old adage the more you put in the more you get out.

Now I think it's time for my usual plea, yes we need your articles, so please get them to me. Everybody loves to read about fellow members' exploits both in the UK and abroad. So if you go away or do your first XC or anything then put a few words down and send them to me, preferably via email or on disk, but I'd rather have it scrawled on the back of a stamp than not at all.

Marcus

Send your articles to
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Fax is also possible by arrangement, phone me on 01225 852912

LETTERS...LETTERS...LETTERS...LETTERS...LETTERS...LETTERS...LETTERS...

A big, BIG "Thankyou".

In a couple of days from now Elly and I will be jetting our way eastward for our winter migration. With a bit of luck 28 hours later we should be worshipping the turf on the other side of the planet. NZ here we come.

Anyway, the tandem is now packed ready for the off and our house is being prepared for a couple of months of rest, ie the freezer is defrosted and the food cupboards are about empty. It was, therefore a particularly welcome surprise when, yesterday evening a bunch of die-hard paragliding men and women pitched up outside our front door and offered to escort us to the Rajah for a slap-up. Well, you don't say no, do you, especially when the club funds are buying your Biryani. . . . Little Joke! They didn't really. Honest!

Needless to say, it was an exceptionally fine bloat-out, washed down with in my case an exceptionally large amount of Kingfisher. But the best bit was to come.

Just when I thought the party was over, Mr Simon Kerr (a splendid chap!) rose to his feet and started saying very nice things about ME! I was then presented with not one but two beautifully engraved pieces of glassware from you, the club to remind me of some paragliding achievements in 1997. The shock of all this, combined with the adequate amounts of Kingfisher left me rather lost for words, sadly. So, no is my moment to say a big, BIG thankyou to you "guys"

.Simon, Marcus and Charlotte, Tim and Lisa P, Donna and Elly. Thanks also to you, the club for the really super prizes.

See you all when we get back. Just in time for a spot of jousting with the spring thermals. Hopefully, by then Ubley will be back on the menu and ready to take us and our flying machines to Land's End?!

I can dream, can't I?

See You

Tim B

I have recently written a song which is a reflection of my interest in flying and my christian faith. I hope you don't think it's too "religious" for the magazine - it's not supposed to be pious atall!

On Eagles' Wings

Song of a Christian Pilot - by Alan Gibson
(Based on Isaiah 40.31)

We will mount up on eagles' wings,
Rising up to the clouds high above;
And we'll trust in His mighty power,
We will fly on the wind of His love
On eagles' wings

Those who wait on the Lord shall renew their strength,
They shall soar up on wings like eagles;
They shall run and not tire, they shall walk and not faint,
Their hope is in the Lord.

We will mount up on eagles' wings,
Rising up to the clouds high above;
And we'll trust in His mighty power,
We will fly on the wind of His love
On eagles' wings

(C) Alan Gibson 1996

Sheet music and cassette recordings of this song can be obtained from:

Alan Gibson,
38 Stoke Lane,
Westbury-on-Trym,
Bristol BS9 3DN

NEWS

The Club committee is trying to organise a Winning Weekend, with camping and BBQ for May 16th and 17th. We hope to provide the opportunity for members to achieve their tow qualifications in time for the All Out, and also to have some sort of XC comp, more details as they come.

As you probably read in the last newsletter we have pledged £2000 towards the SEW Blorengge appeal. Hopefully we will soon hear the outcome of this. We wish the SEW well in their attempt to secure this important site.

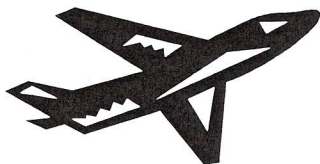
We have agreed a reciprocal agreement with the Devon and Somerset Condors allowing our members to fly their sites. Make sure you get a copy of the site guide before flying talk to Richard Harding or myself. Or call John Fielder on 01275 343927 for the latest on D&SC sites.

Fiona Macaskill has secured sponsorship from Toyota for her PWC campaign, you should see her turn up to meetings in a nice new RAV4, when she is in the country that is.

HOLIDAY '98



Much discussion has already been heard on the hill about how much some of us would like to spend some time this year flying abroad, particularly in the Chamonix & Annecy areas. If anyone wants to turn this discussion into some kind of action, e.g. a club holiday then come to the next club meeting, Thursday March 5th. After Fiona has done her bit then we'll get together and sort something out.



Of course the people going on any such holiday will be expected to write a bit for NOVA ☺.

*****STOP PRESS*****

***** APRIL MEETING *****

***** JOCKY SANDERSON *****

WILL BE TALKING ABOUT SIV etc

AVON PARADANGLERS XC VIRGINS WEEKEND

Calling all pilots who haven't done it yet (that includes me, why do you think I'm arranging it?). We intend to try and get together sometime in April (provisionally Sat 18th, or Sun 19th) to get you over the back of the hill for the first time. Obviously the venue is to be decided but the general idea is to meet up with one or hopefully some of our resident experts (volunteers please), who will pass on some of their infinite wisdom, either on one of our sites or possibly over the water somewhere. The more of us there are the better chance of an easy retrieve for the lucky ones.

Anyone interested call:
Tony Moore on 01980 594455
or
Brent Pullen on 01373 825737

CLUB MEETINGS

The February meeting was a great success, if you weren't there you missed out on a great evening. Those that were there enjoyed a great meal and drank lots of drink or so it seemed. After the meal we were kept amused by a cunning quiz devised by Simon Kerr. This was then followed by the Prize giving. More details of this along with photos will appear in the next issue.

MARCH MEETING

Pilot Theory Briefing 7pm – 8pm

Robin Brown will be giving a lecture for those wanting to take their pilot exams (both HG and PG). If you attend this lecture and give Robin your name you will be able to sit the exam at the next meeting.

Flying The PWC

Fiona Macaskill will be giving a talk on her year flying in the PWC, she has plenty of slides of what has been her most successful year in the PWC, having improved her flying and achieved 3rd place a couple of times.

Twas the fortnight before Christmas...

... and all was not well in Christmas land. For Father Christmas was assisting Rudolf in the stable, as Rudolf had slipped on the ice, and needed urgent medical care.

The Black-Smith was called.

"Well" said Ron the Smith(ey) "you will need to keep off that hoof for at least a month."

"But" said Father Christmas. "But" he repeated, and the elves looked quizzically at him. "But.." Then he cried, big tears dripped down his red nose, and onto his white beard. "I need Rudolf to fly and the pressies for the children."

Then one of the brighter elves named Brent said "- Don't you recall that insurance policy that you took out for sickness - well I do believe this could be a claim."

"That's not much help," but he praised Brent for his idea.

"OK thinking caps on elves, how do we get the pressies delivered?"

"Remember when we were collecting pressies at that place...uh...Telford at the beginning of the month?" said Rob who's prime existence in life was "to keep the children educated".

"Yes" recalled some of the other elves "was that the place where those chaps (and chapeses) kept buying those hats that wouldn't keep a human's head warm, and those bight duvet covers for monsters?"

"Yep that's the place"

"Well, did you hear some of them talking about 'maximum pilot weight' for the flying machines, and how easy they were to fly?"

Well the idea was set, what to do now.

Father Christmas using his mobile "Phil's Lips" telephone thing that elf Tony had made for him last year., telephoned Ellie to see if Tim was in. No, Tim could not advise, nor indeed fly him out to a country where he could learn to fly this strange flying machine in the warm sunshine. But advised Father Christmas to speak to the chaps at PARAVION

(People Are Right to have A VISION to fly) to see if they could provide instruction.

Rick and Dick and Pick (sorry that was the best I could come up with for Rick, Dave and Pete) said to Nick (Father Christmas) that is the weather was right, and the light winds light, they would do their best to assist him to gain full flying qualifications.

Having special powers Father Christmas passed the tests required, and was most impressed that his old friend had inspired a particularly dramatic flying movement - 'The Big Ears'. Now quick as he could, Father Christmas, had to find a wind and associated equipment, and a club to make his flying skills expert.

With the assistance of a strange looking group of individuals, he found himself strangely drawn to a spin off group within the Avon Hangliding and Paragliding Club, and purchased a pink wing known by the gang as a Genaside (NB The committee of the Avon HG&PG Club can not condone the selling of an obviously unsuitable competition wing to a student pilot, however promising. Ed) "strange name, but a loovley wing" thought Father Christmas. The group were surprised not only at Father Christmas' flying ability (which just goes to show you don't need to be as skinny as a bean pole to fly, mind you I think Dave Macarthy has already proved that, ooops sorry Dave) but also at the weather which had turned from being "no fly day" every day to being a "fly day", but then again what's the point in being Father Christmas if you can't ask the wind gods for a favour every now and then.

OK flying sorted, Father Christmas was now confident that he could manage this flying in the dark. Even though ALL told not to even consider it (after all hadn't everyone read the story on October's Skywings about flying in the clouds???) Father Christmas felt that his problem would be his clothing. After all the normal attire that he had been wearing whilst learning to fly, was certainly not suited to the job he had to do on Christmas Eve. Oh what to do. Oh what to wear.

Christmas Continued...

"That chapie who was on the hill yesterday" said Rob the elf.

"Yes," said Father Christmas recalling there was rather a lot of people on, and over the hill.

"He'd be perfect," continued Rob, "use your phone thing to see if he'll lend you his flying suit."

Father Christmas recalled who Rob was talking about. "Yes that'll do nicely!" He quickly got the number for Chris, who was puzzled as to why 'Nick' needed his suit, and indeed was a little concerned as to whether 'Nick' would squeeze into it, but was quite happy to lend him his bright red flying suit.

It was arranged that the elves would transport the pressies in the stuff sacks, that Father Christmas had borrowed from "everyone", to the launch/landing site, and the elf named Bertie had managed to arrange for a marquee to store them in.

All was arranged.

Father Christmas would therefore like to thank all those members of Avon Hangliding and Paragliding Club, and all those at PAR AVION for their help and assistance. He hopes that everyone got all the goodies that they wanted on Christmas Eve.

All the characters portrayed in the above ditty are fictional other than Father Christmas, Rudolf and Big Ears.

This article actually arrived before Christmas, but I was unable to use it then as the last two issues were simple newsletters. However, I make no excuse for including it now, as it made me chuckle. Thanks Liz.

SITE NEWS

UBLEY

Thanks to Geoff Rogers, Chris Jones and others, we now know who the new owners of Ubley are and will hopefully be entering into discussions very shortly. As it will be lambing time until end March, there would be no flying at the moment anyway, so a little more patience will be necessary. Please do not fly.

MORE SITE NEWS

CROOK PEAK

Careful negotiations with the farmer, by myself and Condors Sites Officer & Avon member John Fielder, have led to the re-opening of the main bottom landing field (the long field directly below the car parks). After lambing, we will even be able to use this field when there are sheep in it, as long as you exercise due care. Please still do not use the two fields to the North-West of the main landing as the 'lady with the horses' remains very anti.

PARAMOTORS

Unfortunately, the new Crook Peak landing arrangement has already been jeopardised by someone deciding to use the landing field as a paramotor airstrip (a fairly moronic choice, given the thousands of other available fields on the Somerset levels!). The National Trust Warden who lives in Rackley Farm at the foot of the Peak 'phoned John Fielder, who was on Brent Knoll at the time, and he immediately travelled over to deliver a severe reprimand to the (Condors) pilot concerned.

Can all pilots please note that paramotors are not to be flown on any Avon Site without specific prior permission.

Rich Harding

Non BHPA Members

This is a reminder that it is very important to ensure that everyone flying our sites is a BHPA member. The reason for this is one of insurance. Not only does the BHPA membership provide third party insurance for the pilot should they have a claim made against them but more importantly it indemnifies the site owner. Anyone flying a site who is not a BHPA member (or has insurance to indemnify the land owner) is putting that site at risk. If one site owner is exposed to legal proceeding and loss because of this it doesn't take a genius to imagine what will happen at all our other sites. Please take this seriously. Don't fly without insurance and don't let others fly without insurance either.

Chris Jones Club Safety Officer.

A Flying Year

Richard Harding

1996 ended in an unfortunate manner - the logbook entry for 23rd November reads thus:

"Frocester (waiting to launch), Oh dear! 'Snap' thermal, turned round, flew into wood backwards."

After thanking Cheryl (a.k.a. spiderwoman) and the others who'd helped me drag my G-Sport out of the trees, then trotting along to Selsley to pop it up for a few minutes and check I hadn't completely wrecked it (and then getting dragged along the muddy common on landing), I decided that flying was out for the Winter.

All in all though, I'd enjoyed 1996. Having trained in Wales and Spain with Paramania, I'd joined Avon at the back end of '95 and had been immediately impressed by the free food (and lively debate!) at my first meeting - the AGM; I seem to remember something about Ray Bass and a competition? Believe it or not people, it's also nice to be in a club that includes Hang Glider Pilots! I'd added 20 hours to the 'Club + 5' with which I'd finished '95; Chris Jones had made me a Site Officer when he found out that I actually knew where Crook Peak was; I'd experienced a three-and-a-quarter hour flight (and only came down as I was on honeymoon at the time!), I'd been asked to become Paragliding Low Airtimer Contact and I'd found and flown most of the Avon sites - even Cam Long Down and Maes Knoll. My main regret, however, had been a certain lack of focus in my attitude to flying.

So 1997 began with setting goals for myself. Perhaps a little strange, my first decision was not to fly until

March at the earliest. I deliberately didn't get my wing fixed (couple of frayed b-lines and some new control lines needed) as it meant that I didn't spend

each weekend looking at the sky thinking 'Well, maybe I could go out today'. Apart from trotting down to the Peak or Westbury after work, I find that I need to dedicate whole days to flying to make the most of my time - it's all too easy to think 'I'll have a look at the weather whenever I get up and then have some breakfast and coffee and then sort my stuff (food, drink, clothes) out and then get some petrol and then.....', so Goal 1 - making the decision to go flying and then preparing for it, particularly in terms of gathering and studying as much weather information as possible the day before, and then sticking to it, unless there's a thunderstorm or a hurricane (like the one Tim flew to Crediton in!) - was

easier having caught up on lots of other things in December, January, February and March. The associated Goal 2 was not to give up when the first site turned out not to be flyable.

Goal 3 was to stop concentrating on flight duration: whilst I appear readier than some to half-kill myself walking up a hill more than once (!) it had dawned on me that, unlike school flying, there wasn't always someone willing to give up their airtime to race down to the bottom landing in a 4WD and pick you up! I resolved to concentrate harder and Top Land early rather than go down.



Tim Brunskill And Simon Kerr Prior To Tim's 88km Flight From Ubley



Donna Pinker and Elly Milln Study The Map During A Club XC Weekend

Goal 4 was an important one to me - I really wanted to get into this XC thing! - and Goal 5 was to get at least 25 hours airtime in the year.

So how have I fared? Read on if you like: My first flight of the year was actually not until April 6th and, even then, I cheated and used Mike "It'll

definitely calm down/pick up (delete as appropriate) later" Campbell-Jones' paramotor unit, s**t-scared in case I dropped it on launch/landing and had to spend £200 on a new prop' (broken upright? - pah!). Most interesting feature is that, under power, you have to weight shift - due to that two-axis/three-axis lift/drag thing some instructor mistakenly assumed I was understanding at the time. Aside from that it was a pretty boring half-hour really!

'Real' flying began two days later with five minutes from the Peak after work and the next week saw the first major incident of my flying year - four of us spending three-and-a-half hours chopping down half a tree at Pandy to the tune of Mrs. C. on the radio: "What do you want to go and land in a tree for, Simon?" That was an excellent weekend though: it was the first time I'd been out with the Avon 'Camper Van Set' and the next day saw my first 'XC' - a 4k wander over the back of the Bluff.

That was it - I had to buy a vario, what with the Airwave (who they?) Challenge coming up too. Off I trotted back to Mid-Wales to buy that and then I used it to the full - not! - on two short flights from

the Peak again; log book for International Labour Day (can't even believe Major was that stupid) reads: "Very patchy, 5-7, sun already going, along with the Tories".

Then came the (not) Fly-In, another evening looking out over the Levels and the second 'good' day of the year for me - Whitsun Bank Holiday Monday on Westbury's NNE face. A relaxing afternoon of 'recreational flying' at its best, but I'd still only managed four hours in the air all year.

June was crap, let's face it. It did however see the first successful Low Airtime Day of the year, lots of great aerial shots across the Bristol Channel from Bossington and a crap landing in the gorse by the car park!

Half-way through the summer; 9 hours - half of it just sitting in a sea breeze; 1 very small XC; 1 vario.

July was something entirely different. In July I grew up.

End of Part One



The End Of Another XC

Final XC Results for 1997

Here they are, the final results for the 1997 paragliding league. I'm sure that if Tim gets the time he will do another of his analysis of the year. In the

meantime the new XC league is under way, but as yet there are no entries, so get your XCs in early.

Avon PG XC League 97									
All sites/All pilots league (FINAL RESULTS)									
Rank	Name	Canopy	1	2	3	4	5	Total 5	Total all
1	Tim Brunskill	Advance Omega 4	88.6	36.3	25.3	16.7	16.0	182.9	236.0
2	Graham Stephenson	Airwave Alto	56.5	55.3	20.8	14.7	13.0	160.4	186.0
3	Colin Hermon	Perche V-Max	48.2	41.7	25.7	21.1	18.3	155.0	230.0
4	Robert Davis	Nova Xyon	63.0	28.0	14.6	8.4	0.0	114.0	114.0
5	Marcus King	UP Soul	32.0	25.6	21.0	14.6	9.7	102.9	102.9
6	Clive Laurence-Peckham	Swing Nimbus	25.3	22.8	22.4	15.9	14.5	101.0	101.0
7	Simon Kerr	UP Kendo	31.0	20.1	17.8	15.3	13.6	97.8	108.7
8	Tim Pentreath	Nova Sphinx	30.9	24.9	17.4	14.6	5.1	92.9	92.9
9	Mark Drake	Apco Extra	30.6	19.8	12.0	10.0	5.6	78.0	78.0
10	Fiona Macaskill	Airwave Alto XMX	26.4	20.8	13.3	7.8	6.9	75.2	80.0
11	Amanda Laurence-Peckham	Swing Ventus	61.9	6.6	0.0	0.0	0.0	68.5	68.5
12	Richard Harding	Firebird G-Sport	15.0	13.3	8.4	8.1	7.7	52.6	60.8
13	Elly Milln	UP Soul	10.6	8.5	8.2	6.0	4.9	38.2	41.3
14	Dave McCarthy	Flight Design B3	19.3	4.9	0.0	0.0	0.0	24.2	24.2
15	Brett Pullen	Apco Spectra	16.5	0.0	0.0	0.0	0.0	16.5	16.5
16	Alex Coltman	Apco Astra	7.1	5.8	0.0	0.0	0.0	12.8	12.8
17	Tim & Elly	UP Pickup	11.8	0.0	0.0	0.0	0.0	11.8	11.8
18	Alan Gibson	Edel Super Space	11.1	0.0	0.0	0.0	0.0	11.1	11.1
19	Jean Christophe Schrotter	Paratech P40	9.2	0.0	0.0	0.0	0.0	9.2	9.2
20	Tony McCausland	Airwave Harmony	5.0	0.0	0.0	0.0	0.0	5.0	5.0
21	Mike Andrews	Trekking Esprit	3.4	0.0	0.0	0.0	0.0	3.4	3.4
Total								1413.5	1594.2

There were only three entrants in the hangliding league as follows (Distances in km)

Avon HG XC League							
Pilot	Glider	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Total
Neil Atkinson		79.6	0.0	0.0	0.0	0.0	79.6
Sean Worlock		53.1	22.0	0.0	0.0	0.0	75.1
Colin Hale		14.9	6.0	0.0	0.0	0.0	20.9

Well done to everyone who entered the two XC leagues, especially those that did their first XCs or beat their personal bests. The two leagues are again being run by Tim Pentreath (PG) and Neil Atkinson (HG), so make sure you get your XCs into them. This year to make things a bit fairer and to encourage those away on Airwave challenges etc, flights from any site in the UK count towards the overall Avon leagues, we will also be keeping an Avon sites only league going in both disciplines. Good luck and happy flying.

1998 PG XC League

What, no table?!? - well I suppose it is a bit early in the year. Hopefully there'll be some flights to report on next month...get out there and get some kÖs under your belt!

And now, are you sitting down? Yes, it's true - I actually flew for the first time this year (in fact the first time since last October!) last Sunday on the Isle of Wight. I spent forty very pleasant minutes soaring the Freshwater 'Whites', and I'm pleased to say that not only did I do a pretty reasonable take-off and landing (well at least I thought so), but more importantly my canopy appeared to have survived the ravages of winter intact in our not completely dry garage! (The canopy bag and helmet chin strap were somewhat mouldy, but the glider itself was fine!)

Anyway, that's enough of my desk-bound ramblings - I look forward to having some decent 'there I was at 5 grand' stories to report on next month!

Bye for now

Just a quick reminder of the rules:

Flights must be entered within 30 days of making the flight

A flight can only be entered if you are a full Avon member at the time of making the flight

Airspace restrictions must be observed during your flight - study an airmap before the flight and use one during the flight

Flights can be made from any UK site

Flights must be over 3 km

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.

Contact me

Tim Pentreath

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AIRWAVE CHALLENGE 98'

Yes it's that time of year again and once again I find myself putting pen to paper (or in this case one finger to keyboard) to announce this years club challenge.

As usual I will be trying to hold together the paragliding side of things, and Neil Atkinson will be taking care of the hang gliding bit. For the second year running there will also be a tandem competition pitting both hang glider and paraglider against each other in the final for a single trophy.

Having just missed out on retaining the club trophy for the third year on the trot last season, we have our sights set on regaining the top club spot once again in 98'. To do this we need pilots, that means all you XC hungry fliers who enjoy a bit of friendly competition and a fun weekend flying exotic sites around the country, so I urge you to complete the form on the inside back cover and send it off to either Neil or myself if you want to be part of this great competition. Failure to do so and you may be passed over, this applies whether you are a regular Airwave Challenge flier of recent years or a newcomer to competitions, and I would stress that experience is not required or necessary (we already have many pilots in the club who have done their first ever XC at an Airwave Challenge heat).

If you are a tandem pilot and would like to enter all you need is a passenger and an application form I can supply the latter and the club will provide the entry fee for at least one wing in each category, so don't delay send that form today. If we get a suitable response we will be running more than one team in each category in an attempt to ensure that all pilots

get a fair crack at the whip, flying as many heats as we can organise.

AVON EASTER COMPETITION

Once again this year the Easter Comp will take place over the long weekend of 10th / 13th April. The rules are simple, it is open to both hang gliders and paragliders, all flights are done on trust and must begin from a site within a 50 mile radius of Bristol city center. So get out there and go for it, who knows you may win one of our clubs highly prestigious trophies.

To register any flights done over the weekend send in your details to me.

GOOD LUCK AND I'LL SEE YOU ON THE HILL.

Simon.

Proposed HG XC Group

The baggies have it easy, they can hitch with their gliders back to launch, but us hangies have to hitch back and then drive to fetch our gliders. I for one don't fly XC that often because of this, I hate hitching and I don't enjoy the long drive afterwards much either. For this reason I thought I'd have a go at setting up some XC groups this year to see if a few more members of the Avon club can be coaxed away from the hill.

The idea would be that within a group, one pilot flies locally on the day, packs up at say 5 and goes and fetches the others who have gone XC. Pilots would take turns in being the retrieve. How the turns are organised will depend on the group. Some ideas are:

- On a flyable day one pilot is nominated. If pilots don't go XC for whatever reason they have had their turn and the next person takes the next day. On an obviously crap day pilots may choose to cancel the retrieve if the nominee agrees beforehand.
- Pilots get points for XC miles. The pilot with the most accumulated points drives. Every pilot gets base points just for flying, even if they don't go XC.

It would probably be a good idea to put pilots of similar ability together but the details still need to be worked out. I have some interested pilots already but I thought I'd through it open to the club so that we can get a few groups of 3 or 4 pilots going. Maybe weekday and weekend groups. Perhaps this year we can have a showing in the XC league.

If anybody is interested let me know at the next meeting or phone me on 01225 319052.

Chris Jones

1998 Membership Renewal

Yes, it's that time of year again I'm afraid, so dig deep and send me your dosh and completed renewal form ASAP - that's if you haven't destroyed it in your eagerness to open your copy of Nova! Full membership fees have remained at £18 for yet another year, so I'm sure you'll agree it's excellent value for money, especially when you consider you get to read crap like this from me each month!

If you want to renew at the next club meeting (March 5th I believe) then so much the better - it will save the club the cost of a stamp and an envelope, but please remember to bring your renewal form with you.

Cheers, Tim Pentreath

LATE NEWS

Tony Moore has taken on the role of Social Secretary within the committee. His main aims are to get speakers for the meetings and organise club trips/hols. If you have any ideas or can offer some help, give him a call. More in 'The Committee Part 2'.

1997 PG XC League Analysis

1997 was another excellent year for the Avon XC league - the total of 1594km was only 55km less than the all time record of 1650km set in 1996. The same number of pilots entered flights in 1997 as in 1996 (21), but they weren't all the same people - Graham Stephenson, Colin Hermon, Richard Harding, Brett Pullen, Alex Coltman, Alan Gibson, Jean Christophe Schrotter and Tony McCausland all joined the Avon league for the first time in 1997 - well done! Overall, one more flight was submitted in 1997 than in 1996, but the average distance flown was down slightly from 18.3km to 17.5km.

Tim Brunskill was in form in 1997, jumping 8 places to take the number 1 slot, ahead of highest placed newcomers, Graham Stephenson and Colin Hermon.

Table 1 - XC League Summary

Name	Best 5 flights		All flights		Max Distance
	Total Distance	Av Distance	Total Distance	Av Distance	
Tim Brunskill	182.9	36.6	236.0	23.6	88.6
Graham Stephenson	160.4	32.1	186.0	23.2	56.5
Colin Hermon	155.0	31.0	230.0	20.9	48.2
Robert Davis	114.0	28.5	114.0	28.5	63.0
Marcus King	102.9	20.6	102.9	20.6	32.0
Clive Laurence-Peckham	101.0	20.2	101.0	20.2	25.3
Simon Kerr	97.8	19.6	108.7	15.5	31.0
Tim Pentreath	92.9	18.6	92.9	18.6	30.9
Mark Drake	78.0	15.6	78.0	15.6	30.6
Fiona Macaskill	75.2	15.0	80.0	13.3	26.4
Amanda Laurence-Peckham	68.5	34.2	68.5	34.2	61.9
Richard Harding	52.6	10.5	60.8	8.7	15.0
Elly Milln	38.2	7.6	41.3	6.9	10.6
Dave McCarthy	24.2	12.1	24.2	12.1	19.3
Brett Pullen	16.5	16.5	16.5	16.5	16.5
Alex Coltman	12.8	6.4	12.8	6.4	7.1
Tim & Elly	11.8	11.8	11.8	11.8	11.8
Alan Gibson	11.1	11.1	11.1	11.1	11.1
Jean Christophe Schrotter	9.2	9.2	9.2	9.2	9.2
Tony McCausland	5.0	5.0	5.0	5.0	5.0
Mike Andrews	3.4	3.4	3.4	3.4	3.4
Grand Total	1413.5	19.9	1594.2	17.5	88.6

Table 2 lists all the flights made in 1997 - top of the list by over 25km was Tim Brunskill with a superb 88.6km flight from Ubley on 20th April - let's hope we get permission to use Ubley again soon!

Table 2 - All Flights

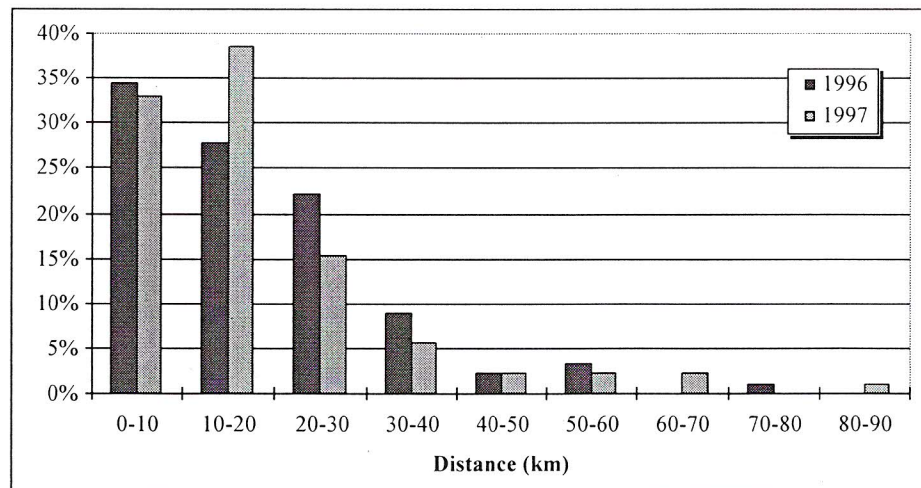
Rank	Name	Site	Date	Distance
1	Tim Brunskill	Ubley	20/4/97	88.6
2	Robert Davis	Kettle Sings, Malverns	21/9/97	63.0
3	Amanda Laurence-Peckham	Hawkswick	16/8/97	61.9
4	Graham Stephenson	Hawkswick	16/8/97	56.5
5	Graham Stephenson	Rybury	14/7/97	55.3
6	Colin Hermon	Merthyr	8/7/97	48.2
7	Colin Hermon	Merthyr	23/7/97	41.7
8	Tim Brunskill	Kettle Sings, Malverns	10/8/97	36.3
9	Marcus King	Hay Bluff	19/7/97	32.0
10	Simon Kerr	Hay Bluff	19/7/97	31.0
11	Tim Pentreath	Pandy	31/5/97	30.9

12	Mark Drake	Frocester	25/7/97	30.6
13	Robert Davis	Leckhampton	12/4/97	28.0
14	Fiona Macaskill	Kettle Sings, Malverns	21/9/97	26.4
15	Colin Hermon	Abertyswg	25/7/97	25.7
16	Marcus King	Hay Bluff	27/7/97	25.6
17	Clive Laurence-Peckham	Jenkin Hill	30/8/97	25.3
18	Tim Brunskill	Jenkin Hill	30/8/97	25.3
19	Tim Pentreath	Jenkin Hill	30/8/97	24.9
20	Clive Laurence-Peckham	Bryn Mawr (Caernarfon)	20/4/97	22.8
21	Clive Laurence-Peckham	Pandy	1/1/97	22.4
22	Colin Hermon	Pandy	25/5/97	21.1
23	Marcus King	Pandy	31/5/97	21.0
24	Graham Stephenson	Kettle Sings, Malverns	10/8/97	20.8
25	Fiona Macaskill	Kettle Sings, Malverns	22/9/97	20.8
26	Simon Kerr	Pandy	20/7/97	20.1
27	Mark Drake	Frocester	16/7/97	19.8
28	Dave McCarthy	Fan Gyhirych	5/7/97	19.3
29	Colin Hermon	Hay Bluff	5/7/97	18.3
30	Simon Kerr	Hay Bluff	27/7/97	17.8
31	Tim Pentreath	Fan Gyhirych	5/7/97	17.4
32	Colin Hermon	Pandy	31/5/97	17.4
33	Tim Brunskill	Olivers	4/10/97	16.7
34	Brett Pullen	Fan Gyhirych	5/7/97	16.5
35	Tim Brunskill	Fan Gyhirych	6/7/97	16.0
36	Clive Laurence-Peckham	Pandy	1/1/97	15.9
37	Simon Kerr	Fan Gyhirych	5/7/97	15.3
38	Richard Harding	Hay Bluff	27/7/97	15.0
39	Graham Stephenson	Hay Bluff	19/7/97	14.7
40	Marcus King	Hay Bluff	29/3/97	14.6
41	Tim Pentreath	Kettle Sings, Malverns	10/8/97	14.6
42	Robert Davis	Kettle Sings, Malverns	25/5/97	14.6
43	Colin Hermon	Pandy	22/7/97	14.6
44	Clive Laurence-Peckham	Cawe Hill	11/7/97	14.5
45	Colin Hermon	Hay Bluff	6/7/97	14.1
46	Simon Kerr	Hawswick	16/8/97	13.6
47	Tim Brunskill	Pandy	11/4/97	13.4
48	Fiona Macaskill	Kettle Sings, Malverns	24/9/97	13.3
49	Richard Harding	Pandy	21/9/97	13.3
50	Graham Stephenson	Rybury	27/4/97	13.0
51	Mark Drake	Haresfield	13/6/97	12.0
52	Tim & Elly	Hay Bluff	9/9/97	11.8
53	Tim Brunskill	Talybont Amphitheatre	2/5/97	11.6
54	Alan Gibson	Mere (Rifle Range)	16/8/97	11.1
55	Tim Brunskill	Kettle Sings, Malverns	23/9/97	10.6
56	Elly Milln	Kettle Sings, Malverns	23/9/97	10.6
57	Colin Hermon	Hay Bluff	5/7/97	10.6
58	Colin Hermon	Bloreng	21/7/97	10.6
59	Graham Stephenson	Model Ridge	20/4/97	10.2
60	Mark Drake	Frocester	25/8/97	10.0
61	Graham Stephenson	Frocester	25/8/97	10.0
62	Marcus King	Merthyr	31/3/97	9.7
63	Tim Brunskill	Westbury	27/7/97	9.2
64	Jean Christophe Schrotter	Westbury	27/7/97	9.2
65	Elly Milln	Westbury	27/7/97	8.5
66	Robert Davis	Haresfield	1/5/97	8.4
67	Richard Harding	Fan Gyhirych	6/7/97	8.4
68	Tim Brunskill	Hay Bluff	9/9/97	8.2
69	Elly Milln	Hay Bluff	9/9/97	8.2
70	Richard Harding	Pandy	21/9/97	8.1
71	Fiona Macaskill	Kettle Sings, Malverns	23/9/97	7.8
72	Richard Harding	Pandy	19/7/97	7.7

73	Colin Hermon	Hay Bluff	26/5/97	7.6
74	Alex Coltman	Mere (Cowards Bowl)	4/9/97	7.1
75	Fiona Macaskill	Bloreng	12/10/97	6.9
76	Amanda Laurence-Peckham	Bryn Mawr (Caernarfon)	20/4/97	6.6
77	Simon Kerr	Glyder Fach	25/8/97	6.0
78	Elly Milln	Ubley	23/10/97	6.0
79	Alex Coltman	Westbury	8/9/97	5.8
80	Mark Drake	Frocester	21/4/97	5.6
81	Graham Stephenson	Craig Hill	13/7/97	5.3
82	Tim Pentreath	Bloreng	12/4/97	5.1
83	Tony McCausland	Hay Bluff	30/8/97	5.0
84	Elly Milln	Fan Gyhirych	6/7/97	4.9
85	Simon Kerr	Fan Gyhirych	6/7/97	4.9
86	Dave McCarthy	Fan Gyhirych	6/7/97	4.9
87	Fiona Macaskill	Selsley Common	2/10/97	4.8
88	Richard Harding	Hay Bluff	13/4/97	4.2
89	Richard Harding	Hay Bluff	7/9/97	4.1
90	Mike Andrews	Aberedw Hill	5/7/97	3.4
91	Elly Milln	Ubley	18/4/97	3.1
TOTAL				1594.2

Figure 1 shows that the majority of flights are now in the 10-20km bracket, compared to the 0-10km bracket in 1996. However the numbers of flights in the more significant 20-40km brackets have dropped from 31% in 1996 to 20% in 1997.

Figure 1 - Frequency chart of flight distances

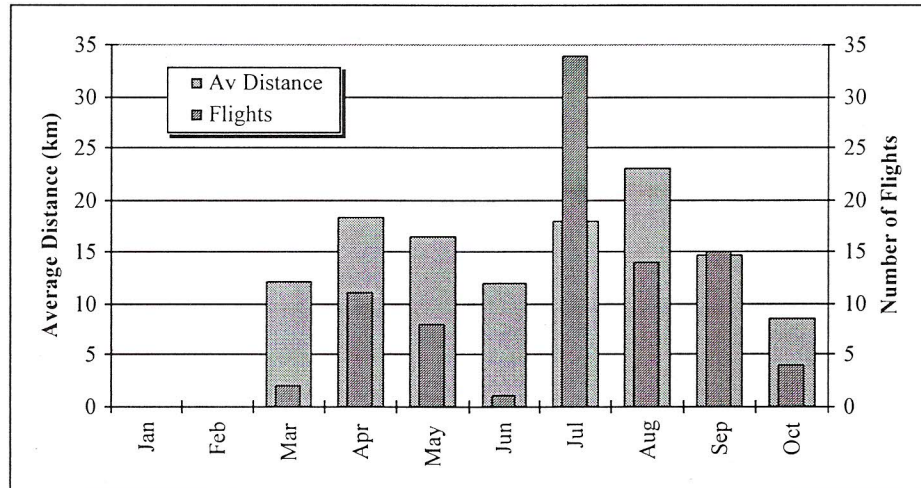


.....
 March Meeting
 Pilot Theory
 Flying in the PWC

April Meeting
 Jocky Sanderson

Figure 2 shows how the flights were distributed over the year. Evidently June was lousy and July was excellent, with the second part of the summer (Jul-Sep) proving to be the best for XC flying. However we can look forward to some XC flying soon, but do remember to take care in those punchy spring thermals (*a chance would be a fine thing!*)

Figure 2 - Distance flown per month



Well, I think I've pretty much run out of things to say now apart from... let's pray for some epic flying in 1998!

Tim Kuntz

Special Offer for Club Members

Received Via The Internet

- >
- > We have open an auberge opposite of the 3 valley of Méribel,
- > Courchevel, val Thorens.
- > And we love parapenting
- > So we offert to all of your members who will visit us to received a 10%
- > Discount on ou price list.
- > See our web site :<http://www.france;zarcrom.com/b3v/>
- > the Mont JOvet 1900mtr Drop summet 2756MTr.is an ideal place for
- > parapenting.
- > your sinceraly.
- > Marion and Pascal.

Committee Members Introduction - Part 1

The Committee thought it would be a good idea if we introduced ourselves to you the club members. So here it is the first few introductions from some of the committee, starting with possibly the most important contacts the Novice Contacts. The rest of this motley crew will appear in the next issue

Sean Worlock - Hangliding Novice Contact



Hello my name is Sean Worlock. For the next year (possibly longer) I shall be assisting Tim Swann as club novice contact for low airtime HG pilots. Many of you may recognise me from the September meeting when I gave a brief talk detailing my experiences ridge-running Stanage Edge in the 1996 Airwave Challenge finals. I have been flying for three years now with approximately 250 hours airtime, of which 50 were attained during two holidays in Spain. During 1996 I flew my first XC's. These consisted of small hops over the Mendip hills. Unfortunately the last year has been a bit of a wash out, with only two XC's logged in this country. Lets hope for better weather next year.

So who qualifies as a novice? Obviously anybody who has just completed their CP. But it doesn't just apply

to pilots with low airtime. Do you feel ready for your first XC? Are you itching to get into the competition scene, or simply need advice on how to "land" your brand new Scandal into 10 sqft of a Spanish farmers backyard !! Then I am the man to see. If I don't know the answer (very likely .Ed) then I can probably introduce you to somebody who does.

What is the common habitat of the lesser spotted HG novice contact I hear you cry? Well for starters I can be found propping up the bar of the Griffin Inn (A420,Warmley,Kingswood by the double mini roundabout) from 8:30pm on the first Tuesday of the month. This is club meeting night and I expect all new pilots to attend or it's wire snips time!! If you can't make it to the meeting then I can be contacted on 0117 9353268 midday-9pm weekdays , 10 till 10 weekends. If I am not in please leave a message on the answering machine, and I will get back to you. If all else fails I will see you on the hill. Look out for an E reg Citron BX with two Hang Gliders supported on an industrial strength glider rack, or an erratically flown orange Scandal. If you're not sure what hill to go to, why not:

- 1 Call Tim or myself.
- 2 Call another Avon club pilot.
- 3 Listen to Bristol Approach on 126.02Mhz AM (updated half hourly).
- 4 Listen to VolMet on 128.60Mhz AM.
- 5 Look at ITV Teletext page 109, second page of five(updated 1600hrs daily).
- 6 Watch the local weather forecasts...(ha ha ha)
- 7 Ignore number six!!!

Seriously though, please contact me. I am here to help you but the Avon club is only what you make it. So get involved. At the next meeting I hope to make plans for events over the coming year aimed specifically at the novice pilot. Your input would be gratefully received.

Brent Pullen - Paragliding Novice Contact



So you have just passed your club pilot and brought you brand new paraglider! What next?

Well I am the new paragliding novice contact, you are not alone! My purpose is to help you to enjoy your new found hobby, which may turn into an obsession ask my wife! Hopefully, I will be able to assist you with advice on where to fly or where I think it's flyable, if I can't I will steer you in the direction of someone who can. We want you to enjoy and progress in paragliding safely and confidently. You have joined a long established and friendly club with some of the best pilots in the country (paragliding and hangliding). The best way to learn is through other peoples' experience, so hopefully your experience of paragliding will be a good one.

Who am I?

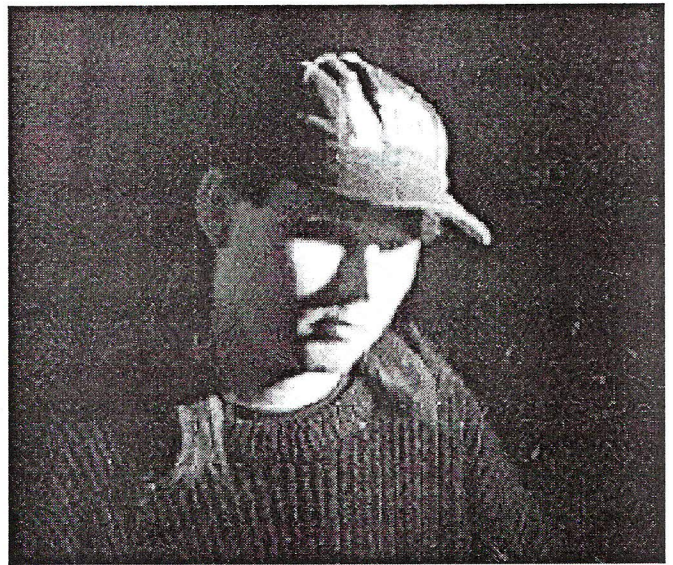
I am 31 and have been flying paragliders for about 4 years. I am married to Jill (who is very understanding) and we have a young daughter called Ellie. I am a Sales rep with very flexible hours which

enables me to fly midweek, this certainly has it's advantages.

So if you have just joined the club or have been a member for some time and are a little rusty or wondering where to go and fly give me a call (before 9pm please) on 01373 825737 Mobile 0589 900466

I will be organising some low airtime "get togethers", so watch this space.

Richard Harding - Sites Officer



Hi, I'm Rich Harding and I'm the Club's new Sites Officer; I've been flying for three years (Club +50hrs, PG) and I've just traded up to a Firebird Flame.

My Sites Officer goals for the year are:
Get Ubley back at the earliest possible juncture;
Consolidate existing Site Agreements where necessary;
Get new Sites - remember, there's a reward for any of you who finds a new Site;
Improve existing Sites, including noticeboards and wind-streamers;
Re-vamp the Sites Guide, with help from Tim Pentreath.

See (and hopefully hear from) you on Site

**Tim Pentreath - Membership Secretary
(and PG XC league compiler)**



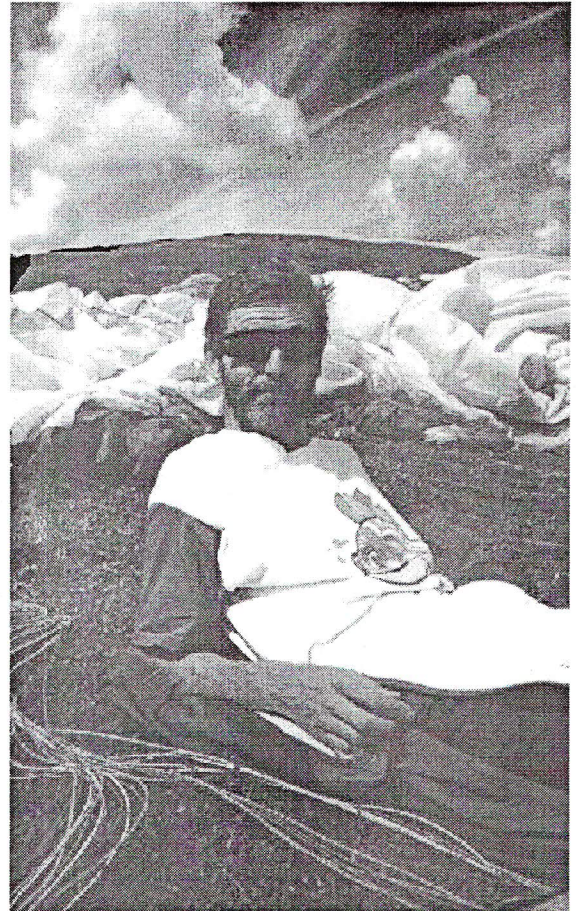
I first learnt to paraglide back in 1990 down in South West Wales in the days when a Harley Contrail (or Free Spirit if you were a skygod) was the canopy to be seen with! (...well at least in Wales!)

Nowadays I fly a rather faded pink Nova Sphinx which has probably done 200 hours but still remains just about competitive. Any chances of buying a new glider went out of the window recently firstly when the engine on our type 2 camper van blew up, and secondly when we had to replace our boiler after the existing one blew up (well not quite)! They say things come in three's so I'm preparing myself for another big outlay soon!

I still try to get out on the hill as much as possible, but with a 2.5 year old and a 6 month old it can be difficult! I can't wait 'till they get old enough to take up on a tandem though, there'll be no stopping me then!

Anyway do say hello if you see me out and about - in case you don't spot the pink glider or the two children in tow, I'm 6'4" with red hair!

Simon Kerr - Competitions (Paragliding)



In 1982 whilst living in Australia I started flying a hang glider, not I should add very successfully. After several years lay off all thing flying I once again took to the sky in 1989, this time under a paraglider. I now have about 200 hours in my log book, and a few well learnt lessons in my head.

I'm an enthusiastic pilot and can often be found lurking around the hills (and pubs ED) of South Wales. Needless to say I'm a keen competition pilot, and I particularly enjoy introducing new pilots to the club comp scene, namely the Airwave Challenge. The Avon club in recent years has enjoyed an impressive track record in the Airwave Challenge thanks to the enthusiasm of all those club pilots out there, long may it continue. Finally like many other go for it Avon pilots, I am always available at the end of the phone (except when the infernal machine is on) to advise and help any new flyers/members get the best out of the club and their flying.

airtopia

A PERFECT PLACE - AN IDEAL STATE

NEW NEW NEW NEW NEW NEW NEW NEW NEW NEW NEW

New Year, New Address, New Phone Number, New Shop, New Equipment, New Gliders, New Shorts, same old legs!

We have moved from Kemble Airfield to Eastington, just one mile off junction 13 of the M5. It could not be easier to find, take the A419 towards Stroud, at the first roundabout take the last exit marked Eastington, we can be found 200 yds on the right hand side directly opposite the turning for Churchend.

The shop is open every day from 8:30 am until 6:00 pm providing we are not all out training! we are also only a few miles from Selsley, Frocester and Haresfield.

Previously enjoyed Gliders

Trekking Urracco	L	Ex Demo	1,250:00 Offers
Trekking Bi Ritmo	Bi	Very Clean	900:00 Offers
Firebird G Sport	M	V.G.C	1,100:00
Firebird Apache 2	L	Big Bird	800:00 Offers
Edel Rainbow	L	New lines, fab	500:00 Offers
Airwave Reggae	M	vgc, inc' harness	800:00
Airwave Jive	M	Less than 5Hrs	750:00
Harley Scirocco	M	G/C with harness	600:00
Trekking Thermic	M	not James Ortons	500:00 Offers

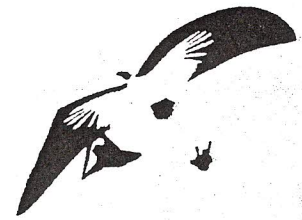
Call Robin on
01453 827202
0973 844449
www.airtopia.com

Office
Mobile

St Agnes
Churchend
Eastington
Stonehouse
Glos
GL10 3RX

Email:
bin@airtopia.com

BITS & PIECES



F
E
B
98

My mobile number has now changed to 07970 629551. Next month I shall be printing a list of mobiles owned by those who wish to fly midweek. Will all of you who have e-mail address' either e-mail me with it or send it some other way.

Crook Peak

The main landing field is now in grass. We can again land there.
The farmer does not mind you landing among his sheep if they are in the field. Just be careful.

AGM Wednesday 4th March 8pm

Anyone keen to do a job, take over the club or write a newsletter needs to rally support, come along and get rid of the tired old farts running the club now.

I am wondering if we need a newsletter. Does anyone read it? Not one comment on the last one headed JAN 97!!

Congratulations to Guy Anderson who has qualified for a place in the Nationals.

Flying Diary

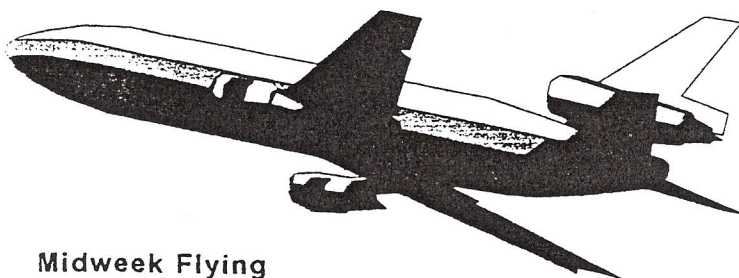
I intend to start a flying diary next month. This means I want to fill this newsletter with the fling YOU are all doing not my fumbling efforts. Get out and give me some input. Fax, phone, disc, email or pass the details on the hill. If you are bored reading all this rubbish, **do something about it!**

FOR SALE - DK Beat Paramotor large, brand new canopy, engine 10 hrs. As new £3800 (5,500 new)
Contact Jim 01404 891880. View at Dunkeswell.

Talking about Paramotors - The Janaways have one & Brian Smith has just bought a monster one to take the family up, or at least Graham Rainey! Get the shotguns ready!

CONTACT NUMBERS

Chairman	Phil Fouracre	Rock Hill Farm, Wrantage, Taunton, Somerset, TA3 6DL	01823 490724
Secretary & Club Contact	John Milner	Cross Tree House, Lopen, Sth Petherton, Somerset, TA13 5JX	01460 240476
Treasurer	Andy Tew	72 Taunton Road, Bridgwater, Somerset, TA6 6AF	01278 458275
Sites	Gerry McCann	Woodstock, High Street, Chard, Somerset TA20 1QS	01460 61468
HG Safety & Training	Mark Hoer	Rose Cottage, Hemyock, Devon	01823 681188
PG Safety & Training	Brian Smith	45 Union Street, Bridgwater, Somerset, TA6 4BY	01278 431138
HG XC Claims	Harriet Pottinger	Ivydene, Smeatharpe, Honiton, Devon, EX14 9RF	01823 601202
PG XC Claims	Maggie Wilson	Orchard House, Torre, Washford, Watchet, Somerset, TA23 0LA	01984 641220
Mid-week flying			0800 515544
Airheads	John Fielder	43 Highdale Road, Clevedon, N. Somerset, BS21 7LR	01275 343927
	Mobile	Email: 100774.1650@compuserve.com	Fax 01275 341241
	07970 629551		



Midweek Flying
Phone 0800 515544

Articles sent on computer disk are helpful and time saving. Word for Windows, Ami Pro, or text format if possible. If not jot it down and sent it in, on an e-mail if possible. **THE DEADLINE** for copy is the **LAST FRIDAY** in the month. **LATE ARTICLES** may be moved to the following month. I'm off on my holidays to Australasia for the next two issues, so goodness knows what **Airheads** will turn out like with the editor alone at the controls.
Rob F - Sub Ed.



March Meeting – Thursday 5th March Compass Inn, Tormarton

Pilot Theory Briefing 7pm – 8pm

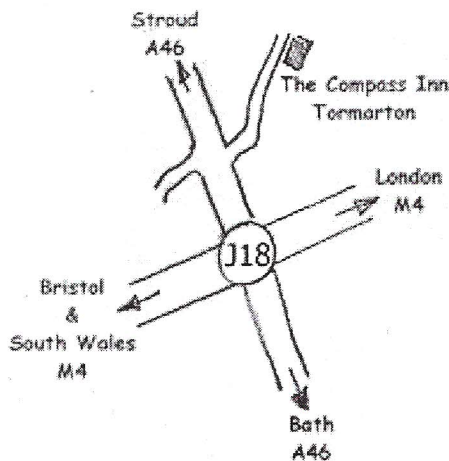
Robin Brown will be giving a briefing for those pilots interested in taking their pilot exams. Those that attend this briefing and give Robin their name will have a chance to sit the exam at a similar time before the April meeting.

Flying In The PWC

Fiona Macaskill will be giving a talk on her year flying in the PWC. Fiona achieved some good results in Spain and Slovenia, and has many slides giving an indication of what it is like to fly in top competition.

There will also be the usual videos etc before the talk.

So You Want To Go, How Do You Get There?



The above map shows the location of the new meeting venue. It is easily accessible from the M4 Motorway at Junction 18. Turn North off Junction 18 of the M4 towards Stroud on the A46. After 500 yards turn right, sign posted Tormarton. The Compass Inn is 500 yards on the right.

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S T O P P R E S S

April Meeting

Jocky Sanderson
Talking About SIV

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