

NOVA

March 1998



April Meeting
Thursday 2nd April
Compass Inn - Tormarton

JOCKY SANDERSON
Talks about
SIV and Flying in the Lakes

NOVA

The Avon
Hangliding & Paragliding
Club Newsletter
March 1998

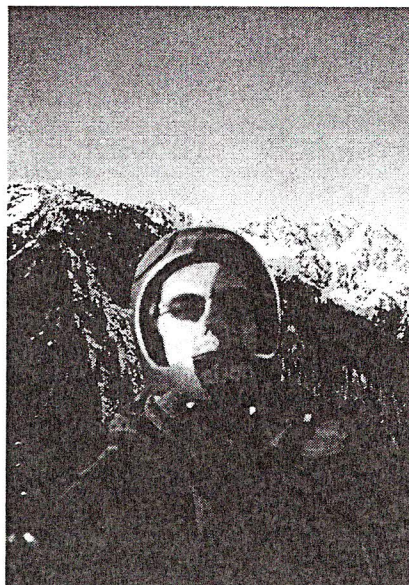
NOVA is the monthly newsletter of the Avon Hangliding and Paragliding Club. The views expressed in this magazine are not necessarily those of the Editor, or Committee of the Club.

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



Hi there everyone, and here is the second proper NOVA of the year. I've had a few offers recently from people who are willing to take over this mag, so towards the next AGM we may start handing it over. A big thank you to everyone who has sent in articles, letters and news recently, without you there would be no mag and no line of communication with the members of the club. Those of you looking for Rich Harding's next instalment of his flying diary will have to wait till next month, he has written it but it arrived a tad too late for this months' issue. In this issue you will find a few more introductions from the committee, next month we will have the

third and final part of this. Also a big thanks to Tim Swann on another tale from Lanzarote.

At last it seems the flying weather is upon us. I've been out flying a new wing and have managed a couple of XCs already. Last Thursday seems to have been one of those special days, that always fall on a weekday, where everyone and their dog goes XC with some impressive distances for March including our very own Rob Davis who did 24km or so. Unfortunately as I write this it's raining, but the lovely Gill on HTV said it would be fine by the weekend, so here's hoping. Of course the weather is bound to get worse soon, because the comp season starts, kicking off with the Easter cup.

And finally it's that warning re spring thermals again, although they haven't been to bad, but there have been a few accidents and near misses already. Don't forget if you are throwing that new glider around to see how it feels, make sure you have plenty of height.

Anyway that's enough from me see you on a hill or preferably at cloudbase many kilometers downwind from the hill.

Marcus

Send your articles to

Marcus King

159 The High Street, Batheaston, Bath. BA1 7DW

or

Email: marcus@skytribe.force9.co.uk

Fax is also possible by arrangement, phone me on 01225 852912

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

9 March 1998

Dear Colin,

Many thanks for the February's meeting of the Avon Hang gliding and Paragliding Club, at the Compass Inn, to which partners were invited. I hope that it is safe for me to generalise, and to say it was a wonderful evening, with a chance for some of us to put a face to some of the names that we I have read about in Nova, and heard the flyer of our family yatter on about.

I shall look forward to the next meeting to which I can attend, as being a mum with 'munchkins' it needs to be a special night for me to organise a sitter.

I believe you were somewhat 'lubricated' when you spoke of a "trip to France," but I do feel that a number of non-flyers were as interested as the flyers were. Please do keep us informed

Once again thank you for inviting the partners.

Yours

Liz Wood

Re: Jan & Feb 1998 NOVA and the comment "I am wondering if we need a newsletter. Does anyone read it? .."

"Yes" is the answer. In fact, in our house there are two who read it, one who reads it the day it arrives "the flyer," and the other who reads it when she can get her hands on it "the glider retrieve".

Some of the articles I tend to skim over, and some I have to read once again, but yes we do look forward to receiving the newsletter, and I for one will be disappointed should it stop! So please don't stop publishing it.

By the way, I did like the "find the famous pilot" and yes, I found the invisible man on page 17, I believe you called him Sean Worlock.

Looking forward to receiving the next edition.

Liz Wood

Don't worry Liz we are still here the page in question was accidentally reproduced from theDevon an Somerset Condors Mag, but ta anyway - Marcus

Its Gripped!

Perhaps I am mistaken, but following Simon Kerr's article in NOVA's Jan/Feb 1998 Issue, I believe I know the real reason Simon took the winter off from flying, he was far too busy starring as himself in the BBCs 'The Fast Show'.

It also appears that Tim Brunskill, has been further enhancing his minor celebrity status by appearing alongside Simon in the same programme:



The Fast Show's
Offroad experts
Simon and Lindsay



Tim Brunskill and Simon
Kerr prior to Tim's 88km
flight from Ubley

Too accurate to be coincidence, surely? I wonder, have any other NOVA readers noticed this?

Alistair Gay
Melksham

NEWS

Club Flying Event 16th/17th May

The club is organising a towing and hill flying event for Hang Gliding and Paragliding at our club site Draycote. Top landing and XC tasks are planned plus an evening BBQ weather permitting (bring your own drinks). It is hoped that towing endorsements will be available so please let me know immediately if you are hoping to get qualified at this event. Geoff Rogers has kindly agreed to supply the Winching facilities. So mark the dates in your diary and let us know if you are going. Phone Colin on 01453 546991 or Email: Colin@hang-gliding.co.uk

Donna Pinker, Avon Member, was top woman in the Victoria Open in Oz, she'll hate me for putting this in the mag, she claims that it was just because she took off, but well done anyway.

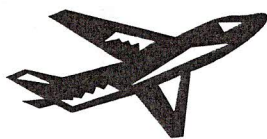
The Paramania Fly In will soon be upon us it is on the first bank holiday weekend in May (2nd, 3rd and 4th). This year the Fly In is not part of the BPC which is taking place later in the month. The event is always excellent, even last year when it pissed it down most of the time. Call Paramania for details. Don't miss out be there, look out for the Team Avon Camper Van Circle.

Marcus King, editor of NOVA, has joined the British MAC team for this years BPC. He will be flying a MAC Feeling 29 during the competition.

France Flying Frenzy

The last two weeks of July/first week August. We are arranging group trips to Chamonix and Laragne. We will be booking accommodation with Dennis Trott (Chamonix) in the flyer's lodge and Brian & Janes (Laragne) Chambre d'hote, camping is also available at or near both venues.

If you would like to come on any of these two trips let us know as soon as possible. Contact Colin on 01453 546991 or Email: Colin@hang-gliding.co.uk



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 Sun19th) 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

MARCH MEETING

The March meeting was the first speaker event held at our new venue it was a great success. Robin Brown started off the evening by giving a lecture to all those pilots interested in doing there pilot exam. If you missed the talk and want to do the exam give him a call. From what I heard this was well received. After beer and dishing out of renewals, Colin went through the club business, and tried to persuade people to go on holiday with him. Fiona Macaskill followed this with a talk and some excellent slides from the 97 PWC. Some of the slides were pretty inspiring, and several people were desperate to fly.

APRIL MEETING

Jocky Sanderson will be coming down to give a talk on SIV and other things such as XC flying. DO NOT MISS IT!!!

SOCIAL STUFF

The march meeting went down well with a great talk and slide show from Fiona about her exploits in last year's P.W.C., a big thank you to her .

The April meeting should also be a good one with Jocky Sanderson giving a presentation on SIV and flying in the lake district so please make the effort to come along.

Other things planned for future meetings are a quiz night (this was well received at February's meeting) and a bbq night. If anyone has any suggestions/comments/criticisms concerning the meetings please let me know.

Further ahead we've got the tow weekend in May and we are also trying to organise an Avon fly in weekend at the beginning of September ish, after the harvest.

That's about it for now, I hope you've all been making the most of the good weather and got some good flying in, I know I have ! See you on the hill or at the next meeting,

Tony.

SITE NEWS

Looks like we'll get a licence to fly soon. But one of the conditions will be Avon and BHPA membership, no ifs or buts this time, we'll have a legal contract. So everybody who flies there will have to ensure that

others on the site fit the bill, no leaving it to the sites officer. May have to restrict numbers.

In the meantime DO NOT FLY THERE.

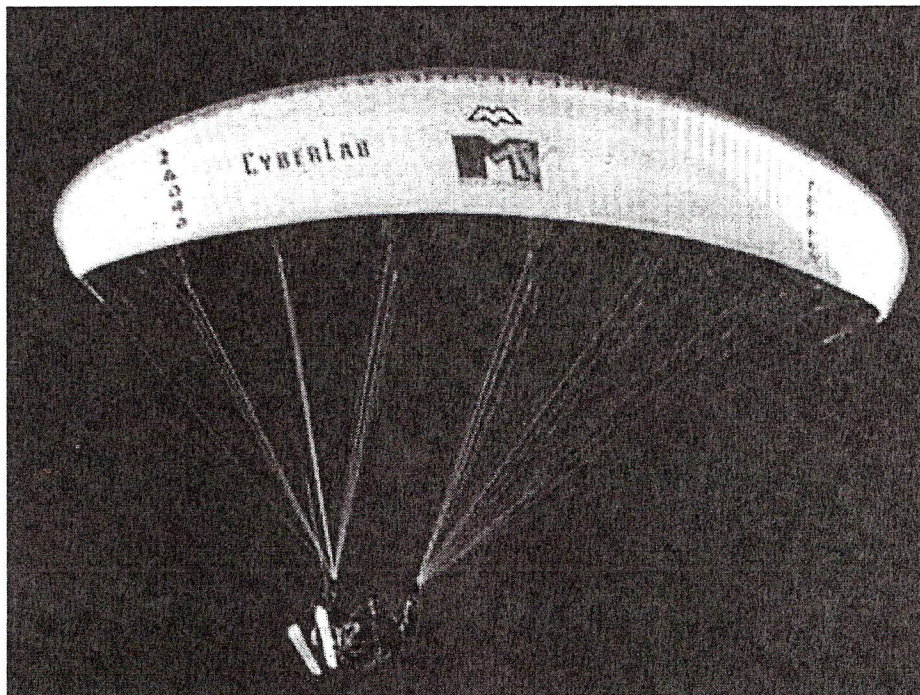
More news soon.

Chris

Strange Message Received on the Internet

From: Donald S. Metzner
To: HARDINGR
Subject: South Beach-Miami-Liquid-New York-Don Metzner
Date: 25 March 1998 04:10

Tim & Richard, What is Low Time News? Found your web site as I was trying to learn more about Australia. I hope Tim's hand is alright after your sailing trip. Looking forward to seeing you in NYC on Saturday. Remember we are staying at the Royalton Hotel which is owned by the same owner as The Delano (Ian Schrager). If you want to e-mail back, please use dmetz10050@aol.com My finest regards!
Your friend, -Don



Avon PG XC League									
All sites/All pilots league (last updated 25/3/98)									
Rank	Name	Canopy	1	2	3	4	5	Total 5	Total all
1	Robert Davis	Nova Xyon	27.2	0.0	0.0	0.0	0.0	27.2	27.2
2	Tim Brunskill	Advance Omega 4	11.7	7.6	7.4	0.0	0.0	26.8	26.8
3	Richard Harding	Firebird Flame	10.7	9.2	0.0	0.0	0.0	19.9	19.9
3	Marcus King	MAC Feeling	10.7	9.2	0.0	0.0	0.0	19.9	19.9
5	Tony Moore	Not known	10.8	4.9	0.0	0.0	0.0	15.7	15.7
6	Fiona Macaskill	Airwave Alto XXX	13.1	0.0	0.0	0.0	0.0	13.1	13.1
7	Elly Milln	UP Soul	7.4	3.9	0.0	0.0	0.0	11.3	11.3
8	Charlotte Hedges	Flight Design A4	9.8	0.0	0.0	0.0	0.0	9.8	9.8
9	Simon Kerr	UP Kendo	8.8	0.0	0.0	0.0	0.0	8.8	8.8
Total								152.5	152.5

1998 PG XC League

It's that time of year again when I get depressed receiving all the cross country claims for flights made during the week when I'm deskbound staring out of the office window! So next time you send in your flight details following an epic mid-week xc, please spare a thought for me and make it as painless as possible - ie. write the distance claimed in very small writing please! Maybe also leave it for a few days after the flight so I won't remember what the weather was like on the day. Fortunately I'm able to console myself by reminding myself how much I love my job, and how I much prefer the mental stimulation and buzz of the office rather than the peace and solitude one finds at cloudbase...

Anyway, well done all of you who have got off the mark in the last couple of weeks - I'm sure that this weekend is going to be epic and I'll be up there in the exalted ranks of Avon XC'ers soon!

Yours looking longingly out of the office window...



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
5. Flights must be over 3 km
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.

Contact me : Tim Pentreath
at : 168 Bradford Road, Combe Down,
BATH, BA2 5BZ

tim@pentreath.primex.co.uk
home : 01225 832922 (phone/fax)
work : phone - 01225 447003, fax -
01225 318997 (please mark it for my attention!)

AIRWAVE CHALLENGE

Want to be part of it ? If you haven't sent off your Airwave Challenge registration form yet then don't delay, if you have filled it in but don't know where to send it , my apologies , addresses below . Send to Neil if you're a hang glider pilot or me if you fly one of those scrunchy things that goes in a rucksack . I will be organising the first paragliding heat to be held on our sites over the Easter bank holiday , all I need is some teams to fly against . Neil will also be arranging the first hang gliding heat soon and is badly in need of some new faces and talent to fly for the club so if you want to be part of a great learning experience then get your registration form off to him , or you may be passed over . That's all for now , more news of the clubs successes to follow in the forthcoming months , watch this space .

SIMON .

S. Kerr ,	N. Atkinson ,
36 Higher Bullen ,	1 Acacia Crescent ,
Barwick ,	Walwayne Court ,
Yeovil ,	Trowbridge ,
Somerset ,	Wiltshire ,
BA22 9TZ .	BA14 9SZ

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.

1998 Membership Renewal

Come on folks, at the time of writing (23rd March) you've had almost three weeks to get your renewal forms back to me, but so far only 52 out of 193 have done so, so if you're one of the 141 that hasn't yet (and that includes 6 committee members), then please do so asap!

If you want to renew at the next club meeting (April 2nd) 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 (which you'll find wrapping your copy of Nova).

And just one more thing, if you are lucky enough to be in the position to submit an XC please remember that you have to be a full member at the time of the flight, and as the membership year runs out on March 31st... well, need I say any more?!

You probably won't receive this for another week, so please ignore this if you've renewed over the last few days.

Cheers



PS. Actually I must say I would find it much easier to maintain a database of 50 odd names, and it would certainly make producing Nova easier, but I guess our Treasurer might complain a bit!

LATE NEWS

The XC league is now under way as you should see from the table above. On the national front John Sylvester has flown 80km from Snowdonia to Newtown and Ian Blackmore has flown 30km from Fforest Farm.

MORE LAPS IN LANZAROTE

Yes its story time again.

1977 was another pretty disastrous flying year. Once again, by November I had almost forgotten how to fly and it was clear that I had to go back to Lanzarote (or somewhere) pretty soon. This time it was Rod Buck's advert that caught my eye: some £645 for a fortnight, including flights (self + glider), villa, insurance and car hire - and all organised by someone else, which is worth a lot to me.

So we all gathered at Manchester airport at the ritual pre-dawn hour to carry our gliders in the traditional procession round and round the concourse. If you have met Rod you will know he is on the large side, and there was some debate as to whether to load his glider on the airbus or vice-versa. But as usual it all went smoothly, if slowly.

Strange to say, Lanzarote this February was wet and even chilly (el nino I believe). The villas aren't designed for the rain so the windows leaked, the drains stank, there is of course no heating, etc. etc. Never mind, it was flyable (for me) 9 days out of 13 (not counting arrival and departure days): better than the average February in Avon.

With the unseasonable Northerly winds, most of the flying was on the Famara ridge (North West) with a few days at El Cuchillo (North) a site I hadn't seen before. So in fact we were very lucky as El Cuchillo is ideal for getting back into the air and Famara is just fantastic for ridge or thermal flying. At Famara we used the lower take off (800 ft TTB). This is less daunting than the ramp (1400 ft TTB) or the top take-off, which I've never tried. More important, you can top land there: one of the few such sites in Lanzarote.

This was all exactly what I needed, and it just took a few days to go from nervous rabbit back to reasonably confident intermediate. Finally I can stay up in weak ridge lift, then recognise the thermals and catch them. And if I can do it, anyone can.

I must admit though, there were a few moments when it all seemed like the the wrong sport to indulge in.

Take cloud suck. This is something we've all heard about. No doubt you experts are all familiar and toy with it daily. Not me.

Getting up and staying high is the hard part isn't it? So after 20 minutes of struggling with little patches of lift one day, it was a bit surprising to find it wasn't a struggle anymore. Lift everywhere. Up to 1800ft no problem. This is the life. But the sky above is a bit dark, and I've now got 6 up. Hmmm. Lets just go down a bit. Pull the bar in: still 4 up. Bar down to the knees, arms straight: still 2 up. Hmmm. Not so good.

Later I was told I should have flown upwind to get away from the cloud. But this doesn't make sense to me. If you and the cloud are drifting with the wind, what does up or down wind matter? Anyway the cloud seemed to stretch an awfully long way in all directions.

Remember Larry Tudor's advice? : when deep in cloud, wrap your arms round an upright and shut your eyes? (or words to that effect). It wasn't that drastic, but the principle worked. Just both hands to one end of the bar and pull in hard: the glider stood on one wing and finally went down, no mistake. It also went round rather fast. After 1000 ft down or so, and getting pretty dizzy, I changed to the other end of the bar for a bit, to spin my head back straight. Easy Peasy. But next time I'll look up a bit sooner.

Another interesting game is "spot the red ribbon". This time it was at Macher with an overcast sky not far above and the wind too far off to give good ridge lift. So I'm skimming the hill with the ridge to my right. Trying to keep in as close as I dare. The other chap is coming the other way, the same height but much further out. No problem.

Oh dear, he's turning in a bit. But he's seen me. Oh look he's got a red ribbon. Oh, now he's not looking

and he's still edging in. Open mouth, but nothing comes out. Pull in hard. *Oh Sxxx!*

We pass with the wings overlapping and he some 5 feet above me. Too late to shout now. Let's just come in and land.

A while later, while derigging, this chap came over, introduced himself and actually apologised which I thought was rather noble. Apparently he had been "busy looking at his vario"! I thanked him for the apology but told him he was a pillock nonetheless. However, thinking back, I should have (a) seen the ribbon earlier and (b) done something about it earlier like shout and/or evade. After all it takes two to collide.

So that's about it. As usual the island was crawling with lunatic pilots (mostly German). Like the two who were flying over Macher, but very hard to spot in the dark: I couldn't even find the car I had gone up to collect. Or the (other) red ribbon pilot who took off past me into the cloud, just as I'd satisfied myself that you couldn't see 20 yards from the take off point. At least there was no chance of him colliding with me.

Was it worth the money? A year of my average airtime in two weeks. If you have to ask you shouldn't be flying.

Tim Swann 2 Mar 1998

Flying Competitions

Preparation

What Do You Need?

- Current Airmap
- OS Map of the area
- Camera and Spare Batteries and film, if the competition uses photos
- Spare Batteries for Vario, GPS etc
- Pen and Paper (PostIt Notes can be useful)
- Change for phones (or Mobile if you have one)

Things to do

- Don't forget to charge your radio and check your batteries
- Check your equipment, you don't want to deal with a problem and a competition.
- If the area is new to you spend some time checking the map (program your GPS)

Briefing

What will happen at the briefing

- General Introduction.
- Weather Briefing
- Details of site to be flown and time of on site briefing
- Safety details and information about rules
- Checking in details

- The on Site briefing will give details of the task, window open and close times, land by time, and check in time, thermalling direction on the hill, details of the check in.

What should you note down

- Turnpoints (mark these on your map along with sectors if appropriate)
- Window Open and Close Time
- Land by Time
- Check in time (Remember many comps will DQ you for failing to check in)
- Check in Phone number(s)
- Emergency Radio Frequency
- Thermalling Direction

Flight

Pre Flight Planning

You should try to get to the site with enough time to prepare your kit before the site briefing, this means that if the window is opened quickly you will not be rushing to get ready. Be sure to arrange the harness so that you can just get into it and go.

After the briefing spend some time either on your own or preferably with other pilots discussing

possible routes around the turnpoints, you will hardly ever fly in a straight line between them. Once you are happy with your route, get ready to fly.

Racing V Being Conservative

You will often get a race to goal as a task. Even though it is called a race it is far more important to get to goal than to get round the course quickly, the exact weighting varies with the scoring system. Unless you are an experienced cross country pilot or the day is extremely easy, it is advisable to take it easy and reduce the risks you take, therefore maximising your chances of getting to goal

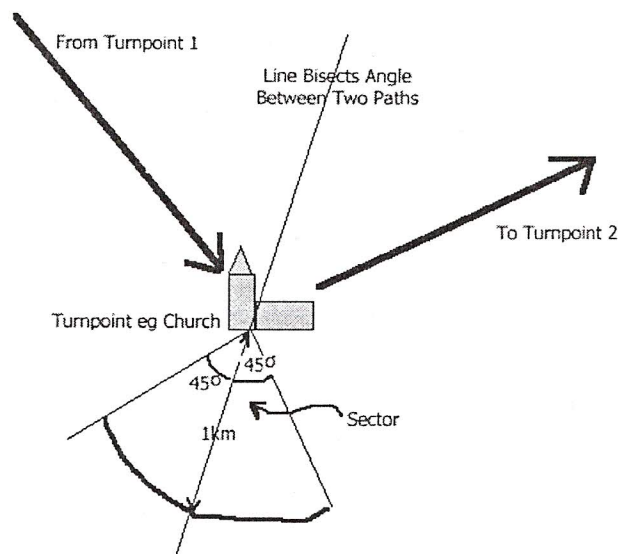
Turn Points

More and more competitions are using defined tasks and photographic evidence. To fly these tasks you need some understanding of turn points and the best way to photograph them.

First off what is a turn point? It is merely a gate around which you have to pass, and is usually a relatively easily distinguished landmark such as a village church or lake etc. Some comps will use pilot's trust to say whether they have passed the turn points, but any major competition will include the use of cameras, this is likely to happen in the BPC this year. When taking your turn point photograph you must be in the FAI Sector.

What is a FAI Sector? Well it is a 90° sector of radius 1km aligned with the bisection of the angle between the path from the previous turn point or start gate and the path to the next turn point or goal (see the diagram below). For a start gate the 90° sector is aligned with the path from the start gate to the first turn point

When taking photographs of your turn point try to find a vertical element that can only be seen if you are in sector and include this in the photo. Make sure you include the actual turnpoint, it is not unknown for people to miss it off the top of the picture. Think about what is in front of the camera, especially fingers. It is a good idea to always take your pictures in the same orientation, as it makes it far easier for the film checkers. Finally if you are at all serious about competitions you should carry a backup camera, and use it, remember to read the rules about what film you can use in your backup.



Flying defined tasks is different to simple open XC and you have to think a bit more about how the scoring works. Often there will be a speed component if you get to goal, but it is far more important to get to goal, see racing. If, however, you go down it is important that you get as close to the turn point as possible as the score is normally calculated as (distance to the turn point) - (Distance you landed from turn point) not your overall distance. Distances are usually measured along a line to the turn point or the goal, so if you are off this line this will reduce your score. So spend some time thinking about these

Checking In

THIS IS VERY IMPORTANT

Phoning In

You will usually be given a phone in time. You must phone in before this time even if you can't get back in person. Most competitions will disqualify you if you fail to phone in on time. It is the only way that the organisers can check the safety and well being of the competitors. If you don't phone in they may well alert the rescue service, and you will not be popular if people are out looking for you whilst you are sat in a warm pub. Don't rely on others to do this for you, do it yourself.

Making Sure Your Score is Entered

Make sure you fill in a landing report form giving details of your flight, and make sure it is handed in, don't just leave it on a table. When the scores are put up check that they agree with what you put on the form, typing errors do occur especially when you are trying to type in 60 scores, whilst juggling a laptop, pint and various complaining pilots. If you land with other pilots check that your score is the same as theirs, if you need to discuss it with them and get the scores amended.

Discussing the Day With Other Pilots

Finally it's always worth spending the evening, with other pilots as by talking to them you will gain insights into how others flew that day, and why they did certain things. Just make sure you don't drink too much ☺

Marcus' alternative guide to competition flying

- Drink a belly full of beer the night before

- Get up with a hang over, hoping that it is not flyable
- Blag the use of the latest hot ship for the day.
- Blag a lift up the hill, in a nice 4WD
- Vaguely take note of the briefing
- Sky out and fly far
- Get a lift within 5 minutes of landing, which takes you all the way back to base, preferably from 2 gorgeous babes/hunks (depending on preference) in an open top Porsche or sommit.
- Post your score and head straight for the bar, where you drink a belly full of beer and it starts over again.

NB You need to be aware of the turnpoint rules if you are trying to get your flights in the National XC league. The new rules give you much more freedom to use turnpoints. You must however have photographic proof, ie photos of start, turnpoints and landing all in FAI Sector. These must be supplied on an uncut film.

Marcus King

Committee Members Introduction - Part 2

Colin Lark - Chairman

I for my sins have been voted in as chairman, not because I'm good looking and extremely wealthy because I'm not. I was voted in because no one else wanted to do it, well no one else came forward, this being despite my pleas for common sense.

So here I am, (to be read very quickly in one breath) Started Hang Gliding in September 1977, joined this club 19 years ago (Hmm, this is going to make me feel old), flew in the British Hang Gliding League for 10 years, worked for 10 years in some Hang Gliding and Microlighting Manufactures, run a Hang Gliding and Paragliding retail and service centre along with, a Paragliding School for good measures (Gasp). I am a director with Offpiste Aviation (Manufacturers of the Discovery Skyfloater), I have a declared interest but no objections were raised at the club AGM. As the new chairman my goal will be to encourage a new

enthusiasm within the club, where as pilots will come together and create a camaraderie that can only be found in real aviators.

I have had several roles within the club as time has gone by and to be honest have greatly appreciated the rest from them these last 3 or 4 years, however I have agreed to do the role and I will do it the best I can. I can clearly remember the days when I had to put pen to paper for the chairman's blurb in the old Avon Mag. How things have changed in such a short time, no more scrappy bit's of paper to write on with half the words miss spelt, here I am tapping away on the computers key board and whisking this off by E mail. It's quite handy that our editor Marcus is on the E mail, sending off contributions to the Mag takes very little time. If you are on the Net then please take half an hour and send Marcus a little something for the Mag, remember with out it we risk the loss of essential and valuable communication.

When you have to drive 20 miles or so to a pub for an evening out you expect to have a good time, and so that's what we are going to have. The Compass Inn on the first Thursday of the month is where it all happens, the Compass is warm and cosy has lots of facilities available we even get our own bar and bar staff so come along and check it out.

The new club committee are a very enthusiastic bunch, it was a full turn out at the February committee meeting and the ground has been set. I feel confident that the club will move forward, we have some great ideas that will generate more flying and better pilot skills. In the meantime do not hesitate to contact any one of the committee should you require information, help or advice.

Happy landings

Colin Lark

Neil Atkinson - Hang Gliding Competitions and XC League

Hi. Those that know me will be aware that I've been Hang Gliding since 1976, which is the first year I was legally allowed to fly. I'm a lapsed Senior Instructor, but have recently qualified as a club coach and admit to a connection with the Wiltshire HG and PG Centre.

Living in Trowbridge means I can usually be found on Westbury if it's at all flyable at the weekend. I've finally order a new Scandal XK, so that poor tired Rumour 1 14.5 is looking for a new caring (!) owner.

As HG Comps I desperately need some more pilots, so if you want to go XC and need some advice give me a call. The advantage of going XC at a comp is that there are other pilots to show you the way, usually with radio's and retrieves arranged for you as well. What could be easier? So come on you aviators give me a call and let me know if you're interested.

The deadline for the initial rounds is 1st July with semi's on the weekend of 18/19th or 25/26th, and finals on 22nd/23rd August in Derbyshire.

Last year was my worst years XC since joining the Avon club in 1988 and I won? So looks like this year is up for grabs... Either phone your flights or Email me at the locations below. As I've now got a PC and Email I will ensure that I get a monthly update to marcus of the results, so this year is you're bug chance to get you're name in the mag!

Here's to a good NW (or NE when Ubleys back)...

Neil Atkinson

Home Tel : 01225 754152 Email : natkins1@csc.com
Work Tel : 01225 814515 Email : natkins1@cc.demon.co.uk

Tony Moore - Entertainment And Social Secretary

Anyway, that's what I think they called me. I've been invited on to the committee to try and get some fun things happening in the club for this year. These will be club weekends, and things happening at the club meetings, to try and improve the club environment.

I'm quite new to the sport, having only been CP (paragliding) and a club member since late 1996. I fly primarily midweek and my main (Avon) sites are Westbury and Mere, and as I live just north of Salisbury I also infiltrate Wessex and Thames Valley sites from time to time. I've been given loads of help and good advice from Avon members since I've joined and now it's time to return the favour and put something back into the club.

If anyone has any thoughts on what they would like to see at club meetings and any social events that may be organised please let me know.

Tony Moore
22 New Rd
Durrington
Salisbury
Wilts SP4 8EL

Telephone home 01980 594455
work 01703 316477
mobile 0802 594455
email Tony.Moore@soton.sc.philips.com

Discovery Skyfloating

Paragliding Pilot Conversions

Fed up with deflation's ?

Frustrated at not being able to get airborne on classic XC days when the winds are 20 MPH plus ?

Can't afford to up date through poor depreciation values ?

It's time you checked out the Discovery Skyfloater.

Safe & forgiving, flyable in winds up to 30 MPH, low depreciation, built to last plus a performance that can out do the best Paraglider or Hang Glider

Contact Offpiste Aviation Limited or your nearest Skyfloating Centre for all the details

52 Long Street

Dursley

Glos GL11 4JB

Tel: 01453 546991 Fax: 01453 546537

E Mail Address: offpiste@skyfloating.com

Watch out

for the new

Skyfloating

XC League

Check out our Web site: www.skyfloating.com

Hang Glider Servicing

When was the last time your airframe got a thorough check over ?

Is your wing ready for those rowdy spring time thermals?

For as little as £65 plus parts you can have your wing completely stripped down, inspected and then rebuilt to the manufacturers specification. Our knowledge and experience in servicing and repairing Hang Gliders is second to none (over 1000 gliders since 1983). We can also re-pack your Reserve Parachute for only £10 if you are having your glider serviced, £18 without glider.

For peace of mind phone Offpiste Aviation Limited on: 01453 546991

airtopia

A PERFECT PLACE - AN IDEAL STATE

New Gliders

The new Firebird Ignition and Edel Atlas, ideal first gliders, or the Trekking Urraco, recently re-certified as a Standard rated glider!

Performance class, why fly anything else? try the Firebird Flame, Edel Saber or Urraco, all different, all fab...

Remember 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

UP Soul	L	Good Nick!	1,400:00 Offers
Trekking Urraco	L	Ex Demo	1,250:00 Offers
Trekking Bi Ritmo	Bi	Very Clean	900:00 Offers
Firebird G Sport	M	V.G.C	800:00
Firebird Apache 2	L	Big Bird	700:00 Offers
Edel Rainbow	L	New lines, fab	400:00 Offers
Airwave Reggae	M	vgc, inc' harness	800:00
Harley Scirocco	M	G/C with harness	600:00

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

Office
Mobile

St Agnes
Churchend
Eastington
Stonehouse
Glos
GL10 3RX

Email:
bin@airtopia.com



Members Adverts

UP Soul (M) 80-110kg all up AFNOR Performance. 45 hours 130kms+. This is the ideal second glider, great performance and no vices, and as cheap as some people will sell last year's comp glider for. As new condition, complete with Comp and Std Risers £1400 or offers Tel Marcus on 01225 852912 or email marcus@skytribe.force9.co.uk (1)

Solar Wings Rumour 1 - Orange Leading Edge Green/White main sail. Damaged / Repaired right hand leading edge (following close encounter with Laragne South take off on Day 1 of summer 97 holiday) Though I repaired and confidently flew the glider for the remainder of the holiday, the LOW price reflects this experience! £250 Tel Tony Williams on Bristol 9248230 (1)

Davron vario + alti suitable for hangliding £50 Contact Kath Cotton on 01275 871988 (1)

Harley Sirrocco (L) 90-120kg all up. Excellent condition still crisp. Really good intermediate for new CP 12A only 25hrs. Bargain £500 Tel 01225 722178 fro more info or test flight.

UP Soul L (100-130kg) green & white - only 3 hours. Complete with UP Action harness + Flight Design steerable reserve (new, never thrown) - £2300. Business committment forces sale. Contact Mark on 0117 931 5777 (1)

Davron 500 Altimeter/Vario as new condition £100 Contact Derek Targett on 01749 675418 (2)

Apco Spectra Medium (lovely wing for beg/intermeds) Yellow/White recently ParAvion serviced. £800 OVNO Selling due to upgrade. Please ring Simon on 01225 755099 (Trowbridge) (2)

Wanted Liz has been a good girl this year and got a computer for Christmas. Does anyone know where I can get a screen saver that has paragliders on it???? Please ring Simon on 01225 755099 (Trowbridge after 6pm) thanks. (2)

SAS II Paraliding Harness with backplate, a bargain at £35. Phone Pete Corcoran on 01225 335301. (2)

Firebird G Sport M 65 - 85kg all up excellent stable glider for new pilot can also do XCs!!! Well looked after 50 hrs £800 ono phone Rich on 0117 971 9380 or email csb@tomsawyer.demon.co.uk (3)

Clubman 160 VGC registered stored indoors £550 John on 0181 940 1610 Demo by arrangement Wanted Rumour 1 or 2 any condition phone John on 0181 940 1610 (3)

Race 2 Harness (brand new) + ASS chute in excellent condition. Very comfortable **Flylite Harness** white, royal blue, silver, fluro orange with chute both in excellent condition £250 **LR3 Vario** + Thommen alti both in excellent condition £175 Selling up due to starting PPL tel Dave Garbe on 0117 904 0765 (2)

Apco Spectra Small Purple Good condition 45 hours excellent first glidier £1200 or offers Tel Donna on 0117 932 7603 (3)

Airwave Kiss 154 Excellent Condition Blue Leading Edge, Yellow/Pink Under Surface Low Hours £500ono Tel Rob 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!

AIRWAVE CHALLENGE PILOT REGISTRATION

NAME.

ADDRESS.

TEL: DAY.

EVE.

WING.

APPROX HRS.

I understand that flying competition can be risky and I will not hold the club or organisers responsible for any loss, damage or injury incurred whilst competing.

SIGNATURE.

Return this form to Simon Kerr or Neil Atkinson

April Meeting – Thursday 2nd April

Compass Inn, Tormarton

Pilot Exams 7pm – 8pm

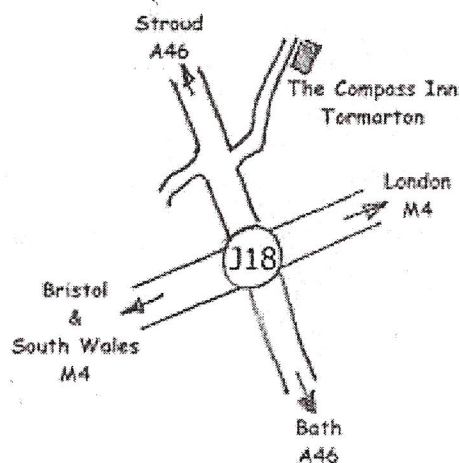
For those who have already discussed the pilot exam with Robin Brown, if you are interested and did not get to the March Meeting give Robin a ring

SIV and Flying in the Lakes

Jocky Sanderson will be giving a presentation on the above. Everybody should have heard of Jocky who is one of our top competition pilots and top SIV instructor, not to be missed!!!

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.