

# NOVA

May 1998



Meeting May 7<sup>th</sup> - Slides of Trips to India and Italy

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## Information

### Senior Coaches

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### Club Coaches

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### Sites

Lulsgate 01275 474441

### Weather

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Club Web Site <http://www.skytribe.force9.co.uk>

Send XC Flights to

Tim Pentreath (PG)

Neil Atkinson (HG)

## Mid-Week Flying Phone 0800 515544

May Meeting

May 16<sup>th</sup> & 17<sup>th</sup>

Slides of India etc

Club Towing Weekend (tbc)

# NOVA

The Avon  
Hangliding & Paragliding  
Club Newsletter  
May 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](http://www.skytribe.force9.co.uk)



## Hang Gliding and Paragliding Club

### Editors Bit



Hi there everyone. Well despite what seems atrocious weather at times the season seems to be well and truly underway. The National and Avon XC leagues are seeing a lot of entries. It's amazing what some people manage to pull off on what seem crappy days, that is definitely one lesson I have learnt from flying competitions.

I apologise if you get this after the May meeting, get ready for the excuse; I finished the mag just as I was leaving for a holiday, and so handed it to Tim Pentreath who has very kindly taken on the chore of printing and sticking labels etc, but he will have been at Paramania, along with the rest

of us. While I'm thanking people a big thanks to Rich Harding for his articles. We need some more hangy type articles so get them in ASAP, you know 'there I was spiralling up when it snowed so spiralled back down and landed' sort of things, SEAN.

The web site has been expanding recently with Tim P setting up a web site dedicated to the PG XC league and the new Fire Fly website, both of these are linked from the main site.

Well I'm off to Wales now for the week, via Paramania. Here's hoping for good weather.

Remember Get High, Stay High, Fly Far

See you

Marcus

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Marcus King

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or

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

Front Cover: M King Flying MAC Feeling at Draycott Sleights, Photo C Hedges

## LETTERS...LETTERS...LETTERS...LETTERS...LETTERS...LETTERS...LETTERS..

What no letters?

Send them to NOVA at the usual address.

### A Flying Year - Part Two

Goal 1: Decide, Prepare, Do (or Own, Dither, Delegate as we say at BT);

Goal 2: If at first you don't succeed.....

Goal 3: Fly more intelligently;

Goal 4: Go XC, and often;

Goal 5: Get 25 hours airtime.

End of June: 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 flew in a competition, scared myself s\*\*tless, did three XCs and had an awful lot of fun!

I couldn't fly for Avon in the Airwave Challenge heat at Fan Gihirych as it was Annie's birthday on the Saturday, but on the Sunday I flew for a fictional (see S. Kerr Esq. for explanation) SE Wales team (comprising just myself and Simon Oliphant!). At the end of a disappointing day, the aforementioned Master Jeweller/Tactician suggested we all fly back down the valley to the campsite to score some points. No sooner had we taken off than Tim Brunskill and his Incredible Bag of Washing and I were coring a lovely thermal on the valley side. I just followed, with Tim occasionally flying back to let me catch him up. At 8k - most of it in zero rather than one down - Tim, 100 feet above me, found a thermal over a freshly mown rugby field (I use the word advisedly!) that I'd pointed out. He started upwards and I flew into the base of the thermal and whack went a third of my G-Sport's leading edge; 'S\*\*T!!!' - G-Sports don't do that! Must've been a fluke - try again. 'Oh my God!!!' - a maximum of seven cells are flying at the right of the canopy, which is about 20 degrees above the horizontal; and I'm flying without a reserve. I don't care if Tim could have got to the coast if he

hadn't had to land to go and fly another load of 'punters' to Lanzarote - as soon as I got the thing flying again I was straight into the nearest field before you could say 'New pair of trousers!' Needless to say I bought a reserve soon after. I was also very glad that the pub was still open when we got there - the landlord was disappointed that we'd all flown over rather than land in his field!

After a late evening plummet from Bossington the next night, it was Low Airtimer Sunday before I flew again, this time at Pandy. John Fielder, myself, Alan Gibson, Tony McCausland and a couple of others had turned up at Mrs C's with, as per usual, no non-Avon pilots in evidence; I'd had a couple of little test flights from the Hang Glider take-off and then we'd walked up to the trig point. We'd just had time to lay out when we spied two paragliders approaching along the ridge from the North, soon realising that it was Marcus and Simon. I was correct in my speculation to John that they'd flown from The Bluff (although Simon had stopped for a fag on the Cat's Back!). No sooner had they flown past than Marcus started coring a thermal and I launched into it below him and Simon joined above me - it was incredible to go from standing on the hill one minute to being 2000 feet above it a few minutes later, already well over the back. At this point I made a mistake - I split from them and went off in the direction of Crickhowell. Don't get me wrong - I still learnt a lot, got a couple of climbs and almost made Crickhowell, but Simon and Marcus got to Tal-Y-Bont! Another valuable XC lesson - if someone more experienced than you does something they probably have a good reason and unless you KNOW they are wrong, trust them. I also made the mistake of not following high ground later on, but I had another 8k in the bag and a valuable lesson learnt.

The next day was a nil-wind TTB day on Bache Hill but, a week later, we were back in Wales at The Bluff for a 'monster' day. It had started out a bit bumpy but became progressively smoother, whilst not losing it's thermic nature. Marcus got away early and would have flown further than his 25km if he hadn't had to land to go to a family 'do'; meanwhile, I'd fallen out of the bottom of a super thermal that Simon had ridden away in and had had to walk a mile back to the front of the hill and then halfway down to take off. Just when I was despairing of getting away, I latched onto a four-up from well below ridge level and just carried on turning. People had told me that the first thing that tells you you're at cloudbase is often the temperature - well, at 5200ft it suddenly got cold; almost three years after my first tentative plummet down a Welsh hillside I was there. I still made a mistake, of course, and flew too far out of it, losing the lift, but the view from so high was just incredible. I can't be the first to sit there thinking 'This is unreal - I'm floating around 5000ft up in a bucket seat suspended from a couple of sheets!'. I managed two more reasonable climbs in the flight, plus lots of little top-ups from a tractor handily travelling just ahead of me for a couple of miles along a lane, setting off little hot air bubbles as it went. In the end I landed near the Abergavenny-Hereford Road, rang my wife, my mum and a couple of other people on the mobile to tell them about the flight before I even packed up(!), walked into a village, got a lift immediately and sat in The Skirrid waiting to tell everyone about how I'd just flown 15k - elated was the word!

August saw several flights at various sites - Westbury, Hay again and a flight down from the gondola station at Aonach Mor (next to Ben Nevis) - but little airtime. All a bit frustrating after the excitement of the previous month. September saw an interesting day at The Bluff, flying with a hanglider and the sailplanes under a sheet of leaden cloud which was about 200ft above the ridge, but broke up somewhere just behind it. This was a very different cloudbase from my previous one, but interesting in its own way and the day ended with a downwind race for 5km. Then came a glorious Sunday at Pandy, a fortnight later, when I managed a couple of runs along the ridge and ensconced myself in mid-table in the XC League, notching up five hours'

airtime in the process - and that was actually the last Low Airtimer Day of the year, thinking about it - if you're debating whether it's worth joining Brent this year, consider that half my airtime in '97 came on Low Airtimer Days!.

It was nearing the end of the year and I was well satisfied as I'd kept my promises to myself: I'd got into the habit of making the most of each flyable day for which I was available (Goals 1 & 2); I'd stopped myself having to walk back up hills for the sake of an extra couple of minutes airtime (Goal 3); I'd flown six reasonable XCs and a number of smaller short-distance hops (Goal 4) and I'd got my 25 Hours (Goal 5). I'm not the richest bloke in the world but I figured I deserved a reward, so I spent October demoing wings, finally settling on a Firebird Flame. As the one thing I haven't repeated from last year is taking the first three months of the year off, I can safely say that this was a wise choice, having already notched up two c.10k XCs and 10 hours in the air before the end of March, and the wing is superb.

Whatever you want out of flying, it's like life - plan it and do it. I sat on that hill when I was learning, watching people play around with such skill I thought I could never come near. I still have a lot to learn, but there are some great people in this Club to learn from.

See you on (and above, and away from) the hill (and in the pub!). Oh - and buy a reserve!

Rich Harding.

## 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](mailto:Colin@hang-gliding.co.uk)

## 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](mailto:Colin@hang-gliding.co.uk)



## CLUB MEETINGS

Thanks to everyone who came to last month's meeting, shame to those that didn't!!

Hopefully it didn't put off any hangies thinking about converting. I'm still struggling to come up with suitable speakers / topics for the meetings to appeal to our hang Glider pilots, any ideas would be more than welcome.

I've compiled a short quiz type thing for the next meeting, and I'm planning a barbeque evening for July, this would be open to pilots and partners. That's it for now, have fun,

Tony.

## SITE NEWS

The Avon Hang-Gliding & Paragliding Club have re-negotiated the use of Ubley, following a recent change of ownership. This site has always been strictly FULL Avon Members only and, not only will this continue, but it is now written into the agreement which grants us permission to fly. Pilots must still live within the Avon catchment area and BHPA membership must be up to date. Anyone wishing to fly Ubley must be prepared to produce both their 1998 Avon sticker and their BHPA card when on the site - not only will Avon members be checking on strange faces but the owners' wardens will also be performing spot checks. The new owners are a prominent firm of solicitors - if it is found that non-members are flying the site, or that any other site rules are being abused, we will lose it.

Avon membership enquiries should be directed to Membership Secretary, Tim Pentreath on 01225 832922 / E-Mail: [tim@pentreath.primex.co.uk](mailto:tim@pentreath.primex.co.uk). Avon members contact Rich Harding or Geoff Rogers updated site rules. If you don't meet the criteria, please don't turn up.

Rich Harding,  
Sites Officer,  
Avon Hang-Gliding & Paragliding Club

### From The Devon and Somerset Condors

We have had disturbing information that the conditions for usage of our sites at Charmouth and Branscombe are not being observed by pilots from other clubs. Your club has a reciprocal agreement with us and as such we welcome your pilots to our sites. The above sites have very specific conditions for their use.

At present the only non-Condor pilots eligible to fly these sites are:

South Devon - John Owen-Jones, Derek Bridson & Martin Foley.

Wessex - Tom Mayne & Steve Cuddihy

Avon - Adam Gould, Rob Bilson & John Jones

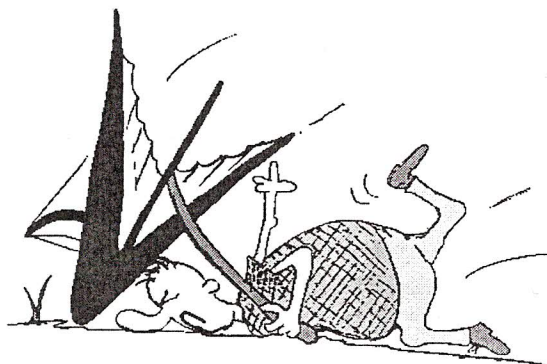
Any pilot, who is not one of the above, wishing to fly either of these sites, must first contact me so that they can be put on the approved list and informed as to the local rules. We have such strict conditions put on us by the Landowners and we have leant over backwards to accomodate other pilots. We have no desire to exclude anyone but they are extremely important sites for coastal soaring and if there is a danger that we will lose them, our only alternative will be to close them to non members.

Can you please ensure that this is widely publicised. The site rules are being rewritten and a copy will be sent to all those pilots who are registered with us (provided our next meeting ratifies this).

John Fielder  
Tel: 01275 343927 Fax: 01275 341241 Mobile:  
07970 629551  
Email: 100774.1650@compuserve.com

## Late News

Tony Moore, Neil Atkinson and Bertie Ghotrain have all achieved their club coaches recently. Their names will be added to the list on the inside cover next month. Congratulations to them.



## 1998 Membership Renewal

By this time last month only 52 out of 193 members had renewed, whereas now (29/4/98) its up to 120 out of 193, but that still makes 73 who haven't. Obviously some of you will have left the sport or moved away without notifying me of your new address, but for the remainder this will be the last Nova and last communication you will receive, so please return your renewal forms to me asap if you wish to remain members of the Club.

Also if you want to submit any XC claims remember that you must to be a full/family member at the time of making the flight!

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

Look forward to receiving your renewal forms soon!

Membership Secretary

## Other Items

Chris Jones found a vario on Westbury on Easter Sunday, he has been asking around but as yet has not found the owner. I know some of you may not have got the chance to go out flying, so if you were on Westbury please check your bag. If you've lost it, your vario that is, give Chris a call, the numbers in the front of the mag.

1998 PG XC League - on the web at <http://homepages.primex.co.uk/~timpent/avonpgxc>

Avon PG XC League - as of 29/4/98

Rank	Name	Canopy	1	2	3	4	5	6	Total (top6)	Total (all)	Avg (top6)	Avg (all)
1	Tim Brunskill	Advance Omega 4	23.2	11.7	7.6	7.4			50.0	50.0	12.5	12.5
2	Marcus King	MAC Feeling	11.0	10.7	9.2	4.2			35.0	35.0	8.8	8.8
3	Tony Moore	Apco Futura	18.0	10.8	4.9				33.7	33.7	11.2	11.2
4	Richard Harding	Firebird Flame	13.1	10.7	9.2				33.0	33.0	11.0	11.0
5	Tim Pentreath	Nova Sphinx	30.2						30.2	30.2	30.2	30.2
6	Robert Davis	Nova Xyon	27.2						27.2	27.2	27.2	27.2
7	Fiona Macaskill	Airwave Alto XXX	13.1	12.6					25.7	25.7	12.9	12.9
8	Simon Kerr	UP Kendo	14.3	8.8					23.1	23.1	11.6	11.6
9	Brent Pullen	Firebird Flame	14.3	5.7					20.0	20.0	10.0	10.0
10	Elly Milln	UP Soul	7.4	4.7	3.9				16.0	16.0	5.3	5.3
11	Adam Gould	Trekking Espace	12.1						12.1	12.1	12.1	12.1
12	Charlotte Hedges	Flight Design A4	9.8						9.8	9.8	9.8	9.8
13	Paul Cashman	Apco Futura	7.8						7.8	7.8	7.8	7.8
<b>Total*</b>									<b>323.6</b>	<b>323.6</b>		

\*Apologies to Dick Jeffcoate for omitting your flight (was it approx 13km ?) - the details are at work, not at home and I've got to get this to Marcus tonight!

150km added since last month, with 130km of it during the 'XC virgins' weekend in Wales on 18th/19th April. Unfortunately none of the 'virgins' got away but at least now they know what to do following an excellent briefing on the hill by Tim Brunskill, and by watching the eight more experienced pilots leave the hill!

I'm pleased to say that I'm now off the mark with a most enjoyable flight nearly making it to the coast at Cardiff - if only the Bloreng was further inland! The secret of my success was **not** listening to Tim B's excellent briefing - I was in the air at the time! Well done to everyone who got away that day, particularly to our illustrious social sec, Tony Moore, with a personal best of 18.0km.

I believe a few people managed to go XC over the Easter w/e, including a flight of approx 16km from Westbury by Guy Anderson (an unofficial site record). I say unofficial because it has not been entered yet, and in any case Guy hadn't renewed his membership by then (please convince me otherwise Guy if you want to claim the Easter cup!) Failing that it looks like Marcus might have won it (again?) with a 4.2km flight from Westbury on the same day, although there are rumours that he might have landed in the Danger Area - surely this can't be true!?!)

Some of you with access to the internet may have noticed that I've been spending a bit of time setting up a dedicated Avon PG XC web site (<http://homepages.primex.co.uk/~timpent/avonpgxc> - links from Marcus' Avon HG & PG site), which goes into more detail than the table here (and is more up-to-date) - details of the actual flights, site records, pilot personal bests, the all time Avon top 100 flights, and a complete record of every pilot's flights since 1995 (this page is a bit slow to download - it might be best to avoid it at the moment!) Anyway I'm still working on it so keep checking it if you're interested. Please send me an email with the subject "PG XC updates" if you would like to be automatically notified of any additions to the league or changes to the site.

Finally there's a whole bunch of people going up to the Paramania fly-in this w/e (mainly the Avon VW club!) - let's hope the weather is kinder than last year (well, at least it can't be any worse!) Expect to see the total distance nearer 500km by the end of the w/e!





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

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

<http://homepages.primex.co.uk/~timpent/avonpgxc>

## 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 ASAP, 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

## HG XC League

Class 1 Hang Gliding League

Pilot	Flight 1	Flight 2	Total
Colin Hale	43.13	10.00	53.13
Neil Atkinson	43.13		43.13
Jason Prior	40 ?		40.00
Sean Worlock	28.31		28.31

Extacy Sky God League (or Class 2 for the boring)

Pilot	Flight 1	Flight 2	Total
Chris Jones	51.50 out		51.50

Well Easter was good to us this year. Unfortunately Colin and I were gentlemanly and landed in the same field, so we'll just have to share the trophy this year...

Chris flew to Frome and back to kick off his own personal league. However competition in the form of Jim McMackin will be arriving soon so it may hot up (as well as the weather).

Key  
? : full details required o/r : out and return (\*2)

## Late News

Stop press \*\*\* Stop Press \*\*\*

Hang Gliding Airwave Comp SE Wales 23-24  
May

Joint Services,  
Devon & Somerset Condors,  
Avon

plus possibly  
Mercian and Long Mynd.

If I haven't already phoned you about the comp then call me asap to let me know if you're available for the above dates.

Neil.

## Next time I may as well call myself an axe-murderer...!

Having arrived at the 14th hole at the St Mellons Hotel and Golf Club just to the east of Cardiff at approx 1230 on Saturday 18th April, I took off about 30 minutes later heading for goal at the Bloreng, getting away in a steady 4mph walk down the drive until I arrived at the junction with the A48 a few minutes later. From my vantage point here I could see a great looking 'street' heading NE - if only I could connect with something big I could make it all the way to M4 junction 26 on one 'glide'.

I decided not to hang around here and wait, so headed NE at a steady 4mph again. After approx 1 mile I came across an obvious trigger point marked by gently circling large bird. I decided to wait here and sure enough a couple of minutes later I was rewarded with a nice big one which carried me along at speeds of up to 40mph. It was a struggle coring it though - I had to scratch around finding the correct change before I really got going.

However the next major decision point was rapidly approaching: whether to carry on gliding down this 'street' - I could just make out Newport in the distance - or leave it and make the short dash to what surely must be another textbook trigger point, the slip road onto the M4. I choose the latter going for speed rather than safety, but before too long I was regretting my reckless decision. I had hit some massive sink, and spent the next forty-five minutes desparately trying to get back up again.

I must have tried every trick in the book in my efforts to find the next big one which would hopefully take me all the way to junction 24. Armed with my "Glider Pilot" sign I started off searching nonchalantly thinking I'll pick one up soon, but soon I had to resort to being more adventurous, only moving out of the airplane when a large commercial aircraft came through - serious wake turbulence I can tell you!

Pretty soon I was reaching another major decision point - whether to crash and burn here, or to head back up the valley with what little height I had left and try to rejoin the street that I could still see a short distance away. I decided I had five minutes left to try to save the day here before having to retrace my steps. Unsurprisingly I suppose, the technique of appearing to be smiling whilst actually

swearing "can't you read you f\*\*\*ing w\*\*\*er, give me a lift - I'm not a f\*\*\*ing axe murderer" under my breath, failed to help me find that elusive climb, and so I was left with no choice but to cut my losses and go for the slow but steady route.

Well, at least I was making progress again, a steady 4mph once more, but not exactly in the right direction. However maybe twenty minutes later I came to another dead cert trigger point thoughtfully marked by a young pair of courting Spotted Newport Eagles who were too busy to pay me much attention. Sure enough though another big one came through, and after the now customary scratching around I managed to core it and found myself climbing rapidly towards the centre of Newport.

Unfortunately this cloud was destined to die, but I knew that by circling over the house thermal source I would be able to pick up another good one soon, which I would hopefully be able to stay with most of the way to the Bloreng, my defined goal. Ten minutes of frantic searching was rewarded with a beautiful climb out, this time heading north on the A4042 at 40mph.

By now I was well into the third hour of my flight, and after the euphoria of the big climb out I was beginning to feel tired. I started to relax, and almost lost it over Pontypool where I nearly made the wrong decision to head north to Abergavenny instead of staying with this one, which I could now see would take me all the way to Blaenavon on the A4043.

By the time I reached Blaenavon the cloud was definately dying and I had no choice but to head north to try to find one last thermal to get me to goal. Pretty soon a steady 3mph walk was rewarded with a fantastic low save which took me all the way to the aerials at the top of the Bloreng, from where it was a straight glide to the NE bowl.

Pilot	Tim Pentreath
Date	18th April 1998
Straight line distance	30.2km
Glider	Shanks' Pony (large)
Duration	approx 4 hours
Number of climbs	4 (3 x Newport bus, 1 x Mark 3 Cavalier)

What a nightmare flight! And as for 'Glider Pilot', next time I may as well call myself an axe-murderer!

# The Firefly - Issue One

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### Firefly Index

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## Introduction

**Hello and welcome** to Issue 1 of The Firefly - the magazine for all your flying needs, coming from a hilltop near you! In this column I'll be covering recent events on the Avon scene and also attempting to cover all those little details that'll make your free-flying more complete. Coming up:

Fuel Consumption Road Test - we compare a well-known VW Camper Van with an A320 Airbus!

Lift Spotting - How to find & use a wind dummy!

**But seriously folks**, the weather gods (please choose your own denomination) do appear to be smiling on us so far this year - even the much-maligned Crook Peak, which was more likely last year to have snow in July than anything remotely approaching the requisite south-south-westerly, has seen its fair share of action - someone'll be telling me they've flown Cam Long Down next! What was that about Pigs On the Wing, Webmistress?

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## March 14th - Hay Bluff

**Anyway**, the first exploratory Avon sortie into South-East Wales was to Hay Bluff, on March 14th. Usual story - full carpark but not a soul in sight. Not a Soul in sight either - The Splittie King was raring to test his new Mac! As if by magic, The Shopkeeper appeared too! A quick yomp half-way up the track (during which time we saw some interesting fly-on-the-rolled-up-newspaper landings from the stiffy fraternity), a little wait for the west-north-westerly wind to pick back up and we're all off, working our way up above the compulsive hill-climbers sitting on top in the 25mph compression zone, giving their canopies an early sun-tan! The Splittie King was soon off to take a look at Lord Hereford's wedding tackle and, like George Michael, I just couldn't let him go solo! We got to Talgarth and a few km down the valley, but made bad decisions and ended up with a 6-mile road yomp into Talgarth. And guess who was wearing his bike boots - Dolt!! At least we made the top ten in the National XC League - for a couple of days, anyway!

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## March 21st - Pandy

A potentially depressing, overcast day at Pandy turned into an enjoyable afternoon for Avon Casuals. After an interesting encounter with a cloud - Top Tip No.1: if you see three pilots pulling big ears or spiralling down from one of those cold, grey, wet things, it's probably not a good idea to keep going upwards! - Firefly decided to lead a mass excursion along the ridge. As if by magic, The Shopkeeper notched up the longest flight of the day - a 12km out-and-return in only his second post-club hour of free-flight! Respect due.

Although none of us made Black Hill, we were cheered by the fact that the two people who did didn't manage to stay up, although Steve (Donna's Friend) .....sorry, couldn't resist.....set a few hearts-a-trembling by practicing his 'SIV from 100 Feet' routine!

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## Easter Sunday - Westbury

An exciting day - big, fat, multi-cored thermals (no - not yours, Captain Fantastic!) left several floppy pilots, on the one hand extremely unimpressed with the Range Danger Area, on the other seriously impressed with the view from 3000ft asl of the snow on the Welsh Mountains to the north and the gleam of the English Channel to the south. We could even pick out the Severn Bridge!

A little later, The Wind Wizard returned to the hill on the back of a motorbike, still wearing his flying helmet c/w eartalker of course, having spiralled up to 5000ft, between two of his HG cohorts, over Shaftesbury, only to spiral straight back down again because it was snowing! Several sheltering PG Tipsters actually didn't notice his return as they were busy watching the unusual sight of a lone, brave(?) hang-glider pilot going backwards! The Red Baron went to bail out the 'Dorset Three' - he'd earlier been heard to remark that he'd flown over to Frome 'just to have a look'. E for Easter, indeed!

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## April 18th - Blorengge

The first Avon Camper Van Convention of the year was held near Pandy, to coincide with the XC Virgins Weekend (er - Day, I guess!). Firefly borrowed a different sort of canvas for an outing with The Splittie King & The Webmistress, Capt. Fantastic & his Sweet Soul Sister and The Jeweller. Although Ginger Spice turned up on the day and outflew everyone, he unfortunately couldn't make the evening and therefore missed Capt. Fantastic entertaining everyone with his 'thespian' talents - well and truly 'rehearsed' he was! Newcomer Rich and girlfriend Emma also turned up so that they could get their tent wet! At least the sheep didn't wake us up Sunday morning - someone else on site had obviously decided we'd be a little fragile and left the gate open. Oops - very understanding farmer, all things considered.

Other weekend highlights included a surprise mass Avon aerial assault on the Pontypool/Cwmbran area, yours truly hitching a lift in a police transit van and resisting the temptation to ask if I could skin up and, later on, Our Tone attempting to use his Futura to remove the TV aerial from The Bridge Inn! In another surprise development, Firefly and The Splittie King didn't land in the same field, although the latter, still flying his demo Mac Feeling, did try and remedy the situation by attempting to soar a bonfire! Capt. Fantastic later claimed this as his 'thespian' motivation,

- but we pointed out  
1) That The Splittie King was still attached to his glider at the time and  
2) That Capt. Fantastic couldn't have seen him from where he was anyway! :-)

All in all, a great weekend was had by all - thanks to Firefox and Our Tone for organisation, Capt. Fantastic for his most excellent briefing and Ginger Spice for setting the pace. A reminder to all virgins, if any is needed, that they'll have to get their knickers off a bit earlier next time!

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### Next Month

**Captain Fantastic in Damart Catalogue shocker!**  
**How to collapse a picnic chair!**  
**And much, much more!!!**

### Parting Thought

Hugh Miller flies 140km on a weekday - good job he's not an Avon pilot - can you imagine what that would do to Ginger Spice's graphs?!?!

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Send E-Mail to: [Firefly@tomsawyer.demon.co.uk](mailto:Firefly@tomsawyer.demon.co.uk)

As you may have guessed, FireFly appears on the Web where you can keep up to date with it. There is a link on the Nova web site.

## New Members

Please welcome the following new members who have joined the club in March and April:

Name	HG/PG	Rating
Mark Cockwell	PG	CP
Susan Evans	HG	CO
Jim Field	PG	CP
Marcus Harley	PG	CP
Thomas Mayne	PG	P
Scott McGeever	PG	CP
John Pemberton	HG	CP
Michael Ramsey	HG	AP
Simon Rogers	HG	CP
Richard Walsh	HG	CP
Michael Wild	HG/PG	AP/EP
David Yeandle	PG	EP

## Low Airtime Contact List (as at 29/4/98)

Name	Home Phone	Mid Week Flyer	HG/PG	Rating	Glider
David Austen	01275 847943	Y	HG	CP(W)	Discovery
Douglas Cannon	01249 701160	Y	HG	CP	Calypso
John Edwards	0181 940 1610		HG	CP	Clubman/Scandal
Oliver Fairall-Whitelegge	01985 850233		HG	CP	Vision 5
Colin Hale	01666 837574		HG	CP	Kiss
John Jones	01963 350125		HG	CP	Vision 5
John Pemberton	01703 842379		HG	CP	Aeros Target
Jonathan Stanley	01705 642173	Y	HG	CP	K5
Richard Walsh	01747 840679		HG	CP	Avian Elan
Mark Warren	0117 977 4640	Y	HG	CP(S) CP(W)	Vision 5
Neal Wreford	01985 214732	Y	HG	CP	Vision
John Horbury	01275 875140		HG/PG	EP/CP	Flight Design A4
George Jones	0117 929 1560	Y	HG/PG	CP/CP	Discovery 195/Edel Sirius
Clive Bell	01264 772209	Y	PG	CP	Trekking Ritmo
Robert Bull	01225 753184		PG	CP	Freex Frantic
Mark Bunyan	0117 924 4153		PG	CP	Edel Super Space
Mark Cockwell	0117 939 3156		PG	CP	UP Vision
Merlin Crossingham	0117 924 3086		PG	CP	Edel Space
Gary Daw	01285 640754		PG	CP	Airwave Jive 26
Jim Field	01985 216619		PG	CP	
Ben Gates	0117 939 5437	Y	PG	P	Airwave Reggae
Alan Gibson	0117 962 2827		PG	CP(S) CP(W)	Super Space
B Gittings	01452 421211		PG	CP	Edel Atlas
Adam Gould	01275 462692	Y	PG	CP	
Marcus Harley	01452 331736		PG	CP	Edel Sirius
Martin Harvey	0181 789 7358	Y	PG	CP	Advance Sigma 3
Martin Hodgson	01793 852318	Y	PG	CP	Airwave Harmony
Stephen Keith	0117 978 4944		PG	CP	Flight Design A4
Geoffrey Leigh	0117 960 9764	Y	PG	CP	UP Vision Classic
Tony McCausland	01225 312178	Y	PG	CP	Harmony 27
Scott McGeever	01935 410847		PG	CP	
Steve Murtie	01373 827486		PG	CP	Apco Spectra
Mark Newton	01725 513830		PG	CP	Harley Eclipse
Russell Patrick	0973 628607	Y	PG	CP	
John Riley	01452 722504	Y	PG	CP	Harley Sirocco
Jean-Christophe Schrotter	01225 331336	Y	PG	CP	Paratech P40
Richard Taylor	0117 923 2463	Y	PG	CP	UP Vision
Simon Wood	01225 755099	Y	PG	CP	Genesis
David Yeandle	01749 671421	Y	PG	EP	

# Discovery Skyfloating

## *Paragliding Pilot Conversions*

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*Dursley*

*Glos GL11 4JB*

*Tel: 01453 546991 Fax: 01453 546537*

*E Mail Address: [offpiste@skyfloating.com](mailto:offpiste@skyfloating.com)*

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# 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

Firebird, Trekking, Edel and Gradient, demo gliders available to try. ... **Harnesses** from Freex, Woody Valley, Next, Edel and Scorpio. **Helmets** – Charly insiders, Kiwi Jet, Hype and Evolution, Lazer and Next Full Face, also Icaro Flash open face. **Flying Suits** – Ozee, System x, Scorpio, Next and Edel. **Instruments** – Brauniger and Fairhaven. **Reserves** – Edel and Trekking. **Radios and Headsets** – Alinco and system x. **Accessories** – Map cases, camera cases, books, maillons, Karabiners, helmet covers, big bags, tow releases, sun glasses.... But we don't sell boots!

**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.

Closed Sundays and Bank Holidays and evenings except for training, if in doubt ring first!

### Previously enjoyed Gliders

UP Soul	L	Scorchio	1,400:00 Offers
Firebird G Sport	L	New!	1,600:00 Offers
Firebird G Sport	M	Scorchio	800:00
UP Kendo	M	Worth it!	775:00
Firebird Apache 2	L	Scorchio	700:00 Offers
Edel Rainbow	L	Still Here!	400:00 Offers
Airwave Reggae	M	Scorchio	800:00
Harley Scirocco	M	With Saddle	600:00
Trekking Ritmo	L	As new	900:00 Offers

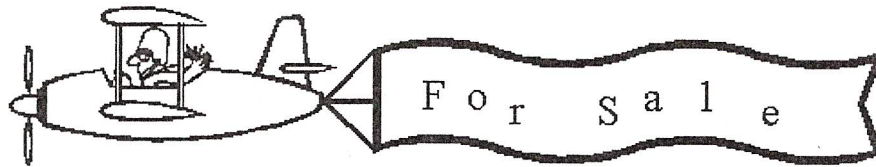
Call Robin on 01453  
827202  
0973 844449  
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## Members Adverts

**XXM 26**, 70h, good condition, comp line uppers with spare standard set, great BPS wing, £1250 or make me an offer Chris Harland, email: [nia.harland@virgin.net](mailto:nia.harland@virgin.net) tel: wk. 0117 936 5902 home. 01844 354260 (1)

**ITV Merak, (Large)** 90-120kg all up weight range 11A 1B, excellent condition, only 25 hours airtime, still very crispy, perfect second glider and proven stable XC machine £1400. Please call Richard on (01403) 865 251 (evenings) or leave a message anytime on 01426 140 652 and I'll get back to you. (1)

**Apco Spectra Small** Purple Good condition 45 hours excellent first glider, complete with woody valley harness and helmet. The complete starter kit. £1000 or offers Tel Donna on 0117 932 7603 (2)

**Share in Mendip Tow Group**, tel Trevor Dixon on 01865 764356 or Geoff Rodgers on 01761 232096 (2)

**Flight Design Hot Dream B2** Medium with arness good condition £350ono Contact Derek Targett 01749 675418 (2)

**Discovery 195** excellent condition less than 4 hours airtime £1,100ono Contact Derek Targett 01749 675 418 (2)

**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 £1200 or offers, sale due to sponsorship. Tel Marcus on 01225 852912 or email [marcus@skytribe.force9.co.uk](mailto:marcus@skytribe.force9.co.uk) (2)

**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 (2)

**Davron vario + alti** suitable for hangliding £50 Contact Kath Cotton on 01275 871988 (2)

**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. (2)

**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 (2)

**Davron 500 Altimeter/Vario** as new condition £100 Contact Derek Targett on 01749 675418 (3)

**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) (3)

**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. (3)

**SAS II Paraliding Harness** with backplate, a bargain at £35. Phone Pete Corcoran on 01225 335301. (3)

**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](mailto:csb@tomsawyer.demon.co.uk) (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!*

# May Meeting – Thursday 7<sup>th</sup> April

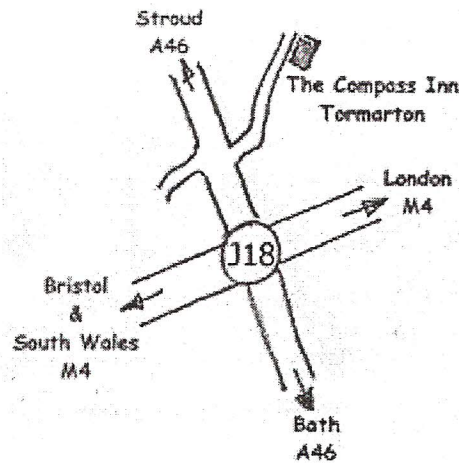
## Compass Inn, Tormarton

### Slides etc from Colin and Robin

Colin Lark, Robin Brown and others will be talking about recent trips to Italy and India.

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.*