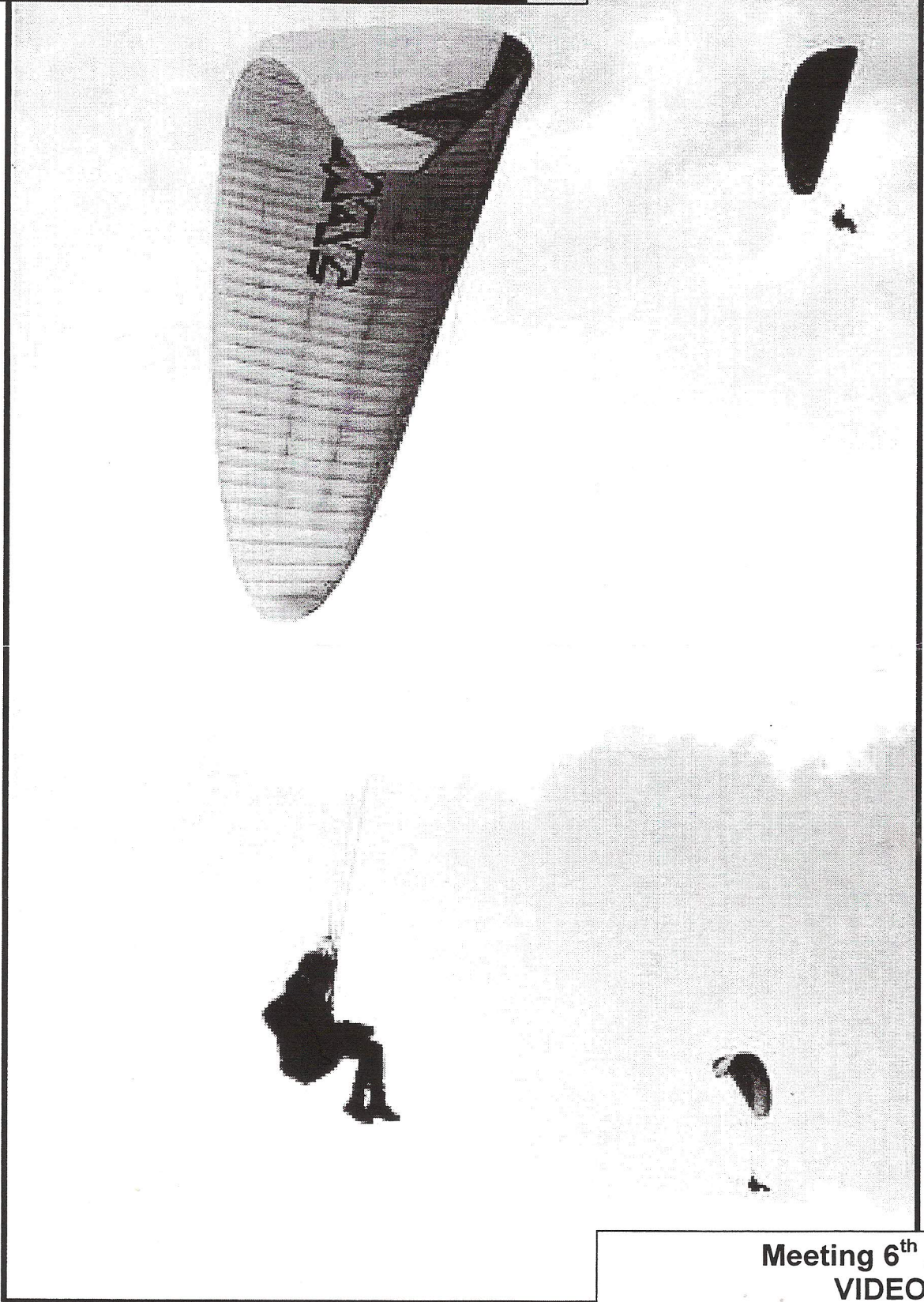


NOVA

July 1998



Meeting 6th August
VIDEO NIGHT
Meeting 3rd September
BBQ - FREE FOOD

The Committee

| Position | Name | Home Phone | Work Phone | Email |
|-------------------------|-----------------|---------------|--------------------|---------------------------------|
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Information

For Club Coaches Information See The New Updated List Near The Back Of This Magazine.

Sites

Lulsgate

01275 474441

Weather

Wendy Windblows Call Rod Buck to Subscribe

0114 253 0372

Avon, Gloucestershire, Wiltshire and Somerset

0891 500405

Glamorgan

0891 500409

Dyfed and Powys

0891 500414

Airmet South

0891 500693

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

Send XC Flights to

Tim Pentreath (PG)
Neil Atkinson (HG)

Mid-Week Flying Phone 0800 515544

NOVA

The Avon
Hangliding & Paragliding
Club Newsletter
July 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



Well here it is at last the July edition of NOVA. Sorry about the delay, but as I warned at the AGM all the way back then in the sunny months of winter, things have been pretty hectic at work. I have had a few offers of help, but it's hard to see how to split the load without just dumping the hard work of distribution on them, but we'll have to see. The other reason has been the usual lack of articles. We desperately need some more stuff on hangliding or this will end up being a PG only mag which will be a real shame. It has been suggested by a few people that we officially go to having a monthly newsheet (NOVA) and a bi-monthly magazine (SuperNOVA). I know several other clubs do this, and in some cases this has allowed them to use some colour as a result of lower costs. Use the letters page and the meetings to let me and the rest of the committee know what you think, it is after all your club and your newsletter. Finally I must thank everybody who has put pen to paper, or hit those keys, and to those who continue to give NOVA their support.

Well that's the serious bit over, now this is the but that I usually write about the flying that I've been doing recently but... Actually, despite the weekends sat on the hill in continuous wind and sometimes rain, I have got some flying in recently. After failing to do anything worthwhile at the Airwave Challenge due to carrying an injured pilot off the hill, I managed the Crick run from the Bluff. It was a rather rough old day, and at first I was feeling distinctly uncomfortable. I managed to scrape over the gap and headed along the Talgarth ridge, avoiding getting too near the ridge itself due to the wind. The speed bar was well used because as well as being blowy it was well off to the west as well. When I got to the end I was lucky enough to get a climb to base with two hanggliders. This took me over the first two bowls and meant I could run down the high ground, with hardly any turns, to the final high bowl. Here, I gained more height in a strong thermal, which proved how well my MAC coped with turbulence, especially when I fell out of the front of it. I was more or less at base again and had had enough of this trashing, so I headed out to Crick. Crick had been my mental goal. The hanggliders I had been flying with later said that it was bad enough on a hanglider and that they thought those of us on paragliders were 'just bloody brave'. Out in the valley it was still pretty lively with the wing tips popping

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and flapping. I also had a strong breeze to cope with, I was really motoring. I flew over Crick and some other paraglider pilots on the deck. South of Crick I saw a large field with no trees in front of it. 'That's the one for me,' I decided, it was an option that I couldn't pass up in this wind. I turned into wind, and even with the speed of my glider I still descended vertically, to an easy and relieved landing. Maybe I should have made more of the XC (19.3km), but what with the wind, and the fact that Crick had been a mental goal, I kind of gave up after I got there. Also there were very large clouds building to the South which I didn't fancy playing with, and on the day I think I got the farthest on a paraglider and as far as most of the hanggliders.

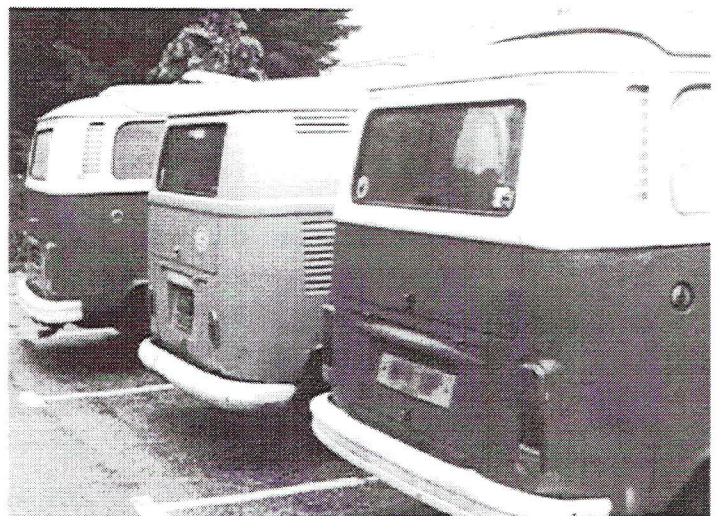
That was the last decent bit of flying for a while, although I maybe should have flown at the Snowdonia BPC, which Tim Pentreath won, although my personal judgement was that it was too strong. I did try the Crick run again, this time with Simon and Elly. This time we were a lot lower in the valleys behind the Talgarth ridge and I got dumped by some strong sink in a turn and bounced on the hill. Simon and Elly made it to Crick, although Elly's distance was shortened because she landed crossing the gap. I relaunched and flew another 5 km or so at very low level, before heading down to the road at Tretower. A couple of weeks later we were back in South Wales, this time for Tim Brunskill's birthday. The weather forecast had been pretty crap and we didn't expect to fly, but as it was Tim's birthday we (Tim and Elly, Simon K, Rich H and Charlie and myself) met up in the Llangattock camp site on the Friday evening. The next morning was breezy but sunny. We decided the best chance of flying was down at the coast, at a site near Bridgend called Summerdown, which Simon and myself had flown before. So after buying provisions for the planned BBQ in Abergavenny, we headed off, and all met up in the car park. It was still pretty blowy so we decided to go for a walk along the cliffs. We had a great afternoon wandering along the cliffs then back along the beach as the tide was going out. It was still windy when we got back, so we played with puffy pink the kite. After a while Rich said he thought it was dropping and wandered off with his glider, I thought he was being a bit optimistic, as I was being dragged by the kite. However, Simon and Tim decided to follow him. A little later we saw Tim and his glider going for a drag, so we headed out to see what they were up to. It was still pretty strong but Tim got off with some assistance and once in the air looked quite comfortable and flew up and down the ridge before

crossing the beach to another cliff. Simon and Rich then took off, and I ran for my glider and followed them. By the time I was in the air, Simon and Rich had crossed over the beach and Tim had gone back onto the main cliffs further to the east. I got some height and easily crossed the beach and climbed up the cliffs on the far side. The tide was well out now and there was a huge sandy beach below and in front of us. We spent the next hour or so having a brilliant time, there was plenty of lift which got better as the air cooled in relation to the sea. I spent most of the time doing wing overs and spirals, getting a feel for the canopy. Tim, meanwhile had done the ridge run to light house, at the end and then back, but was unable to jump forward to the cliff we were on, so landed in a field on the cliff top. He later told us that he had had a pretty good SIV session due to the rotor, despite going a couple of hundred yards back. We managed to cross the beach again to get back to take off, where Simon attempted to land but soon realised it was too strong to land safely. We crossed the beach again, this time Rich and myself got some sea thermal lift and were able to fly way out, and fly back along the wave line. By now it was getting a tad dark so we headed down to the beach, to where Charlie was waiting for us. A few last big wing overs and I was on the deck, 9:45pm. We all had huge smiles on our faces as we packed away, and then headed off to enjoy our BBQ. The next day we drove to Long Knowl in search of more flying but only found the Red Lion.

Well on with the mag, see you next time

Remember Get High, Stay High, Fly Far.

Marcus



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

Crook Peak Curry Challenge

So you thought there was no such thing as a free lunch...? Well, you're probably right. But if you are plucky enough to go at an XC from one of our very own, little flown sites... there's a curry supper. FREE! That's right. I (TJB) will fork out (excuse the pun) for your red hot Rogan Josh and as much Lal Toofan as you can put away.

So how do you win this coveted prize?

You fly from Crook Peak to Wells. The landing site is the Blue School playing fields and it's a defined task, so no sailing over the top and claiming victory. If you don't know where Crook Peak is then you're obviously not an Avon member and therefore, the comp is not open to you. If you don't know where Wells is then come and find out. There's always beer in my fridge! The 'gloves are off' now and you've got till the end of the season, say November to get as far as you can.

And another thing! This is open to Avon stiffies and floppies alike (I don't want to be accused of being racist). If you walk your aluminium up Crook Peak you get my beer anyway. If you would rather launch from Draycott, that's fine. But, you must fly back to Crook Peak (start point) and then to Wells. The big question for me is, do I let Chris Jones and his E-machine qualify? I think I'll see how the rest of you get on before making a decision!

Details: Take off: ST 388 557
Landing: ST 545 460
Distance: 18.5km

Finally... why? Because it's local, it's Avon and I believe it can be done. It will demand a skilful mix of ridge soaring and thermalling with a goal to aim for. And you don't have to go to Wales to get decent XC. Speak to Neil Atkinson about April 20, 1997 if you don't believe me.

Best of Luck!

Tim Brunskill 01749 679908
(Ring when you've landed!)

New Hang Gliding Discipline

Now that the debate is broadening and receiving plenty of interest I would like to make my contribution. I have been reading with great interest the E-mails that have been circulating the net, concerning a new class within Hang Gliding (thanks to Stewart Midwinter for keeping me informed). So here is my two pennies worth in the great debate.

For those that do not know of me let me introduce myself by giving a little history. I started Hang Gliding in 1977 and since that time I have been the Chairman of the British Hang Gliding Associations training committee, competed in the British League for 10 years and flown in numerous British team events. Worked for several Hang Gliding Manufacturers in sales, marketing, and management. Ran a Paragliding School and a Hang Gliding and Paragliding retail shop, including servicing, stripping and rebuilding well over 1000 wings along with being the largest UK distributor of Hang Gliders for many years, I am also the chairman of our local club. I mention all this not to swell my head but merely to draw you a picture of my credentials, commitment and passion for Hang Gliding. For the last 3 years I have been on a personal mission to revitalise Hang Gliding (English pilots, Schools and Manufacturers will know me well enough), so now that we are starting to move as one, in the same direction, and with the same objective, I would like to share my views on the subject of =93a new class of wing and its definition=94. But first allow me to tell you where I'm at, it will give you an indication of my motives and hopes, which are not dissimilar to those that I have read. After all, I am a manufacturer that may have some thing to gain, judge for yourself.

In July 1995 I instigated the formation of a new Hang Gliding Manufacturer (Offpiste Aviation), the mission: revitalise Hang Gliding. Basically, I got together a group of professional pilots that included HG School proprietors, HG designers and several very enthusiastic and experienced pilots. Our goal was to produce and market a wing that was inexpensive, safe and easy to fly, with low stall speeds. A wing that could be flown with any standard Hang Gliding or Paragliding Harness: there are over 100,000 Paragliding pilots that fly around seated, so it was important that they could easily adapt to Hang

Gliding. We set out to promote it with the Discovery Skyfloater. During the time that it took to develop our wing, Wills Wing launched the Falcon, an article appeared in Cross Country Magazine dubbing it a new sport and christened SKYFLOATING. I had been searching for some time for the name that would conjure up the dream of flying, its no good promoting the name Hang Gliding to the general public. Our experience in the UK suggests a high percentage believe any one that is a =93 Hang Glider=94 must be crazy or mad. Skyfloating was born. Many manufacturers are now advertising Skyfloaters. Take note of what has happened here in the UK. Over the last two and a half years the best selling wings, by a massive majority, have been the wings marketed as Skyfloaters.

There are many macho pilots already flying Skyfloaters on a regular basis so we have the ingredients for creating attractive competition. This in itself would inspire both new and existing pilots and give fledglings an opportunity to get involved, without having to acquire the latest Formula One racing gear. Already established in the UK is a National Skyfloating Cross Country League, won last year by ex-British World Team member, Len Hull.

Its being suggested that the new class of wing should be cross booms out (exposed cross booms), à la 4th generation. There are well over 200 hundred very active UK pilots (and a scattering of over seas pilots) that would not want a new class of wing to be restricted to exposed cross booms. They already fly super slow and super manoeuvrable Skyfloaters with enclosed cross booms, in fact these wings fly as slow if not slower then some exposed cross boom wings. If we are going to put effort in trying to create a new class of wing let's be sure that we are moving with the times and not exclude the above new breed of wings and enthusiastic pilots.

I do not believe that re-cycling the design of the 4th generation wing is the answer. It would be too restrictive for further advancement, and boring for our innovative designers. Its not important that the cross booms are exposed or enclosed within the sail, the most important elements should be the low flying speed capabilities and the dry weight of the wing. What we do not want to be doing is restrict the use of battens and double surfaces etc. with out good reason. If we are going to make restrictions lets be sure we know why we are doing it.

World Hang Gliding Speed Series. Brilliant, at last someone is doing something that would get Hang Gliding recognised by the media and the public.

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However, Formula One Hang Gliding will only appeal to the elitist, this is unlikely to create a boom in Hang Gliding. The real value of Formula One will be the high profile given to Hang Gliding, bringing to the publics attention all the thrills and excitement. If we are to capitalise on this we must be prepared and geared up to offer the public an easy way into the sport. Remember, over the last decade Hang Gliding has had a very high fall out rate which in most cases has been directly linked to 'loss of confidence'. We must all act together to address this problem, what we need to be promoting along side a WHGSS is a confidence inspiring form of flying. Skyfloating is that type of flying and that is what we need to promote. There can be no doubt that the pilots and public will consider this as doable, exciting, challenging and affordable, surely then, you have a recipe for success. Defining the class. I do not see this as being too difficult, however it is probably the most important factor of this debate, and one that we must get absolutely right if we are to succeed. Remember the class has to appeal to a wide range of pilots, that also includes pilots from other disciplines. The aircraft should be confidence inspiring to fly, light weight, safely manoeuvrable at low speeds, along with a design criteria that allows for new design ideas. With this in mind I would propose the following definition as a starting point. I therefore ask CIVL and all interested parties to consider the following suggestions.

Class Name: The name Skyfloater conjures up the dream of flying, we should ensure the class name captures the public's imagination as well as pilots. If we are going to create a new class then I would suggest it be named the Skyfloater Class

Wing Definition: Class 1 Hang Glider: Skyfloater class.
Dry weight. 30 Kg Max excluding bag.
Max Wing loading. 1.2 lb/sqft A.U.W.(pilot and equipment).
Max stall speed 16 mph A.U.W.

These figures have been derived from the following:
Dry weight: Current SKYFLOATER type 22 - 30kg Current PERFORMANCE type 30 - 38kg
Max Wing loading: Current SKYFLOATER type 160 - 220 sqft wing area Wing Loading 1.2 lb/sqft
Max Wing loading @ 160 sqft: Max pilot clip in weight =3D 192lb / 87kg @ 220 sqft:
Max pilot clip in weight 264lb / 120kg
Current PERFORMANCE type 135 - 165 sqft wing area Wing Loading 1.2 lb/sqft Max wing loading @ 135 sqft:
Max pilot clip in weight 162lb / 74kg @ 165 sqft:
Max pilot clip in weight 198lb / 90kg

If we were to apply this proposed definition to past and current performance wings it would exclude them from the class as they are unlikely to meet the

criteria of dry weight and a 16 mph A.U.W. stall speed.

National and World Records The Skyfloater class should have its own listing for records, however they would still qualify as Class 1 records. I would have thought it very unlikely that many Skyfloater wings could break today's Class 1 world records, however, I would not be at all surprised to see some of the National records fall to a Skyfloater. Imagine the enthusiasm that that would create.

Competitions should have a high emphasis on landing skills, sink rate and manoeuvrability. Duration and spot would play an important role in developing and testing pilot skills, and wing designs. Cross country competitions should revolve around inner circuit flying or within the local area, to include turn points and touch and go. Open cross country and flight to

goal would also work well. The emphasis in competition should be more on fun to do airtime without requiring the need for speed to compete.

These are only suggestions, and I would be grateful if you could circulate these to CIVL and to whoever else that you consider interested that is not already on the list. Please keep me informed and do not hesitate to contact me should you require any help, assistance or clarification.

Happy landings Colin Lark.

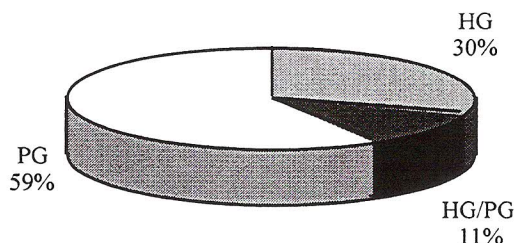
Ps. I will leave you to ponder on the above, but I firmly believe that we need to promote a new concept in flying, I would like to here from like minded pilots.

1998 Membership Renewal (as at 25/6/98)

Thankyou to the 144 of you (non Associates) who have renewed in 1998. Unfortunately this still leaves 46 full members who haven't, but I guess we can't win 'em all!

If you are in contact with any of these people, and you know they are still flying, then please can you persuade them to rejoin!

| Status | Name | HG/PG | Status | Name | HG/PG | Status | Name | HG/PG |
|--------|-----------------|-------|--------|-------------------|-------|--------|-------------------|-------|
| M | Alan Wainer | PG | M | John Bond | HG | M | Nigel Brown | HG |
| M | Andrew Blair | PG | M | Julian Treweek | HG | M | Peter Wise | PG |
| M | Andrew Sparrow | PG | M | Justin Matthews | HG | M | Phil Baron | PG |
| M | Andy Chattaway | PG | M | Lisa Durk | HG | M | Phil Larkin | PG |
| M | Barry Seeley | HG/PG | M | Lubertus Koopmans | HG | M | Philip Blundell | HG/PG |
| M | Ben Gates | PG | M | Matthew Jones | PG | M | Ray Bass | HG |
| M | Darren Holly | HG | M | Michael Cooper | PG | M | Richard Agar | PG |
| M | Dave Garbe | HG | M | Michael Milton | HG | M | Robin Saddington | HG |
| M | David Sollom | HG/PG | M | Mike Atkinson | HG | M | Stephen Neville | HG |
| M | David Underhill | HG/PG | M | Mike Townsend | PG | M | Steve Weston | HG |
| M | Derek Pavey | HG | M | N Perkins | PG | M | Terry Webb | HG/PG |
| M | Hamish Atkinson | HG | M | Nicholas Austin | HG | M | Tim Hinks | HG |
| M | Ian Medlock | PG | M | Nicholas Cutler | PG | M | Tom Geake | HG |
| M | Ian Senior | PG | M | Nick Adams | HG/PG | M | Wayne Seeley | PG |
| M | Ian Smith | PG | M | Nick Mair | HG/PG | M | William Middleton | PG |
| M | Jim McMackin | HG | | | | | | |



The club currently has 176 full members (ie. not associate), and 28 associate members, with the split between hangies and danglers as shown in the chart:

Membership Secretary

A TASTE OF INDIA

Well that's India over and done with for the present, what a place. I don't shock easily but Bombay, it was horrendous, such poverty. A city of 11 million with 10 million living on the streets, you can not believe what you see, open sewers surrounded by stinking rubbish and make shift huts. 10 million people cramped together in the worst conditions imaginable. Despite all of that, the people were so warm and friendly, you could not help but to be moved, it was overwhelming. The children had such a warm and happy smile even though they had nothing, most are street beggars, and should your car stop in traffic you were surrounded by them. Our host told us that in most cases you would not be helping by giving money to small children and young mothers, as soon as they get money from a tourist they are surrounded by the local Mafia, beaten and robbed. The only way was to slip them some money without any of there mates looking. I had been saving all the small money notes and change to give out on the way back through Bombay (on the homeward journey), I had got together a fair sized wad which I was going to hand out as I made my way in the taxi to the Airport. For the first time we never had to stop in the traffic, however just as we was approaching the Airport we got a red traffic light, a badly deformed young boy begged at my taxi window, I could not tell you of the look in his face as I passed the wad that I had been saving. The look in the little boys face said it all, he was so excited trying to jump up and down with a thumbs up gesture. The taxi driver thanked me for my generosity, however I did not feel generous only helpless. This was a regular occurrence during my stay in India and one that I will never forget.

NEWS etc...

Sadly the AVON PG team is out of the Airwave Challenge this year. We are going to have to work harder to regain the winning ways of a couple of years ago.

Simon Kerr (Gradient) came second in the Ochills round of the BPC. Apparently he was first to goal but failed to make it across the line, only one other pilot made goal. Next time Simon make sure you cross the line.

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The flying was amazing, and the hospitality from the Army was second to none. We were put up in a luxury hotel and given our own orderly, he would not even let me open my own door. We went flying between the hours of 6 and 11am. By 11 am it was hovering around the 40 c mark with no cover out on the hills. I have never seen so many Eagle and Vultures in one place, you could almost pick them out of the sky. The first 4 days was spent taking the Majors and Officers up for dual flights on the Discovery that I was delivering to them, however on the last day I got a solo flight on one of their gliders (1977 vintage) all the same it was great to get my feet off the ground with out having to take along spare ones, like I had been doing all week. I landed out in the middle of a large deserted plain, deserted I thought, before I had touched down I was surrounded by over 100 very excited children, it was another very moving experience and a group photo was taken to their delight.

On the last week we went up to the foot hills of the Himalayas for 3 days white water rafting down the Ganges, each day ending up in a small town/village called Rishikesh. Rishikesh is where the Beatles went for all that meditation stuff, it was quite an experience, nearest I have been to heaven on earth. Watch this space. I hope to return again in November for a look at another region with a view of doing a group trip sometime next year. I will be looking at some big mountain coastal sites, I will keep you informed.

Colin Lark

Fiona Macaskill has been on TV again, with HTV covering the European Championships, in which Fiona was part of the British Team. Sadly Britain only managed 5th place, and the competition was marred by the death of a Slovenian pilot after a mid air.

Elly and Tim, Tim P, and Marcus are all off to the British Open in the Blue VW

CLUB MEETINGS

FREE FOOD !!!!

Yes, absolutely free for those of you coming to the September meeting (Thursday 3rd) which is gonna be the Pilots and Partners BBQ. Well to be totally accurate it's not free as it's being paid for out of club funds..... so that means if you don't come you don't get what you've already paid for !!!

Coupled with the opportunity to exchange your epic summer's flying tales with your flying buddies (ho ho as if, maybe the next 6 weeks will see an improvement.) and the opportunity for your partners to have a collective moan about the time you waste on the hill and your obsession with the weather forecasts, how can you miss it ?

The food will be a burger with salad / relish, vegetarian burgers will be available, and if this does not suit bring along your own stuff to cook. I've got a couple of BBQs but could do with the use of a large one so if anyone can help out please give me a call.

see you there , Tony.

SITE NEWS

Westbury EMERGENCY Landing Field

Please can all pilots please note that the Westbury ONLY HAS AN EMERGENCY BOTTOM LANDING FIELD. It is NOT OK to take off in the hope of finding a thermal to keep you up - if there are other pilots (particularly people like Chris or Ron) on the hill but not flying, please ask yourself why! The farmer who rents the EMERGENCY landing field is becoming increasingly unhappy, firstly at the number of people using his field and secondly at their behaviour. Obviously there are occasions - e.g. when the air has been lifty but you then get drilled with no reasonable warning - when there is no alternative but to use the field; this is why we MUST keep the tenant farmer and the landlord sweet.

If you do HAVE to land in the EMERGENCY field, please heed the following rules:

1. Land as close as possible to the fence which runs perpendicular to the main road, on the left of the

field; 2. Carry your glider to the entrance to the field before packing it up;

3. Do not drive into the field - the farmer pays a large amount of money for this field and, following recent incidents, we have agreed a £25 FEE for anyone driving into it.

Further points:

PG pilots - if you take off and find no lift in the bowl, you are unlikely to find any anywhere else so put it in on the spur to the right of the horse (yes, I know there are fences but YOU chose to take off).

I recently admonished someone for landing in the field before the EMERGENCY field - they said they couldn't make the EMERGENCY field. In this case they made their decision TOO LATE (and, in the case in question, they shouldn't have taken off in the first place). They then proceeded to walk back up the face of the hill. THIS IS RIGHT OUT! You must walk out of the EMERGENCY field, turn right along the road until you reach the footpath which runs up the spur and then use that to get back to take off.

You MUST NOT land in the field at the top of the ridge to the left of the main take off, or on the slope below it.

There is no landing field AT ALL below the NNE face. If you're going down you MUST make every attempt to put it in on the slope below the path.

Apologies for SHOUTING but the farmer is very upset and I am not alone in my perception that adherence to Westbury Site Rules is slipping markedly.

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>

1998 PG XC League (most recent flight - 15/6/98)

| Rank | Name | 1 | 2 | 3 | 4 | 5 | 6 | Grand Total | Average | Total (all) | Average (all) |
|------|--------------------|--------------|--------------|--------------|--------------|-------------|-------------|---------------|-------------|---------------|---------------|
| 1 | Colin Hermon | 45.2 | 24.2 | 21.6 | 20.8 | 19.7 | | 131.4 | 26.3 | 131.4 | 26.3 |
| 2 | Tim Brunskill* | 27.5 | 24.6 | 23.2 | 18.6 | 15.1 | 14.0 | 123.0 | 20.5 | 188.1 | 14.5 |
| 3 | Fiona Macaskill* | 65.8 | 26.8 | 13.1 | 12.6 | | | 118.4 | 29.6 | 118.4 | 29.6 |
| 4 | Tim Pentreath | 30.2 | 23.8 | 23.6 | 22.5 | 7.9 | | 108.0 | 21.6 | 108.0 | 21.6 |
| 5 | Nico Preston* | 66.0 | 22.9 | 4.3 | | | | 93.2 | 31.1 | 93.2 | 31.1 |
| 6 | Simon Kerr | 27.2 | 14.3 | 13.9 | 12.7 | 8.8 | 6.0 | 82.9 | 13.8 | 90.8 | 11.4 |
| 7 | Richard Harding | 15.7 | 14.4 | 14.0 | 13.1 | 10.9 | 10.7 | 78.8 | 13.1 | 96.4 | 10.7 |
| 8 | Marcus King | 19.3 | 18.5 | 11.0 | 10.7 | 9.7 | 9.2 | 78.4 | 13.1 | 88.3 | 11.0 |
| 9 | Elly Milln | 21.6 | 14.9 | 7.9 | 7.4 | 5.2 | 4.7 | 61.8 | 10.3 | 65.7 | 9.4 |
| 10 | Tony Moore | 18.0 | 12.9 | 10.8 | 8.1 | 4.9 | | 54.7 | 10.9 | 54.7 | 10.9 |
| 11 | Paul Cashman | 12.1 | 9.2 | 8.8 | 8.1 | 7.8 | 7.4 | 53.4 | 8.9 | 53.4 | 8.9 |
| 12 | Donna Pinker | 22.1 | 17.9 | | | | | 40.0 | 20.0 | 40.0 | 20.0 |
| 13 | Mark Drake | 14.4 | 14.0 | | | | | 28.4 | 14.2 | 28.4 | 14.2 |
| 14 | Robert Davis | 27.2 | | | | | | 27.2 | 27.2 | 27.2 | 27.2 |
| 15 | Charlotte Hedges | 9.8 | 9.5 | 5.8 | | | | 25.1 | 8.4 | 25.1 | 8.4 |
| 16 | Dick Jeffcoate | 12.9 | 9.5 | | | | | 22.4 | 11.2 | 22.4 | 11.2 |
| 17 | Richard Taylor | 20.6 | | | | | | 20.6 | 20.6 | 20.6 | 20.6 |
| 18 | Brent Pullen | 14.3 | 5.7 | | | | | 20.0 | 10.0 | 20.0 | 10.0 |
| 19 | Adam Gould | 12.1 | | | | | | 12.1 | 12.1 | 12.1 | 12.1 |
| 20 | Carl Ford | 10.5 | | | | | | 10.5 | 10.5 | 10.5 | 10.5 |
| 21 | Alex Coltman | 5.3 | | | | | | 5.3 | 5.3 | 5.3 | 5.3 |
| | Grand Total | 497.8 | 263.1 | 158.0 | 134.6 | 90.0 | 52.0 | 1195.6 | 16.2 | 1300.0 | 14.6 |

* = Nationals pilot

Almost 1000km added in the last couple of months, with 10 times the distance added in May compared to June! (883km vs. 81km!) - God, June has been absolutely crap I'm sure you'll all agree (although not as crap as June last year when only 12km was flown!), whereas May was pretty epic! As long as the weather improves soon (hopefully in time for the Scottish Borders BPC) we're definately on for a record breaking year - we're only 350km short of our previous best year's total (1996, 1650km), with July and August (good months in 1996 & 1997) still to go.

Actually I know there are a few more flights to enter (chiefly from Clive & Amanda Lawrence-Peckham, who I'm sure most of you know have been in the wars recently - I spoke to Clive the other day and am pleased to report that they are both making steady recoveries, albeit frustrated by the various splints/metalwork around/in them! I hope the recovery continues apace).

Congrats to Charlotte Hedges (15.3km), Donna Pinker (22.1km), Richard Harding (15.7km), Elly Milln (21.6km), Nico Preston (66.0km), Fiona Macaskill (65.8km) on all beating your personal bests over the last couple of months (especially to Elly for beating

Tim on a certain day in the Nationals - and not before time too!)

There were numerous flights entered from Paramania (what a weekend that was! 3 out of 3 flyable days - unheard of!), the Nationals w/e (14-17 May) (well done Fiona & Nico making the 66km goal), the recent Airwave Challenge round in South Wales (23-25 May), and from the Snowdonia BPC, all very successful events. Modesty prevents me from talking about the Snowdonia BPC too much - suffice it to say that no one reached goal (24km) before me! Actually it was a super flight with a maximum height gain of 4100' (approx 6000' asl) with stunning views over the countryside.

Three things particularly contributed to my success - 1) getting airborne before the window opened to get a feel for the conditions and the site (and to get rid of the inevitable 'butterflies!'), 2) taking off immediately after the window opened (having found out already that the conditions were good), and 3) the two pilots just in front of me making a serious navigational error about 4 or 5km from goal (*top tip: make sure you know where goal is! Also find out how high the goal field is so you can do some quick mental calculations to help you decide when you can leave*

your last thermal and race to goal - obviously you have to know how far away you are from goal - a GPS is pretty essential here)

I had a another really enjoyable flight from Hay Bluff on the Saturday of the Airwave Challenge, eventually landing at Gilwern (between Crickhowell and Abergavenny) after a two hour flight, although it was definately touch and go at times (almost literally, when crossing the gap to Lord Herefords Knob!). Cloudbase (7/8 ths cover) was only a few hundred feet above the ridges most of the time which meant that much of the flight was done using ridge lift, and it was a question of scratching from bowl to bowl down the valley from Talgarth to Crickhowell. It was immensely satisfying to fly 23.6km on a day that was really pretty crap! Unfortunately Marcus and Brent missed the best time for crossing the gap, because they were helping a girl off the hill who had broken an ankle and fractured one leg, after an un-intentional take off and resultant heavy landing. Still, Marcus managed a flight down to Crickhowell from the Bluff on the following Monday which made up for it somewhat!

Those of you who have checked out the PG XC web site recently may have noticed that I have not updated some of the tables recently (pilot personal bests, site records, and all time top 100 flights). This is because I've been coverting the whole system to run in Excel (rather than Access) so that I can run it all from the Apple Mac at home, rather than the PC at work! So I'm still working on creating those reports.

Well, next weekend (4-5th July) is the fourth BPC round up in the Scottish Borders - please all pray that the weather is better than in the last two rounds (Mid Wales & South Wales) which were both blown/rained off. With only one task flown out of six we've got to have some decent weather soon

(although it is in Scotland!). I believe Marcus, Simon, Jim (Mallinson) and I are the Avon representatives on this occasion.

Good flying!



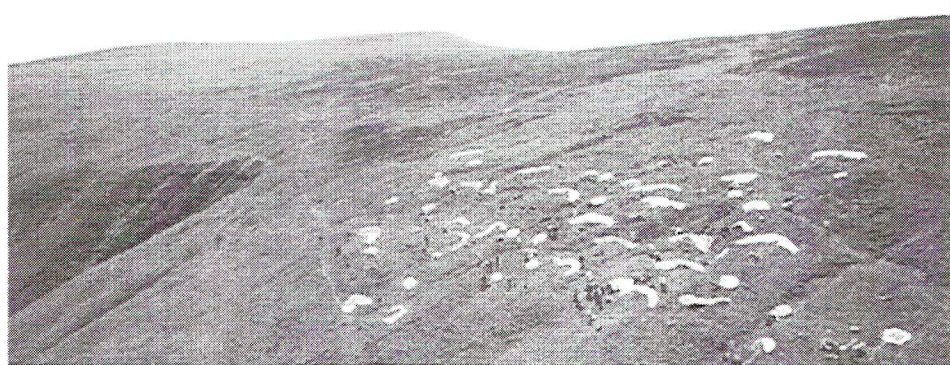
Just a quick reminder of the rules:

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, Turnpoints, 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>



Nationals Take Off NE Face of Hay Bluff

AIRWAVE CHALLENGE NEWS

The year started as usual for the Avon Paragliding Team , with the first round of the season blown out . So , as has so often happened in the past , the Red Lion at Mere took a very healthy bar bill that afternoon .

The next opportunity presented itself at the Paramania Fly In , when it was discovered that there were enough Pilots from other Clubs present to put together an impromptu round . And so it started , unfortunately most of the Avon A Team (including myself)

bugged off to North Wales . So it was left to the B Team to uphold the Clubs honour . Those present were , Tim (Captain Fantastic) Brunskill , Marcus (The Splitty) King , Elli (Soul Sister) Miln , Brent Pullen , Charlotte Hedges , and Christine Carter , i'll think of some more nick names later . The opposition consisted of Thames Valley , S.E. Wales , and Wessex . I'm pleased to say that Avon . B came second scoring 200 valueble points . The round was won by S.E. Wales with 44 km , Avon had 30.5 km with Thames Valley on 11.9 km and Wessex with 5 km . This however was only a small round , we needed something bigger to get our teeth into .

On the 23 rd May in Abergavenny it finally happened . I had spent most of the week beforehand frantically trying to organise various assorted teams from all over the south of England , not to mention our own Team , which nearly didn't happen ! . So that morning when we drove into the Bus Station Car Park I was astonished to find that we had TEN Teams all milling round trying to get breakfast from the tiny kiosk , once fed we got down to business . There was as it happens ten hang gliding teams also trying to fly a heat on that same weekend , so Colin Hermon got on the phone to Rob Schwab and found that they were off to the Blorenge . Descision made we all raced off to Hay Bluff , on arrival at the bottom it was a tad breezy , so I grabbed my glider and set off up the

hill to see what was happening at the top . I was soon on the radio back to Colin with bad news , it was blowing 30+ , far to windy to set a task . Not a good start , the task briefing was delayed for a couple of hours . At this point quite a few decided to free fly ,



Simon Kerr Briefs the Pilots Hay Bluff Airwave Challenge

launching from the slope and pushing forward to stay out of the compression above the hill . It soon became apparent that the wind was easing somewhat , and that some of the pilots (even those on slow wings) were flying around without any trouble . This prompted

some discussion about setting a task , but first I took to the air

myself to check out the strength at the front where the compression would be at its strongest . Having satisfied myself that the conditions were safe a task was set . Open Distance , with a recomendation that a run along the Talgarth ridge first would likely increase the potential distance . I quickly got off and set about trying to jump the gap to Lord Herefords Knob , scraping in with just six feet to spare I scratched along the ridge to join Rich Harding at the far end . Here I stayed for about 50 mins , half of which was spent trying to stay out of cloud . Eventually I got sick of pulling in big ears every few minutes and followed Rich in a low level dash down the valley towards Crickhowell , finally landing out after about 13 km . On arriving back at the Bluff I found that the cloud had descended below ridge height and all flying had ceased , we had been lucky to make the best of a very short window . The scoring that night was a bit hap hazard , the only sure thing was that S.E. Wales had won the day , with Tim Pentreath taking the best flight of the day for Avon at 21 km .

The following morning 60 rather hung over pilots gathered again at the Bus Station , the hang gliders being jealous of our previous days flying had decided to go to the Bluff , so off we trundled to the Blorenge setting a task as soon as everyone was

assembled . Open Distance again , this time with a better looking sky and a higher cloud base , in fact it looked as if the hangies had got it wrong again because the Bluff was in cloud . So after warning everyone about the sink hole at the back of the hill , the window was opened and flying commenced . It looked as if my words of warning had worked because despite some good climbs early on hardly anybody left the hill untill quite late in the day , when they did it was discovered that I really was telling the truth and everyone got drilled with the best flight of the day going to Ian Blake of the Southern Club with 8.3 km .

Well there you have it , we had some great flying in challanging conditions , there were at least four pilots who did thier first ever X/Cs and all number of lessons learned . Not least by me , namely don't forget your briefing notes !!!.

Watch this space for further news .

Simon (The Jeweller) Kerr .

TEAM SCORES

| | TASK 1 | TASK 2 | TOTAL |
|----------------|--------|--------|-------|
| S.E. WALES | 63.3 | 20.1 | 83.4 |
| JOINT SERVICES | 58.3 | 16.2 | 74.5 |
| SOUTHERN | 41.4 | 19.5 | 60.9 |
| SKY SURFERS | 35.0 | 18.1 | 53.1 |
| WESSEX | 37.1 | 8.2 | 45.3 |
| THAMES VALLEY | 24.9 | 20.0 | 44.9 |
| AVON A | 27.2 | 17.2 | 44.4 |
| AVON B | 41.0 | 00.0 | 41.0 |
| D & S CONDORS | 10.6 | 29.5 | 40.1 |
| DUNSTABLE | 25.0 | 4.8 | 29.8 |

HG XC League

Class 1 Hang Gliding League

| Pilot | Flight 1 | Flight 2 | Flight 3 | Flight 4 | Total |
|---------------|----------|----------|----------|----------|--------|
| Colin Hale | 43.13 | 16.65 | 110.36 | 49.08 | 219.22 |
| Neil Atkinson | 43.13 | 32.68 | 14.02 | 16.60 | 108.43 |
| Jason Prior | 40.00 | ? | | | 40.00 |
| Sean Warlock | 28.31 | | | | 28.31 |
| Jon Martin | 14.50 | | | | 14.50 |

Jim and Chris are on Extacy Sky God League (or Class 2 for the boring)

| Pilot | Flight 1 | Flight 2 | Total |
|-------------|----------|----------|-------|
| Jim McMakin | 75.00 | ? | 75.00 |
| Chris Jones | 51.50 | ? | 51.50 |

Colin has taken a distinct lead with a brilliant 68 mile flight from Ubley to Okehampton on Sunday the 17th despite being a totally blue day. Apparently he scraped low across the flats, not getting high until Bridgwater where the air was distinctly more active.


Congratulations to Jon Martin for his first XC on the Hay Bluff - Crickhowell run . Hopefully we'll be able to give you another chance to go for it on the 13/14th June when we host the next Airwave Comp on our sites.

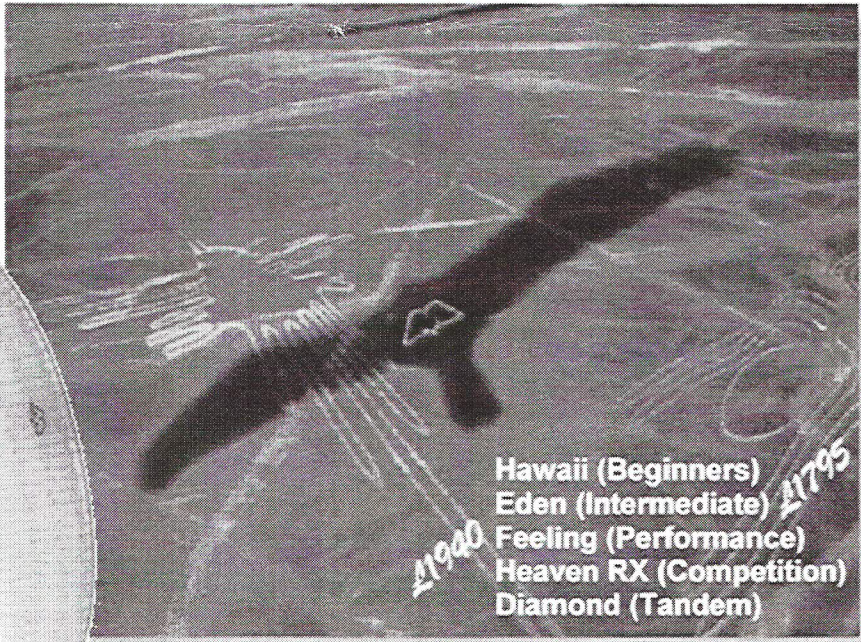
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Weather? Or whether not

You've watched the Beeb, you've listened to the shipping forecast, you've phoned your mates...but you're still not sure.

Did you know that you can get an 'actual' and/or forecast weather from Bristol Airport over the phone?

For Mendip sites it's about as accurate as you will get but I find it's a handy back up for most local flying. The 'trick' is interpreting the read out. Have a pen and paper ready and write it down quickly as it is read out. The message is repeated over and over again so don't panic if you miss it all the first time round.

For a future meeting I will put together a short presentation on understanding airport METARS (Actuals) and TAFS (Forecasts). But basically you get:-

| | |
|----------------|--|
| Time Group: | e.g. 10-19 (Means forecast if valid from 1000 to 1900 GMT) |
| Surface Wind | e.g. 320/10 knots (Westbury - Go!) |
| Visibility | e.g. 10 kilometres or more (should be OK) |
| Clouds | e.g. Scattered at 2000, Broken 4500 (it's booming) |
| Temp/Dew Point | both in degrees Celsius |
| Pressure | in millibars / hectopascals (What?!) |
| | Remember 1013 mbs is standard atmosphere |

I know this might blow some of you away, but as I said I will try and expand on it in the future. In the meantime, give it a try. It only costs a phone call.

Ring 01275 474441

Ask for Ext 366 - Actual Bristol weather
 Ext 367 - Forecast weather

| | | |
|-------|------------------|-----------------------|
| Notes | Few Clouds | 1-2 octas cloud cover |
| | Scattered clouds | 3-4 octas cloud cover |
| | Broken | 5-7 octas cloud cover |
| | Overcast | 8 octas |

Multiply difference between temperature and dew point by 400 to give approx cloud base

eg Temp 12 degrees

 Dew Point 6 degrees

 Approx Base = $6 \times 400 = 2400$ feet, above airport elevation.

 (Bristol Airport is 600 feet amsl)

Tim Brunskill

The Firefly - Issue Two

Introduction

Hello and welcome to Issue 2 of The Firefly - the magazine for all your flying needs, coming from a hilltop near you - as long as you count SE Wales! In this bumper edition:

Shock News - DIY Weather Forecasting proven better than 'Experts'!! (What - you knew that, did you?) :-)

Tony Target invited to June meeting - Bring own sleeping bag & pillow!

Gill Impey invited to July Meeting.....sorry - my lawyer says I can't tell that story online!

But seriously folks, last time I said the weather had been so remarkably friendly that "someone'll be telling me they've flown Cam Long Down next!" Well, we're in this cottage in Snowdonia, right, and Mr Jet-tastic says "I went over the back of Cam Long Down the other day....." So - indeed - Pigs On the Wing, but apparently no Dogs in the Harness yet!

Unfortunately, since beginning to write this Issue, the weather has turned completely sh1te, but then so was last June! I sit typing this feeling an Easterly wind and watching a Westerly cloud drift which, as The Splittie King reporting live from Mere on his mobile just suggested, is probably why it's rough as hell today! Apparently Pie-Eyed Piper, Our Tone, Morph and other Airwave Challenge hopefuls are currently sat on Merthyr in 25mph+ winds but, they said, 'At least it's stopped raining'!

Paramania (& some Snowdonia)

The weekend got under way in the, by now familiar, Avon Camper Van Coral in the, just as familiar, consumptive fashion with Chris Short setting the conversational tone - "If it wasn't for the bloody ground there, I'd have been OK!" Here we go, I thought - and there the Pie-Eyed Piper went, rugby tackling Lisa Pentreath in a vain attempt to prevent his own unscheduled descent to terra firma - it wasn't even 9 o'clock on Friday night!

Still, somehow Team Avon were up and raring to go before everyone else the next morning and were among the first up onto the NE face of Fforest Ffarm, where conditions were already blowing up - Ffirefly's top anchor person recommendation goes to Ginger Spice! Top person to ffollow (Stop this now!) award once again fell (Okay?)



to Captain Fantastic - Our Tone and yours truly chasing him over the back - Capt. F. tried to follow the valley but it was a huge sink trap, so he came to join me, fighting to stay above the valleys between the A470 and Sennybridge. We managed to cling on for an extra 3 or 4km at between 100 and 400 foot above the ground, yo-yo-ing about as we flew/collapsed in and out of rocket thermals - an absolute hoot! Ginger Spice flew over us as we were packing up - on his way to yet another 20km flight. Poor bugger was at five grand, 8km from the hill, and didn't get a sniff for the next 12km.

After a couple of hours dodging the aerial traffic later that afternoon, some of us decided to head on up to Snowdonia the following day as "I'll eat my cap if it gets flyable before 5 o'clock". Actually it got flyable enough for an impromptu Airwave Challenge heat, which we either won or came second in, depending on who you believe! - thanks again Firefox, Capt. F., Splittie King, Webmistress et al. Lisa has bought me a bottle of tomato ketchup! As if by magic, The Shopkeeper even appeared again.

The next few days were spent getting wet and windswept, sozzled and stoned, whilst failing to complete crosswords in North Wales - highlights including Mr Jet-tastic becoming the first person to take a Mini most of the way up Tryfan and a pigeon flying over a hedge and landing on my foot whilst i was doing 50! I think the Pie-Eyed Piper and Capt. Fantastic enjoyed their pillion rides too? Guys?

Team Avon would like to thank the Italian Red Wine Marketing Board for their assistance in the making this programme.

May 16th/17th - SE Wales

Saturday - 'The Nationals won't be going to The Bluff', said a certain Kendo pilot as we sat outside the cafe in Aber, so off we trundled towards Hay, only to find a rather full car park when we arrived! Not to worry, it was quite fun having the Nationals' task - a carbon copy of Splittie King and The Piper's flight via Pandy to Tal-Y-Bont last summer - as something to aim at. I've never been chased by 70 pilots before either! A low (3000') inversion layer made things tricky but the crew all had enjoyable days, even though most of us stayed on the ridge rather than going over the back, and it was nice to know that Sky Gods balls it up sometimes too!

Sunday - The Blorenge bowl today for a 60km race to goal, slightly across wind - yeah right! Pie-Eyed Piper, Splittie King and Sweet Soul Sister left with 3000' asl before the window opened but only made a few km. The uninformed then watched the aforementioned 70 Nationals pilots playing 'I can dump myself on my a**e better than you', whilst trying to launch - the one with the Flame certainly didn't like my comment that 'I used to let mine do that to me'!!

King Splittie spent the rest of the day getting depressed as first Firefly, then Sweet Soul Sister, then The Piper flew over him on PB, or close to PB flights towards, to and past Merthyr respectively. Even discovering that the mobile phone The Piper had found whilst hitching belonged to the people on the next table in The Bridge Inn didn't cheer him up!

Our best wishes go to Clive & Amanda Laurence-Peckham after Clive's accident.

Stop Press!! Our best wishes go to Amanda & Clive Laurence-Peckham after Amanda's accident.

May 16th - Part Two - Ubley

Courtesy of Our Tone

Biggest mistake of the day was made on the A36 at Warminster at 8:30 am - this was turning off towards Frome when I should have carried on up to Bristol, to join you lot on your excursion to Wales!! However I was determined to have a good day but failed in my main objective, which was to fly over the tow group, downwind of Ubley, on my way to Land's End! The closest I got was 931' ATO! - I guess the inversion had the lid on it. (Bit of a bugger that, mate - several people punched through the inversion to 5000ft asl in Wales! - FF)

This was the first time I'd been to Ubley.... ROUGH or what. I had a bad launch day, much to the amusement of Colin Hot Stiffy Pilot, but I had the last laugh on that one when he emerged sweaty and puffed out, showing off his extremely whiter than white upper torso after walking back up the hill, didn't you Colin! Other points worthy of note were Tim, Not So Dim's fine display of his hill walking skills...TWICE and for the first time in 20 months that I've known him, The Floating Sage went down, well to be totally accurate only about halfway down. Kevin Hotter Stiffy Pilot (This could cause arguments! - FF) went over the back - how far I don't know.

All in all it was a good day, another 2 hours for the log book but no XC. I suppose I should have gone to Wales but it was fun flying here in rough conditions skimming the treetops! Any half-wit pilot could have gone to the Bluff and done a teeny weenie XC - just you lot remember the rule about the majority of out-and-returns having to be out of ridge lift when you submit your flights to the league!!! No, I'm not jealous, well maybe just a little. Oh, for a light Northerly wind midweek when you're all at work!

Airwave Challenge - 23rd/24th May

Saturday - How many pilots? The Pie-Eyed Piper was reliving Hamlin, with an ever-increasing entourage of clubs signing themselves up for aerial battle in the skies around Abergavenny, and so a record TEN teams assembled in the bus station car park. A mass scrap with the ten hang-gliding teams was mooted as a potential way of deciding who got which site, but some negotiation (and the thought of a nice track to take off on Blorenge, no doubt!) meant that we were off to The Bluff again. Full details are available elsewhere from the man himself, so I'll just give a precis:

Firefly has taken Noddy's long-standing world record for continued use of big ears!

Strawberry Girl (and others) discovered that going down below Lord Hereford's Knob can get messy!

There is absolutely NO WAY that all the pilots claiming to have crossed the gap successfully did so!

Ginger Spice won both the day and the 'Drive a camper van back across the Severn without a clutch' competition!

Sunday - The hang-gliding fraternity woke up the next morning to 'no pain, no gain' and packed us all off to Blorenge. Again, The Piper has full details elsewhere - suffice to say that no-one flew any distance and I flew crap!

Next Month

101 Best tunes for mid-air singing!

New Skywings typefaces explained!

And much, much more!!!

Parting Thought

(Courtesy of New Model Army's Justin Sullivan)

Walk out tonight - Look up at the stars - The light that you see is as old as I am

Keep up to date with Firefly on the Web

Sites Update

Westbury

Thank you for heeding the note about the Westbury Emergency Landing Field - we haven't had any further complaints from the tenant, so please can we keep this up!

Revision of Sites Guide

I'm currently working on updating both the Printed and Online Sites Guides; one of the things I'd like to do is 'personalise' the individual pages of information a little more, so I intend including a comment, on each site, from one of the pilots who knows that site best. If you'd like to contribute in this way please could you get in touch with me (see below).

If anyone has any other ideas/requests for the new edition, please get in touch too. (I shall definitely try to improve some of the 'Directions' information for certain sites.)

New Sites

I'd be grateful if anyone looking at securing new sites/new parts of existing sites could keep in touch on a regular basis, in order that the process can be more effectively co-ordinated - at the very least the club must be aware of what is going on, particularly if it involves landowners or tenants with whom we have existing arrangements on other sites, e.g. The National Trust. The Club will be forced to take a very serious view of activities which jeopardise existing, hard-won arrangements.

Rich Harding, Sites Officer,

Tel (Home): 0117 971 9380

Tel (Day): 0117 927 4593

Tel (Mobile): 0966 491138

E-Mail (1): CSB@tomsawyer.demon.co.uk

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| Richard Westgate | 01747 811302 | | HG/PG | P1/AP | Club Coach & TI |
| Karl Ford | 01722 433778 | | HG/PG | XCPC/AP | Instructor |
| Stephen Wills | 01278 452813 | | HG/PG | AP/CP | Senior Coach |
| Eleanor Milln | 01749 679908 | | PG | P | Club Coach |
| Terry Thomas | 01453 882592 | | PG | P | Club Coach |
| Marcus King | 01225 852912 | 0585 813736 | PG | P | Club Coach |
| Antony Moore | 01980 594455 | | PG | CP | Club Coach |
| Fiona Macaskill | 01454 613788 | 0468 743613 | PG | AP(S) P(W) | Club Coach |
| Amanda Laurence-Peckham | 01222 704864 | 0585 243834 | PG | AP | Club Coach |
| Clive Laurence-Peckham | 01222 704864 | | PG | AP | Club Coach |
| Tim Brunskill | 01749 679908 | | PG | AP | Club Coach |
| Colin Hermon | 01989 750774 | 0468 402001 | PG | AP | Club Coach & TI |

New Members

Please welcome the following new members who have joined the club in May and June:

| Status | HG/PG | First | Surname |
|--------|-------|---------|------------|
| M | PG | Robert | Allen |
| M | HG | Martin | Broadway |
| M | PG | Dave | Bullard |
| A | PG | Raymond | Clark |
| M | PG | Stephen | Clark |
| M | PG | Sean | Cunningham |
| A | HG/PG | Ben | Empson |
| M | PG | Simon | Ford |
| M | PG | Chris | Harland |
| F | PG | Nia | Harland |
| M | PG | Elliot | Wright |
| M | PG | James | Osborough |
| F | PG | Tracey | Osborough |

Low Airtime Contact List (as at 28/5/98)

| HG/PG | Surname | First | Home Phone | Mid Week Flyer | Rating | Glider |
|-------|--------------------|-----------------|---------------|----------------------|-------------|------------------------------|
| HG | Austen | David | 01275 847943 | Y | CP(W) | Discovery |
| HG | Broadway | Martin | 01722 790536 | | CP | Elan |
| HG | Cannon | Douglas | 01249 701160 | Y | CP | Calypso |
| HG | Edwards | John | 0181 940 1610 | | CP | Clubman/Scandal |
| HG | Evans | Susan | | | CP | Aeros Target |
| HG | Fairall-Whitelegge | Oliver | 01985 850233 | | CP | Vision 5 |
| HG | Hale | Colin | 01666 837574 | | CP | Kiss |
| HG | Jones | John | 01963 350125 | | CP | Vision 5 |
| HG | Pemberton | John | 01703 842379 | | CP | Aeros Target |
| HG | Stanley | Jonathan | 01705 642173 | Y | CP | K5 |
| HG | Walsh | Richard | 01747 840679 | | CP | Avian Elan |
| HG | Warren | Mark | 0117 977 4640 | Y | CP(S) CP(W) | Vision 5 |
| HG | Wreford | Neal | 01985 214732 | Y | CP | Vision |
| HG/PG | Horbury | John | 01275 875140 | | EP/CP | Flight Design A4 |
| HG/PG | Jones | George | 0117 929 1560 | Y | CP/CP | Discovery 195/Edel Sirius |
| PG | Allen | Robert | 01225 793826 | | EP | UP Vision |
| PG | Bell | Clive | 01264 772209 | Y | CP | Trekking Ritmo |
| PG | Bull | Robert | 01225 753184 | | CP | Freex Frantic |
| PG | Bunyan | Mark | 0117 924 4153 | | CP | Edel Super Space |
| PG | Clark | Stephen | 0117 973 5938 | | CP | Harley Cyclone |
| PG | Cockwell | Mark | 0117 939 3156 | | CP | UP Vision |
| PG | Crossingham | Merlin | 0117 924 3086 | | CP | Edel Space |
| PG | Daw | Gary | 01285 640754 | | CP | Airwave Jive 26 |
| PG | Field | Jim | 01985 216619 | | CP | |
| PG | Gates | Ben | 0117 939 5437 | Y | P | Airwave Reggae |
| PG | Gibson | Alan | 0117 962 2827 | | CP(S) CP(W) | Super Space |
| PG | Gittings | B | 01452 421211 | | CP | Edel Atlas |
| PG | Gould | Adam | 01275 462692 | Y | CP | |
| PG | Harley | Marcus | 01452 331736 | | CP | Edel Sirius |
| PG | Harvey | Martin | 0181 789 7358 | Y | CP | Advance Sigma 3 |
| PG | Hodgson | Martin | 01793 852318 | Y | CP | Airwave Harmony |
| PG | Keith | Stephen | 0117 978 4944 | | CP | Flight Design A4 |
| PG | Leigh | Geoffrey | 0117 960 9764 | Y | CP | UP Vision Classic |
| PG | McCausland | Tony | 01225 312178 | Y | CP | Harmony 27 |
| PG | McGeever | Scott | 01935 410847 | | CP | |
| PG | Murtie | Steve | 01373 827486 | | CP | Apco Spectra |
| PG | Newton | Claire | 01985 844050 | | CP | |
| PG | Newton | Mark | 01725 513830 | | CP | Harley Eclipse |
| PG | Patrick | Russell | 0973 628607 | Y | CP | |
| PG | Rhodes | Kate | 01285 760264 | | CP | Advance Epsilon |
| PG | Riley | John | 01452 722504 | Y | CP | Harley Sirocco |
| PG | Schrotter | Jean-Christophe | 01225 331336 | Y | CP | Paratech P40 |
| PG | Taylor | Richard | 0117 923 2463 | Y | CP | UP Vision |
| PG | Wells | Stephen | 0117 9869914 | | CP | Pro Design Challenger |
| PG | White | Philip | 0117 927 3947 | | CP | Edel Super Space II |
| PG | Wood | Simon | 01225 755099 | Y | CP | Genesis |
| PG | Yeandle | David | 01749 671421 | Y | EP | |

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

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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

Holiday Holiday Holiday Holiday Holiday Holiday Holiday Holiday Holiday
Fed up with the weather in the UK? GET AWAY TO THE GREEK PELOPONNESE.

Ring for information on a flying trip in October.

Part ex welcome on new Firebird, Trekking, Edel and Gradient Canopies. A complete range of Harnesses and accessories from Freex, Woody Valley, Next and Scorpio..... Charly, Kiwi, Lazer. Ozee, System x, Scorpio. Brauniger and Fairhaven. Alinco..... Map cases, camera cases, books, maillons, Karabiners, helmet covers, big bags, tow releases, sunglasses.... But we don't stock boots!

Also some S/H harnesses and instruments.

Closed Sundays and Bank Holidays and evenings! If in doubt ring first!

Previously enjoyed Gliders

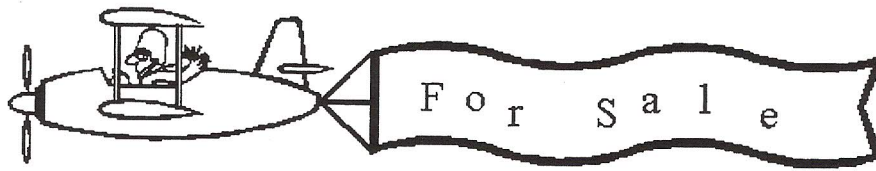
| | | | |
|--------------------|-----------|------------------|-----------------|
| UP Soul | M | Scorchio | 1,100:00 Offers |
| La mouette | Paramotor | With wing | 3,000:00 |
| UP Kendo | M | Life Jim! | 775:00 |
| Firebird Apache 2 | L | Big n Bouncy | 700:00 Offers |
| Edel Space | M | Lovely | 600:00 Offers |
| Airwave Reggae | M | Mmm, nice | 800:00 |
| Fun to Fly | M | Pink + Harness | 700:00 |
| Apco Extra | M | Swap for Intern' | 500:00 |
| Airwave Jive | L | Excellent | 600:00 Offers |
| Firebird Barracuda | L | Smashing | 750:00 Offers |
| Edel Sirius | L | Very clean | 300:00 |

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Email:
bin@airtopia.com



Members Adverts

Storage Space Required. Hanglider Pilot living in Clifton, Bristol looking for storage for a hanglider in Bristol or nearby. Any help much appreciated. Tel John Dawson on 0117 9739014 (1)

Solar Wings 155 S4 Racer - mylar leading edge white top surface - red under surface - speed bar aerofoil uprights - spare upright - tow wheels - XC bag low airtime excellent condition. **Cacoon harness** with Mainair Life Pak emergency 'chute. **Lindsay Ruddock** digital/audio vario with Thommen altimeter. Tow release (harness mounted). Protec summer flying overalls - Ozee thermal winter flying overalls. GPA flying helmet with R.A.F. visor. Speedbar mounted aerofoil airmap case. Aircrew rigging knife. Flare gun (pen type) with magazine. All in excellent condition - £1500-00 the lot. Contact David Bridge 01243 377496 evenings 01705 842285 daytime e-mail bridged@desn.port.ac.uk (1)

Rumour 1 14.5 m CofA gc £300 XC veteran requires new home. Topless babe forces sale! Call Neil on 01225 754152 Home 01225 814515 Work (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 £950, sale due to sponsorship. Tel Marcus on 01225 852912 or email marcus@skytribe.force9.co.uk (2)

UP Kendo M Good cheap performance wing. Offers in the region of £600 Phone Simon Kerr on 01935 425991 (2)

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 tel: wk. 0117 936 5902 home. 01844 354260 (2)

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. (2)

Share in Mendip Tow Group, tel Trevor Dixon on 01865 764356 or Geoff Rodgers on 01761 232096 (3)

Flight Design Hot Dream B2 Medium with arness good condition £350ono Contact Derek Targett 01749 675418 (3)

Discovery 195 excellent condition less than 4 hours airtime £1,100ono Contact Derek Targett 01749 675 418 (3)

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 (3)

Davron vario + alti suitable for hangliding £50 Contact Kath Cotton on 01275 871988 (3)

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. (3)

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 (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!

August Meeting – Thursday 6th August

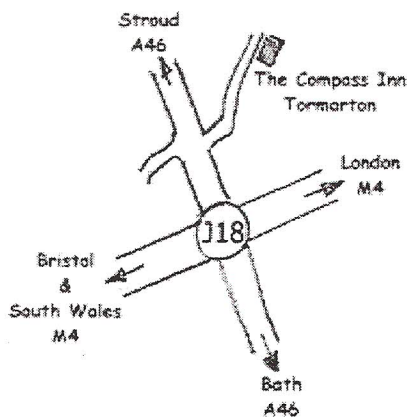
Compass Inn, Tormarton

Video Night

Colin apparently has an awesome video of free flying which he will be showing.

September Meeting - Thursday 3rd September

Club BBQ - FREE FOOD



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.