

NOVA



September & October 2000

Club AGM Thursday October 12th - Xmas Meal Fri November 12th - Westbury PG SC Record Smashed - Alex Coltman 2nd in BPCup - Site News - and more inside...

The Avon HG & PG Club Committee (1999-2000)					
Name	Job	Home Phone	Work Phone	Mobile Phone	Email
Brent Pullen	Chairman	01373 825737		0589 900466	brent@pullen.f9.co.uk
Charlotte Hedges	Membership Secretary	01225 852912			charlotte@skytribe.co.uk
Paul Ellis	Secretary/Treasurer	01373 462275		0966 371535	
Richard Harding	Sites Officer (Overall)	0117 971 9380		0966 491138	CSB@tomsawyer.demon.co.uk
Robin Brown	Sites Officer (North)	01453 827202	0973 844449		robin@airtopia.com
Marcus King	Editor	01225 852912	01225 357745	0585 813736	marcus@skytribe.co.uk
Alex Coltman	PG Competitions	0117 965 1292	0117 959 0515		ammcoltman@ukonline.co.uk
Simon Kerr	PG Novice Contact	01935 425991	01935 420721	07712 048975	simon@golddust.force9.co.uk
John Jones	HG Novice Contact	01963 350125	01749 672591		john_jones@talk21.com
Neil Atkinson	HG Competitions	01225 754152	01476 457221	07979 544989	neil.atkinson@nokia.com
Chris Jones	Safety Officer	01225 319052	01225 827098	0966 170014	chris@cj-hb.demon.co.uk
Fiona Macaskill	Librarian	01454 613788	Fax 01454 202602		fiona@organised.com

Membership Enquiries Should Be Sent To membership@skytribe.co.uk

Avon HG & PG Club Diary			
Date	Event	Venue	Contact
12/10/2000	Club AGM	The Compass Inn	Brent Pullen
09/11/2000	Club Meeting Q & A Panel	The Compass Inn	Brent Pullen
24/11/2000	Club Christmas Dinner and Prize Giving	Green Park Brasserie, Bath	Chris Jones

NOTE MEETINGS NOW 2nd THURSDAY OF THE MONTH

XMAS DINNER NOV 24th SEE NEWS SECTION FOR DETAILS

Editorial



Hi there. Well we've actually been having some good flying, of late, although the last couple of weekends have gone down hill. The Bloreng Party and the Mere Bash have both come and gone. They were both excellent events, with a good mix of flying and partying. The Mere bash was of course special as it was my birthday, thanks to those of you who came down on the Friday night. Simon Kerr put a lot of hard work into the event and it was good to see a fair number of people enjoying themselves on the Saturday night. Tim Pentreath missed the evening's entertainment, which probably meant he was in the good position of having a clear head on Sunday, and he smashed the Westbury site record for a PG, read his account in this issue. I've received a good number of contributions for this issue and it's great to have so much to publish,

thanks to all of you who have contributed, and I hope you all enjoy reading it. Of course this being the editorial I do have to make my usual plea for articles etc and don't forget to send me your gossip for the newly restarted gossip column. If there is anything you would like to see in the magazine let me know, it is after all the memberships magazine. Finally if you were expecting an electronic version, I've only had time to do the traditional paper version, and as there is some important information I thought it was important to make sure everyone received it, I will however make sure there is a PDF version available for download from the website for those that want it.

Anyway that's enough from me I'll hand over to our esteemed chairman...

Get High, Stay High, Fly Far.

Marcus

Chairman's Chunter



It is now mid September and I am nearly at the end of my chairmanship of the club, which is a good time for me to thank the members of the committee for their work over the last year. The great thing about the Avon club is that there are many people within the club that are prepared to put themselves out for the benefit of others, which has made my job as chairman a relatively easy one, the majority of the people that run the club know what needs to be done and just get on with it.

Over the last twelve months that I have been chairman, I have had some major changes in my life that have not allowed me to give as much time to club matters than I would of liked to, my new job seems to take up all of my available time, which means I now know what its like to be a

weekend flyer, and can understand the frustrations of not flying for weeks on end I guess I have woken up to the real world!! I have also had to deal with getting back in the air myself and trying to rebuild my confidence after my accident last year, its surprising how much an accident changes your view on flying. One thing I have decided to do is down grade on my glider, and I have been test flying DHV1 wings. I am finding that these gliders are a pleasure to fly, so if you are thinking of upgrading your glider ask your self why? There are a great deal of pilots like my self that are taking a step backwards away from performance wings which are demanding to fly., and are really only for pilots that can fly on a regular basis and keep themselves current.

There have been a number of safety issues that have concerned me lately, on one weekend at Westbury recently we had 5 mid air collisions with paragliders and models, I have had discussions with the modellers to see how we can prevent a repeat of this, they assure me that they are as concerned as I am that this does not happen again, and have invited me along to one of there meetings to give our side of the story. One thing that they have asked us to do when flying low at Westbury on a north-westerly day when we are all sharing the bowl is to shout down that we are coming through in front of them. I must point out that they contacted me so it is something that they are concerned about.

Over crowding at Mere on Sunday the 9th of September raised a number of issues about safety, a number of pilots were seen to be flying around oblivious to the fact that they were causing other pilots to change coarse in order to avoid collisions, I wasn't there so did not see what went on. What I would say is that it is everyone's responsibility for safety. if you see someone blundering around the sky causing problems to other pilots for Christ sake tell them,

Editorial

if they don't know they are doing anything wrong they wont improve!!, and if you are a club coach its your responsibility to let these people know, its not good enough to ask someone to have a quiet word at a later date, this might be to late its all of our responsibilities to make sure that we fly together safely!

Anyway enough moaning. I need to apologise to anybody who has driven down to Ubley only to find that it is closed at the moment, we thought that we would be getting the magazine out a bit sooner than we have. for those that don't know Ubley is closed at the request of the site owners while work is done on top of the hill, it is important that we do not fly while this work is in progress, as it could jeopardise future use of the site.

So the AGM is upon us again please come along and air your views or even put yourself forward for one of the committee posts, remember we are a hanggliding and paragliding club, run by paraglider pilots!! If you have any issues that need to be raised please phone or email me before the meeting so that we can prepare an agenda.

BRENT PULLEN

NOVA is the newsletter of the Avon Hang-gliding 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.co.uk

Send your articles to

Marcus King

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

Email: marcus@skytribe.co.uk

Fax me on 0870 7062551

Phone me on 01225 852912



XMAS Dinner and Club Annual Prize Giving

November 24th

Green Park Brasserie, Bath.

The annual Christmas Dinner has been booked for the 24th November at the Green Park Brasserie, which is situated near Sainsbury's in Bath. Parking should be no problem as the supermarket car park is available. The tickets will be £20 per person and must be booked in advance, contact a member of the committee to buy your tickets. This price has been subsidised by the club, so please do come along. The meal will also see the annual prize giving, so we hope all those that have managed to win prizes this year can come along. So pick up the phone and book your tickets, please make sure you have done so by the end of October.

The menu for the evening is as follows.

Cream of Tomato and Basil Soup

Salad of Smoked Trout with Horse Radish Dressing

Field Mushrooms Pad Fried in a creamy Garlic Sauce and Served in a File

Pastry Basket

Chicken Liver Parfait with Tomato Confit

Roast Turkey Served with Bacon, Sausage, Stuffing, Cranberry Sauce and Roast

Potatoes

Pan Fried Fillet of Salmon with a White Wine and Mussel Sauce

8 Ounce Sirloin Streak Braised in a Red Wine and Shallot Sauce

baked Red pepper Stuffed with Coucscous, Pinenuts, Tomato and Mint Serverd

with Sauce Vierge

Traditional Christmas Pudding with Creme Anglaise

White and Dark Chocolate Cointreau Slice

Duo of Brasserie Made Mango and Raspberyy Sorbets

Coffee and Chocolate Mints

See www.green-net.co.uk For more information.

Westbury Record Broken

The Westbury PG XC Record was broken three times on the same day. Jim Mallinson flew 30km, Richard Harding flew 45km on a borrowed glider and Tim Pentreath smashed the previous record with a fantastic 57km. See elsewhere in this issue for the full story. The flights took place on the 2nd day of the Mere bash, Richard said you could see the Marquee for miles.

Mere Bash a Great Success

The Mere bash was yet again a great success, with even more people in attendance. Yet again both days were flyable, albeit at Westbury. Saturday night was great fun, with good food and beer and a great band. If you missed it you missed out. Make sure you are there next year. A big thank you must go out to Simon Kerr for organising it all.

Meetings to change day of the month.

From October the Club meetings will move to the 2nd Thursday of the month. This move is because the Compass Inn has said that it would be easier to accommodate us on that day. We will normally be in the Long Bar, but also have a room available us for talkers.

Bob Drury on TV

Bob Drury who has given a couple of memorable talks will be on TV in October. The film of his trip, with Robbie Whittall, through the Himalaya, Kingdom of the Clouds will be shown on Monday October the 2nd on BBC1 at 10:40pm. Make sure your video is queued up.

Forthcoming Meetings

Thursday 12th October - Club AGM, Several posts need to be filled including Sites Officer, Social Secretary, PG Comps, Chairman and possibly others. If you want to take on a role on the committee please come along and let us know, if you want to know more contact a member of the committee. The AGM will be followed by a talk on flying in Annecy by Alex Coltman.

Thursday 9th November - It's question time, your chance to put your questions to our panel, the debate will of course be open to the floor. We hope this evening will be instructive and give the opportunity for you to learn about flying related topics.

The date for the Christmas Dinner has been finalised as the 24th of November. It's a bit early but this allows for several people heading down under for the winter. The meal will be in the Green Park Brasserie in Bath, more details on the previous page.

Alex Coltman Finishes 2nd in British Paragliding Cup

The final round took place in Snowdonia, with an 11km cross wind task. The early runners, including Alex and myself, didn't get far. Those pilots that took off just before the window closed fared better, with 5 people getting to goal. Andy Plimmer won the day. Andy Summerskill was the highest placed Avon pilot and Jo Eades flying alongside the comp was only a km short of goal. The next day was eventually canned due to rain so the scores for the previous days became the final scores. Richard Newton was the overall winner with Alex in 2nd and Steve Mitchell in 3rd.

It looks like there will be several Avon members flying the comp again next year, although Alex will be competing in the British Paragliding Championships.

Alex Coltman Wins Ochills BPCup

Following from his 2nd place in the Scottish Open Alex Coltman won the Ochills round of the BPCup. Only one day was suitable for setting a task due to thunderstorms. A 17.4km race to goal was set following the line of the ridge, with the last section out of ridge lift. A fast pace was set over the first section by 'Team MAC' but Marcus King and John Murphy went down a couple of km short of goal. Alex Coltman (Gradient Sapphire 2000) got one more climb which enabled him to get to goal for a much deserved win. Paul Russell (Nova Argon) was 2nd followed by the current leader of the BPCup Richard Newton (Nova Xray). The scores are all still fairly tight so there is everything to play for in the final round in Snowdonia.

Avon Club Mailing List

The Avon Hangliding and Paragliding Club mailing list has now moved to www.smartgroups.com where we hope we can get a better service. Smartgroups also provide extra facilities such as calendaring, group folders, votes etc. If you were on the old mailing list you should have received an invite by now. You can sign up by following the link from the front page of our website (www.skytribe.co.uk)

The Flying Diary

I have tried to resurrect the flying diary, which you can see on the avon website at www.skytribe.co.uk and which will also be printed in NOVA. However **the diary needs your contributions** to be successful, so if you get any flying done please take a few moments to put down a few words about it. You can send your entries to diary@skytribe.co.uk or pop it in the snail mail. It would be useful if people could put any 'Wendy' readings they have at the start of the entry.

Gossip Column

No one is safe! Oh yes, at the request of several members the gossip column is back. But it needs you! So send yer gossip to gossip@skytribe.co.uk.

Richard Harding's been out spending some money, he's just bought a nice new Bandit motorbike. Nearly lost said motorbike on the way to Mere last weekend, blamed it on some gravel. And to go with the bike looks like he may get a Bandit PG after his flight from Westbury.

Tim Brunskill has been having some interesting flying times recently. During the Mere bash he was flying at Westbury when the wind changed direction by 180 degrees to find himself in rotor. The glider bucked and collapsed and he fell towards the hill, but luckily it reinflated and he quickly retreated to the bottom, to check his underwear. A few days later he was happily taking off in his rather bigger plane when whoosh bang wallop an engine blows up. As things come in threes, well that's what my mum says, we think he better keep his feet on the ground for a while.

Fiona Macaskill had a ripping time during the recent PWC in France, whilst flying a long a mountain the wind switched (don't know about you but I'm getting a real feeling of déjà vu) and she found herself in rotor, with the inevitable effect of her glider deciding it would rather be back in it's bag. She fell to earth under her reserve which opened this time, coming down through trees, to escape with out serious injury. Her canopy however was ripped to shreds by the trees, anyone got a bandaid.

At the Blorenge party Simon Kerr wouldn't let some flying get in the way of a serious good drink. He decided that sitting on a gusty hill was out when he could sit outside his newly painted van with a beer or five. Mind you he did find some time to go flying on the Monday to do his first XC since his accident.

On a recentish trip to Merthyr Dave Yeandle was observed falling out of a cloud with biggest big ears I've seen, well since Simon got blown over the back of Hay Bluff, he then flew back to the hill. Apparently he didn't want to go XC coz he didn't have a clue where the hill was... just look for the burning cars Dave.

Geoff Rodgers recently suffered from the kak virus, which took the combined PC knowledge of the whole club, or so it seemed, to get rid off. Robin Brown panicking about the virus, which he didn't have, deleted some vital files and stopped his PC working and nearly had a heart attack thinking about all those training records he had lost. I think he still owes Rich a pint.

Heard on Westbury recently "Oh s**t I'm not supposed to be f***** swearing am I?", I wonder who that was then?

Alex Coltman has declared that he is giving up flying, Alex is hoping this will have the same effect as when Tim Pentreath declared the same last year. Just how many more kilometres have you flown this year Tim? Tim said 'It's like with buses, I've been waiting for 10 years for a 50km+ flight, and then along come two in the same year!'

The September issue of Skywings includes a letter (Airmail, page 6, "On being alert") concerning an hg pilot at Pandy attempting to take off without clipping in but being saved by the intervention of an alert bystander.

The pilot (who is deeply ashamed and will never do it again and can therefore remain nameless) was an Avon member and now reluctantly accepts that the nose man from Thames Valley HG Club was probably not mainly to blame.

Several pints plus a formal award are owed to the interventionist spectator. Anyone know who it was?

Anonymous (Well not that anonymous you sent it by email, we know who you are!)

Long Knoll Parking

The agricultural supplies place below Long Knoll has changed hands; the new owners intend setting up a car showroom but Geoff spoke to them and they are happy for us to continue parking there for the moment. I also had a word with them before leaving this evening and, even when the showroom becomes operational, we should be able to use some of the space around the back to park. I also told them about the Bash and suggested they might like to come along for a tandem next year.

Ubley Closed Temporarily

Ubley will be temporarily closed from September 1st, 2000 onwards, whilst the Will Woodlands Trust is carrying out work. The situation will then be reviewed.

For those unaware, the intention for some time has been to plant trees in much of the area behind take off. We currently hope to be allowed to use the site again in the future but the current work, which necessitates the temporary closure, is expected to take at least three months.

It is extremely important for our future use of the site that this temporary closure is universally adhered to.

Westbury

Had a little chat with the tenant farmer in the bottom field at Westbury (he's not that bad really) on Monday he was pleased to see me land on the track and follow it to the corner to pack. He asked me to remind you all of this whilst the field still has a crop of grass (silage). And also that the cows are behind an electric fence, if they do get out they can rub the wire loop off the *gate* so please replace the piece of string that is helping to keep it secure. Stafford Evans

There was also a recent accident at Westbury, possibly caused by rotor from the lip above the horse itself, please take extra care in that area, and do not attempt to land behind the horse.

Bell Hill

Just a quick reminder that Bell Hill is one of a few Wessex sites which remain FULL WESSEX MEMBERS ONLY - it is not open to reciprocal members or visitors.

The main reason we kept Bell Hill members only was to prevent previous problems with over crowding.

Unfortunately, on Sunday 6th August, there were 30 cars parked on top of the hill and it transpires that a number belonged to reciprocal club members. (pilots also broke site rules, landing in crops at the top and bottom of the hill)

There are three other NW'ly sites open to reciprocal club members. (Whitesheet, Marleycombe and Winkelbury)

If you would like to fly Bell Hill, please join the Wessex Club.

Thank you

Richard Westgate

Chairman

p.s. our web site is regularly updated with site info.

Please have a quick browse before visiting.

Reciprocal Memberships

Please remember if you want to fly a site belonging to a club that we share a reciprocal agreement with, you must make contact with the club to ensure you have up to date site rules. We cannot supply site guides for other clubs, but you can either purchase a hard copy from the respective clubs or look at the site guides online, there are links on our online site guide.

Other Site News...

Richard Harding has started adding links to all the online site guides of the British clubs.

The new site guide is still under production, Simon Kerr has produced some excellent maps examples of which can be found on the club website. He still has a few to do, and is hoping for feedback on those already created. Also Richard is looking for more local knowledge to put in the site guides, to make it a more useful publication, not just a list of rules. It is hoped to publish it in a loose-leaf format so that amendments can easily be sent out.

The club is still undertaking various negotiations for new and old sites, please make sure you adhere to the rules in our current sites as news of digressions travels...

Don't forget if you find a new site, which is then subsequently negotiated, there is a reward up for grabs.

The Blue Circle Chimney Challenge

We have decided to introduce a new small comp within the club. Yep as you may have guessed the comp is to fly out and around the Chimney in front of Westbury. We want a turnpoint photo showing that you are past the chimney. We will find a prize from somewhere. Let either myself or Brent Pullen know if you succeed. Just so it's not the hot ships cruising it there will be an award for the first CP pilot to do it on standard or DHV1-2 wing. If anyone has any ideas for some other suitable challenges on other sites then let us know, maybe we could the old comp we ran with a series of tasks, give us your opinions. We will definitely be introducing this for next year, on the points for tasks basis.

Avon Hangliding Cross Country League

Class 1 Hang Gliding League All Distances in Miles										Total	
Pilot	Flight 1		Flight 2		Flight 3		Flight 4	Flight 5	Flight 6	Miles	Km
Tony Stephens	36.14	OR	36.66		14.98					87.78	141.26
Kevin Winter	38.63		14.41	OR						53.04	85.36
Nick Romanko	47.35									47.35	76.20
Angie Weir	12.96		7.77		14.72					35.45	57.05
John Jones	7.07		11.84		6.28		9.88			35.07	56.44
Bertie Grotram	31.66	3R								31.66	50.95
Dave Dracup	?									0.00	0.00
Jim and Chris are on Exxtacy Sky God League (or Class 2 for the boring)										Total	
Pilot	Flight 1		Flight 2							Miles	Km
										0.00	0.00
										0.00	0.00

The British Club Challenge

Well the Club Challenge is over for another year, unfortunately our team only managed fourth place this year. Despite some good flights on Monday we just could not close on the teams who were lucky enough to get someone away on Sunday. The eventual winners, South West Wales, had two flights over 60km from Sunday and would probably have won if they hadn't even flown on Monday!

I'd like to say a big thank you to everyone who turned up to support the club and hope everyone had a good time. Special thanks to Pete Taylor who managed to get a team together for the semi-finals at very short notice and then flew a blinder of a flight to help us qualify for the finals.

I will not be continuing in the comps secretary position next year but would urge ALL pilots to join in. This is a CLUB competition and yet it seems to be the same people who turn up every year, come on, its FUN!

Cheers Alex

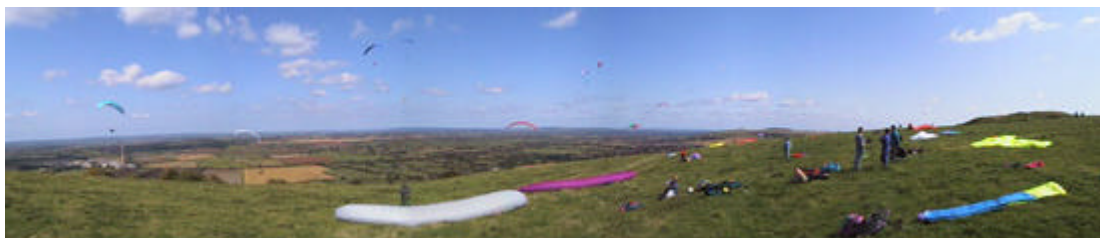


2000 PG XC League (most recent flight - 10/9/00)

Rank	Name	Glider	1	2	3	4	5	6	Flights	Top 6	Av Top 6	All	Av All
1	Jim Mallinson	Nova Argon	131.8	72.0	50.1	45.2	36.1	33.5	10	368.7	61.5	438.1	43.8
2	Alex Coltman	Gradient Sapphire 2000	45.8	26.3	25.9	25.5	21.3	17.6	13	162.5	27.1	235.6	18.1
3	Tim Pentreath	Advance Omega 4	72.3	57.0	20.1				3	149.4	49.8	149.4	49.8
4	Richard Harding	Mac Bandit	44.3	21.0	16.9	15.1	9.8	9.6	12	116.7	19.5	150.6	12.6
5	Mike Andrews	Swing Astral	22.6	15.8	14.2	13.7	11.0	6.7	9	84.0	14.0	97.6	10.8
6	Garry Mitchell	UP Blues	27.7	22.6	22.4	10.2			4	82.8	20.7	82.8	20.7
7	Marcus King	Mac Feeling	15.8	15.1	14.3	13.8	7.8	6.9	8	73.7	12.3	82.4	10.3
8	Fiona Macaskill	Gin Boomerang	38.1	35.0					2	73.1	36.6	73.1	36.6
9	Tony Moore	Apco Futura	33.3	22.5	11.5				3	67.3	22.4	67.3	22.4
10	Andy Summerskill	Mac Bonanza	14.2	11.7	10.0	7.3	6.9		5	50.1	10.0	50.1	10.0
11	Charlotte Hedges	Mac Eden	12.8	7.2	6.7	4.0			4	30.7	7.7	30.7	7.7
12	Tom Mayne	Nova Vertex	27.7						1	27.7	27.7	27.7	27.7
13	Jo Eades	Advance Epsilon 3	9.1	9.0					2	18.1	9.0	18.1	9.0
14	Simon Kerr	Gradient Saphir	17.8						1	17.8	17.8	17.8	17.8
15	Dave Yeandle	Gradient Saphir 2000	10.4	3.1					2	13.5	6.8	13.5	6.8
16	Alan Wainer	Airwave Samba	4.6						1	4.6	4.6	4.6	4.6
	Grand Total		528.1	318.2	192.2	134.8	93.0	74.3	80	1340.8	23.1	1539.5	19.2

03/09/00 - Tim Pentreath, 57.0km from Westbury

Having missed out on the Mere Bash the night before (on account of driving back from a wedding in Shropshire late that night) I consequently arrived at the hill at 1.15pm with a completely clear head, which is probably more than could be said a few other pilots! At this stage there were quite a few gliders in the air, and dozens laid out on Braton Camp.



Time for a minimal bit of chatter before I took off at 1.30pm in fairly scratchy conditions and maybe 10 minutes later Jim, Rich and I were climbing out heading SSW tracking to the west of Warminster. I guess by the time we

Comp News

were over the quarry we were about 2000'ato and still going up in our large but fairly weak thermal. Rich was holding back slightly by this time, so Jim and I pushed on to Warminster where we got a reasonable climb.



We then glided towards Longleat Forest flying right over the larger of the two sailing lakes. Just to the south of the lake we found another climb which got us to about 3500' ato. Then it was over the Deverills towards Mere. The Mere Bash marquee was clearly visible a little way to the west of our track. By now we had flown 20km and I shouted across to Jim that we had broken the site record. Still there's never much time for self congratulation when in the air and before too long we were out of the lift and on a glide. Jim headed due south and found something so I duely flew over to join him.

At about the 25km mark we were on another glide and this is where our fortunes changed - I made a 45 degree turn to the right in order to head over to Gillingham, whilst Jim carried on in a southerly direction. By the time I found my next climb a couple of km to the south of Gillingham Jim was getting very low and eventually landed on the side of a gently sloping hill which he had headed for in a last ditch attempt to find something.

Meanwhile I was getting to base at 4500' for the first time in the flight, and I reckoned I could probably hear his curses as I climbed out! It was at this stage that I first noticed Poole Harbour and the south coast glinting in the sunshine and I thought it would be fantastic to make it all the way... I stayed with this cloud for a while before gliding towards Sturminster Newton where I found another climb which got me nice and high again.

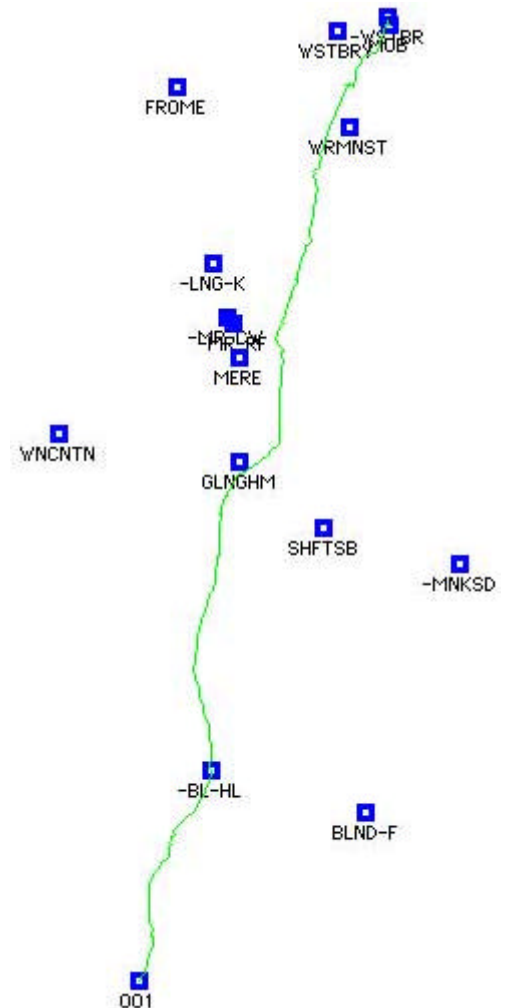
I cruised over the Wessex members only site, Bells Hill, at about 3500' but after here things started going downhill (!). I followed the ridge along hoping to find some decent lift at the head of the valley, but from this point (about 50km) I only found small scratchy areas of weak lift which really did little more than put off the inevitable.

Eventually after 2.5 hours in the air I landed about 2-3 miles south of the village of Cheselbourne, just 5 miles from Dorchester. I packed up and at about 4.20pm I tried to call Rich on his mobile. I hadn't seen him since looking back when I was high to the south of Gillingham, and being the competitive bastard that I am on occasions, was extremely worried when I only got through to his answering service! Shit, he can't still be in the air...! I tried again half an hour or so later and still only got his answering service - surely he couldn't still be in the air an hour after I landed... It was only when he called me at 7pm that I stopped worrying - he reckoned he'd flown about 45km to give him a new PB.

Anyway we met up at Lisa's parent's house to swap the Mere Bash bouncy castle from his car to mine. Needless to say we also swapped thermal by thermal accounts of our flights over a quick beer!

What a day, what a flight! Next time it'll be the coast!

Tim Pentreath



Features

Buyer Beware

I recently purchased a second hand Avian Amour to replace my 15 odd year old Magic V. I like to check things over before I buy them but with often long distances involved, and the complexity of hang glider detail I didn't (other than an evening meeting on the M5 services for a once over). The day after my purchase the wind was NW 15mph, so the Sally Army donation paid off after all. I put on the roof rack and loaded the gear but my gut felt like it was 11pm Saturday without a fag. (In my youth everyone smoked, and everything shut on Sunday except the Pub which opened at midday, to wake without a least two Capstan Full strength on your bedside table was a serious mistake which left this curious nibbling feel in the left had side of your stomach). I had seen something during the glider exchange that had registered, but only in my sub-conscious bit of my increasingly depleted brains. I decided to "get it out on the lawn" as we say in Bradford. I unpacked the wrapper, pulled out the wing, pulled up the kingpost and bingo - solid mud in the wire groove at the top of the kingpost. Strange how brains make connections (I understand this is an essential part of intelligence from a shrink friend, how useful it would be if my connections were without a 24hr. lag) in an instant two were made :-

- a) muddy kingpost and broken LE (not me)
- b) muddy kingpost and bent LE (me)

Ochills BPC

After a Saturday spent sitting watching storm clouds throw lightening around, Sunday dawned looking a little better. We all got to the top via Landrover and shankses pony where the window was set to open quickly. The sky looked good despite a low cloud base and people were hurrying to get ready. The window opened and people took off immediately into weak lift, the wind was off to the west (the slope facing south) so I waited till the first group had proved that the next hill was soarable and then took off.

I took a weak thermal for about 4 turns and then shot off on a cross wind glide after the lead group. This contained Marcus, John Murphy and a couple of others, none of whom were going slowly. By watching where they got low and where they found thermals my progress was easy so I pushed on hard determined to catch up.

The task took us along the ridge to the east and then out into the flat for about 7km. The cloud base was only around 1000ft above take off but the cloud suck was gentle so the climbs could be taken right to base
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So instead of a nice afternoon over Westbury, out with the (clean) spanners and "strip her down".

After three hours I had identified the following "little niggles" -

- 1) The tensioning stirrup was incorrectly fitted allowing the sail unrestricted movement.
- 2) The Kingpost was missing a spacer which made the square to round transition from kingpost to keel and made the upper rigging lengths correct.
- 3) The Kingpost was secured with a screw rather than a bolt and was of incorrect length.
- 4) The tensioned airframe had about 4" side play rather than the 1" it should have. The upper wing wires were later found to be 2" too long.

OK, all this cost only a few quid to fix and I quite enjoyed the fiddling but not everyone likes fiddling, or understands Capstan Full Strength so "buyer beware" and if you can't check before you buy, check before you fly (yes, I know you all do).

Anyway after this, and a few weeks later I had one of those super smooth Westbury flights which make me remember why I enjoy gliding so much, absolutely confident with my gliders structure (but not, regretability, my ability to land it; eh. Tone.)

Dave Underhill

(being careful not to cloud fly, against the rules) and then the bar used to stay clear of cloud.

The difficult part of the task proved to be a slight kink in the hillside where it turned more out of wind, many people landed here and from my position I could see Marcus and John low on the hill. I took all the altitude I could and pushed out looking for clouds, found one and along with it another climb to base.

I was now in the lead and checking my GPS started looking for the goal line, it took a while to see it and then I was checking behind me for anyone about to sneak up from behind. There where clouds of gliders soaring all over the hill but no-one had followed me so I turned my concentration onto my final glide.

I kept thinking to myself that I had to actually get to goal as well as fly fast and left my glide till I was certain I would make it, then off I went on full bar to cross the line with over 150ft to waste.

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My first proper race to goal, my first view of a goal line and I get to goal first thanks to a bit of pace making by Marcus. What a day!

It was my first season in British Paragliding Cup and I found the other pilots friendly and the tasks quite do-able and fun. Anyone with a bit of thermaling experience who feels comfortable flying in company

Towed Mode



The lads on the hill kept saying "Well why don't you learn on tow?" and I kept saying well yes, maybe, not just yet...any excuse.

The problem was that I had previously started to learn to fly at a localish hill school, and gave that up as I found it far too physical, ..and well, yes I hit the hill (all my own fault!)

So I would go out to the hills with my hubby Simon, and sit and watch and admire, "if only I could..." but the only real excuse I had was that I didn't make that one phone call. So one day, whilst the house was quiet, I phoned the then CFI at the Army Air Corp, to simply ask who, what and how. Merv Turner was very keen for me to come along, so the next Sunday, Simon, Robert Bilson and I, got in the car and tried to map read our way to Middle Wallop. The blokes didn't let me near the map (due to my previous map reading) and Robert was given the duty of getting us there.

As a military base we registered ourselves as visitors to the Army Air Corp, given our car pass, and told to proceed. (Things have since changed, and it is

and has their pilots license should think about entering next year.

I'll see you there!

Cheers Alex Coltman

recommended that you contact the Army Air Corp prior to going there, as you will need to be met from the gate.)

We found the clubhouse, were given a welcoming cup of tea, and introduced to those who managed to get out of their beds, well it was the 1st of January! As the weather was overcast and blowing a hooley, we started our courses in the classroom, me for EP tow, and Robert and Simon for tow conversion.

In comparison to hill flying I found the first flight terrifying, basically because of the height gained, where as on the hill my first flight covered a large amount of ground, but no more than 10 foot away from the deck! At the same time the flight for me was very exhilarating, first flights often being towed to heights of 500ft. As people progress, the tow height can reach 2000ft and with 800 acres of flat grass land to land on, it's wonderful - no trees nor barbed wire to avoid!

The first flight is up, release and down. From then the progression is steep, to EP, and continue with training to CP. In total it took me quite a long time for which I have many excuses, but the joy of passing my CP was great.

The airfield itself is the largest grass airfield in Europe, and can take any wind direction, the performance wings are best suited to wind speeds of nil to 10mph, where as the square can be towed in a much higher wind speed. The towing is done behind both vehicles and winches, with brilliant operators.

The Army Air Corp is a non-commercial school, and as such none of the instructors, drivers, marshals or anyone get paid. So costs are kept minimal, with each tow costing £1.50 for qualified members.

Simon has flown my X-Act loads of times on tow, and a fair few people have flown her on the hill, so I have great confidence in the wing. Having completed three tows with her, I do look forward to the time I will be able to fly from the hill, and join you lot!

Liz Wood

Features

Am I ready to Upgrade?



I'd like to qualify my comments regarding my recent glider reviews. I write reviews assuming folks know which class of glider they should be interested in, and don't wish to repeat the same advice in every review I write.

The Nova Phelix, Edel Quantum, and gliders

in its class (DHV1) are ideal for instructors to train students on, and for pilots who feel nervous in the air, often fly in turbulent conditions, or are in their first year of flying. They give limited feedback, dampened response and slow, measured handling. Their reduced glide and speed do not suite xc flying, though of course it's still possible - the Apco Fiesta took me 45km's on the first test-flight, and I overtook a pilot on an Airwave XXX (but Abraham flew over my head later ;-)

The Firebird Matrix, Swing Arcus and gliders in its class (DHV1/2) are intermediate gliders, and suited to pilots who have recently been licenced, ideally with 50 flights / 10 hours airtime. If you are a novice to xc flying, or just enjoy mellow soaring, or flying is your hobby (ie you do it on the odd weekend) then this is the class you should be in. This can take you well into your second year of flying, up to 300 flights probably before you have begun to tap into all the glider has to offer. You should complete a safety course, go to a couple of social competitions and complete many xc's on this glider before considering an upgrade. This is the wing that will forgive you all your mistakes, and keep flying. Remember, if you have other commitments apart from flying, regularly miss weekends, and call paragliding a 'hobby' / 'recreation' , there's no need to leave the class, for the new DHV1/2's will have all the performance you need.

The Octane, the Swing Astral 2, and gliders in its class (DHV2) are sports gliders, and suited to regular, competent pilots with more than 150 flights / 50 hours of thermic airtime. If flying is your primary sport (as opposed to a hobby), if you are regularly flying (every weekend), do xc often, and have a few years of incident- free fying under your belt, then this could be your class, should you choose it. Incorrect pilot input to extreme situations can

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dramatically delay recovery on a DHV2, so an SIV course and regular practice (wingovers, spirals, wingtucks, asymmetrics) is recommended. The DHV2 wing can be deformed badly by turbulence and still be piloted to safety, because the aerofoil generates enough lift at low speeds to keep flying. Not so with the next class.

----- Cross this line only if you fly at least 100 hours a year in thermic conditions -----

Above DHV2 class the performance gain for a given loss in security becomes marginal. The next class requires altitude and the correct, precise pilot input to fix problems. It requires a change in flying style, where you rely more on superior glide to make big transitions, and stay off the ridges and out of trouble.

The Nova Argon, the Ozone Proton, the Swing Cirrus2 and gliders in its class (DHV2/3) are advanced gliders, and suited nowadays to those weathered, dusty-looking people that seem to do nothing else but fly all the time, and competition pilots. Some 2/3's (Bonanza) are sports gliders, some are serial class racers (XIX Top2), so you've got to scrutinise the DHV tests. If you're considering buying a 2/3 glider, you don't need my advise.

The Swing Stratus, Gin Boomerang, Nova Krypton and gliders in its class (DHV3) are competition gliders, suited to professional competition pilots who compete and fly on an almost permanent basis. The pilots should be getting at least three full flying days in per week, and have to have exceptional reflexes and natural ability to master these high-performance machines. You don't buy one of these to win a competition, you buy it when you are already winning the competitions. There are very few pilots in SA who are competent to fly such wings. I have over 1200 hours thermic airtime and fly every weekend. I do not fly enough to master such a wing. Sure, I can pilot it, but with no margin for safety. I've been there. My ankle hurts.

The AFNOR / SHV tests have only three classifications : Standard - Performance - Competition. The Performance class is far too broad, and can include anything from a hot DHV1-2 to a DHV2-3 (Apco Futura, in my humble opinion). As a guideline, you can use the following :

Standard Class = DHV1 and DHV1/2.
Performance = DHV2 and DHV2/3
Competition = hot DHV2/3's and DHV3.

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Hope that helps clear up the confusion. Bear in mind that this is just my opinion, and there are big overlaps in my class definitions. Ask around, get advise from others who (a) aren't trying to sell you something and (b) fly regularly in the same air you're going to be in.

This article was reproduced, with kind permission, from Greg Hammerton's website.



Who is **Greg Hamerton**?

Someone who loves to fly, to dream, and to write. I have been flying since 1992, and have logged over 1000hours on paragliders, mainly in the thermic conditions of Cape Town, South Africa. I gained my South African instructor's

rating in '94, my tandem rating in '95. In '97 I gained my British Instructor's rating and taught in the U.K. I competed in the PWC (Paragliding World Cup) in that year, flying in Italy, France, Spain and Slovenia. On returning to Cape Town I ran a school with two partners, specialising in SIV manoeuvres and

tandems. At present I am writing a fantasy novel. I fly a Freex Spear (DHV2), which suites my bivouac and xc flying perfectly. I write articles for Cross Country Magazine, have published a novel about flying ([Beyond The Invisible](#)) and a manual for paragliding in South Africa ([The Fresh Air Site Guide](#)).

Contact me anytime to book a course, or just for some flying advice :

E-mail : illusion@netactive.co.za.

Postal address : 1 Brounger Road, Constantia,
7806, South Africa

Mobile phone : +27 (0)82 740 5550

Fax : +27 (0)21 794 1574

You can also views Greg's website at <http://www.paragliding.co.za/hammer>

Piedrahita Diaries

Sat 1st July

An early start needed to be made so after about three hours sleep we hit the road to Stanstead. On arrival we bumped into Clare and James from SE Wales and inside we found more flyers waiting for the same flight. After being told we would have a 1 hour wait for a slot the pilot suddenly decided to leave. 2 hours later we found ourselves in a slightly windy Madrid. Here three pilots discovered their paragliders had gone missing, so they waited for the next flight. We teamed up with another pilot, Gareth, to hire a car, the price of which greatly reduced when we said we had flown with GO but then increased when we added to drivers on. After a tour of Madrid we found ourselves heading NW an the A6 towards Avila. We picked up the N110 which is the main road that most people fly along. We had hoped to have an evening flight but when we arrived it was pretty windy. So we sorted out our accommodation before heading to the square for a couple of beers. We spent some time wandering around trying to get our bearings before meeting up with the others for dinner at £5 per head with wine. We finished off the evening in the square. Piedrahita seems to be a

great place and fairly lively, which I guess will get more happening as the Nationals Part Crew hit town.

Sun 2nd July

Woke late after yesterday's rather long day. After breakfast in the bar in the square, is there a pattern forming here?, we met up with Gareth for our first foray up the hill. As we climbed up the road to the Pena Negra launch we saw some people flying but they seemed to be sinking. The flying today was mostly of a downward nature, high cloud had come in a shut it all down. Some people managed to get up and along the ridge a bit but no one did anything spectacular. Spent the evening in a bar down the road where most people watched the footie, quite appropriately the non footie watcher, me, won the sweepstake for the time of the first goal.

Mon 3rd July

Woke to a sunny but windy day, so no flying again. So after a leisurely breakfast we wandered to a gorge over the back of takeoff, where you can swim or if you are brave you can do a 50 feet jump. Actually I think you had to be pretty brave to swim

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because the water was freezing. The afternoon drifted by until we found ourselves back in the bar playing table football till 2 in the morning.

Tues 4th July

A day of flying and good flying at that. Nothing was happening on the hill for ages so the, by now, large group of Brits sat around trying glean information mainly from Signor Hamo. When Alan took off and indicated the presence of more than one thermal as



he flew through them, it was obviously time to go. We had been told that there would probably be a short window before takeoff got blown out. Steve's group got off and headed off East. I then took off straight into a thermal which I shared with Steve Cawte. We climbed up to three others then went on a glide with Ali Walker. I stayed out slightly further than them and seemed to do a little better. we took another couple of climbs to get along the ridge, but none were going very high as base was not much above the hill. We got to the coral and the pass, Steve looked to be going down and Ali headed to the quarry where I thought she got something so I glided towards her. Unfortunately she headed out to land and I soon found the sink and joined her. Some people including Steve and Gareth, who we are sharing the hire car with, managed to get up and over the pass, where they found better conditions and made it to Avila. I had evening flight at gone nine before heading to the bars.

Wed 5th July

A mainly non flyable day although some people managed to get off before the wind came over the back, and seemed to be getting some nice thermals

out over the plains. Still at least we got to play Colin Macrae Rally on the way to the South takeoff.

Thurs 6th July

Still more frustration. We woke to a glorious day with a clear blue sky but whilst we were eating breakfast the breeze seemed to get stronger and stronger. By the time we met up with all our kit it was obviously blown out. We spent most of the day by a lake before visiting Baraco which seemed to be

shut. The night was made more lively by the fact that it was one of our groups 40th, and this involved him swimming in the fountain.

Fri 7th July

Another hot and sunny day. We were rather late taking off as a friend span in close to take off. He was completely out of it and couldn't remember who anyone was, but luckily he was given a clean bill of health at the hospital. By the time this happened the wind was howling on launch and those of us left sat it out for a while. Sam Moffat broke a few lines on rocks trying to get off. I managed to get off in a lull and headed off along the ridge. I got a pretty good climb but had to leave it as it went over the back of the hill in the reasonably strong NW breeze. I headed after Jim Mallinson who was ahead of me, but was getting pretty low by the time I got to the corral. Jim had by this time headed into the dead end valley before the pass. I headed to a rocky spur and was rewarded with a good climb. I could see Charlotte way down in the valley seemingly scooting around at about 100'. She said at one point she was setting up to land when she got a low save, she eventually landed at the last village before the pass.

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In the meantime I had climbed to about 8000' asl, from where I could see the promised land, Avila valley. I drifted back into the dead end valley where I was joined by an Argon. Together we climbed slowly, but stuck with it as it was taking us in the right direction. The lift died and it was time to go into the pass, we stuck to the high ground to the south until we got to a rocky crest a couple of 360s and we dived over to the lee side to a stonking thermal marked by a couple of raptors. The Argon got away from me a bit at this point but I followed the thermal a bit longer. I followed out across the valley heading back towards the main road. The

foothills for a climb. People had already landed by this point some not making the startpoint. I got a good climb that took me to 9000' asl with Ali Walker and a Freex, we then all glided towards some gliders circling at El Barco where we again found a climb back to 9000'. The route now headed up a long valley and landing looked a little limited so I took things a little tentatively, and made sure I got past the next section. A good climb saw me well on my way and I made my way further up the valley, but I was struggling a bit with only gentle climbs, but they were drifting me the right way. I got to the physical turnpoint but the GPS turnpoint was still 500 metres



thermal drift kept taking us away from the road into the boonies so we zig zagged along trying to keep in touch with the road. The Argon got low and after scratching around for a while landed. I glided to a kink in the main road with a village and a small hill thinking it was bound to work, but it wasn't I went down 35km or so from take off. I was pretty pleased to have gone over the pass, especially on a day with so little height. I got a lift quickly and was soon back in Piedrahita enjoying a much needed beer.

Sat 8th July

First day of the British Open, after registration and briefing we all headed up the hill. The usual sitting around waiting for a briefing ensued. A 78km race to goal was set with the start point 12km away then a turnpoint at 35km to the West and a goal back at Piedrahita. Charlie took off during the briefing to get away before the crowds and headed off west with some friends who were also free flying. The window open and the crowds took to the air but it wasn't too bad as people were all drifting away from launch towards the startpoint. I hit big sink after launch and found myself low on the hill. I worked a thermal and eventually made it the inversion, where it was as rough a hell. I headed towards the startpoint, which I cleared fairly easily before heading back to the

or so beyond, over the back of a huge drop off in the lee. 'Too dangerous,' I decided, so I headed round the aerals and landed. It turned out that this caused a lot of confusion as people didn't know which turnpoint to use the GPS one or the physical one. I was lucky that the British team bus saw me land and I was given a swift lift back. I was provisionally 21st in the task, which made me pretty happy. We had a fairly quiet night and I was pretty knackered.

Sun 9th July

Another sunny flyable day, this is more like it is supposed to be in Piedrahita. Charlie had to take Gareth back to Avila to catch a train to Madrid, so I made my own way up the hill. A 78.4km race to goal was called this time with a 17km out and return before the start point! Launch window opened and it had been pretty blowy so I thought it was good to get off as soon as possible. Yet again I sunk like a stone from launch, but a glider circling in a small bowl saved me and I got up again, and headed to the corral the pre startpoint turnpoint. It got a bit slow here as the thermals were drifting back to much so it was only worth taking strong ones. I made it back to the startpoint where I watched Neil Brown's glider turn itself inside out, there had already been two reserve throws, luckily Neil sorted it. A good

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climb took a few of us over the back towards the next turnpoint, topping out at about 12000'. The views were amazing looking over the Gredos mountains into the plains beyond. A few of us glided off, there were people circling in front but it always seemed to have peetered out by the time we were approaching. Things were getting pretty desperate and I and others were down to a couple of hundred feet in the middle of nowhere. I watched one glider below me fly downwind into the deck, but luckily he seemed OK. One pilot caught something and we all converged on them, I knew I had to stick with it so hung on for dear life. At first it felt like we were falling in and out of it, but as we got higher it got more established and the four of us made it to base. From here we glided around the next turnpoint and got another climb at a nearby village, which enabled us to connect with the convergence. It seemed to be going so well at this point. We now had to pass back over the main ridge to get to the flats beyond. It blued out as we headed to a pass and I hit pretty bad sink, which stopped me from scraping round the corner. The wind was howling and I ended up dropping vertically into the pass to land with 6 or so other pilots, including Nico. We then had a bit of a walk out, luckily Puri, Steve Ham's wife, drove up and gave some people a lift and Nico came back to get the rest of us. 4 people made it to goal, with Andrew Smith leading the way and Graham Steel a minute behind. I had made about 50km around the course. It was another fairly quiet evening as many people were pretty tired after the days flying. I flew for about three and a half hours and apparently Jim Mallinson was in the air for about 5 hours.

Mon 10th July

Llueve! (Memories of Grand Bornand)

Tues 11th July

Probably the day I blew my nationals championship. I was in 38 in the Nationals and 33rd in the Open but only 20 points separated me from 15th position. A 77km race to goal was called, first to the corral and back to a startpoint then over the pass to a castle and then back towards the pass to a goal. A strong headwind mad it hard going and I wasn't very far when I saw the startgate tarp open. I managed to make my way to the corral and round the turnpoint before heading back. It was a cruise back with a tailwind, and I easily made the startgate, however this coincided with a sink cycle and I got flushed down the mountain. I headed out but found nothing and bombed it. I had done 17km but I was pretty pissed off, and it ruined any chances of qualifying for next year's Nationals. I decided to try and get some good Karma by driving retrieve.

Weds 12th July

Another sunny day but this time with an Easterly component. A simple 69km race to goal was called with a start point 12km away. Conditions weren't storming and despite a few people heading off as soon as the horn sounded, most people waited until things started to improve. I was still on the hill with a quarter of an hour to go, not wanting to get caught up in a mad rush just before window close, I decided I may as well get off. I got a first climb reasonably quickly and found myself with Signor Ham and Adrian Thomas amongst others. 'Good Company,' I thought. I stuck with them till the start point but when getting into sector I got really low, so low that a friend thought I had landed. I was about to join Donna in a field when I found a thermal. At first I could only get half a turn in it but as I was going I clung onto it. This was my only chance, so despite being chucked about I hung on in until it got itself together and we rocketed to the sky, in a 10up climb. I was now approaching El Barco and had joined up with some other fliers. We got another good climb close to the town and topped out at about 9000 feet. I was higher than when I had last come this way and started to feel confident. It was short lived and I soon found myself scratching along the side of the valley. A couple of broken climbs took me to the pass, where I scratched in a bow before getting a decent climb. We were now close into the big mountains and the views were great. In front the main valley we were following dropped steeply away, the valley floor was very narrow with few landing options for the next 10km or so. Ahead in the distance I could see the lake which was where the goal field was, and for a while I entertained thoughts of getting to goal at last. I lost out a bit on the climb whilst trying to avoid another pilot, and soon found myself isolated from the small gaggle. I had to move on and tried to get to the high ridge that led to goal, but sink put me on a lower ridge. In retrospect I should have probably taken a more circuitous route to the high ridge via the main peak. I found small climbs along the lower ridge but nothing that would take me to the main ridge behind. It was also becoming evident that I was pushing into a headwind. By now the valley had opened a little more and there were more landing options, but I still flew keeping possible landing sites in mind. I was getting low and saw a blue glider landed and as there was nothing much ahead decided to use the same field. As I made my final approach I noticed the glider was under power lines, it made things tighter but I got in OK. The pilot was Nico Preston who said he had landed with the glider touching the wires, luckily no damage had been sustained. I was happy with the flight which was about 50km, but was a bit disappointed it only gave 38th on the day. The retrieve which was via the coach laid on by the comp turned into a bit of a

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nightmare and we finally got back to Piedrahita at 10pm.

Thurs 13th July

Bomb out day two... A 101km race to goal with a turnpoint at a castle in the Avila valley, another west of Piedrahita and then a short leg back to goal. The startpoint was at Villafranca just before the famous pass, so no going to the corral and back. From launch I got really low and headed to the end of a spur and found nothing. I then flew low through the bowls at the base of the hills. I maintained and thought I would get to the corrals at an altitude of about 200 feet above the valley. I then hit sink and had no choice but to head out into the valley. Just when I needed it a bird of prey started turning in front of me and I quickly joined it. Yet again in this comp I found myself grimly hanging onto a climb to avoid going down. I made it to above hill height with loads of others who had joined the thermal. We all headed to the Corral where a good climb took us to about 11000 feet. Ahead people had already gone through the pass but we were now struggling against a headwind. Several times I tried to get through but the wind and sink turned me back. I eventually landed at the village just before the pass itself. I wandered to the road to find Ulrich hitching, at least I was in good company. Ulrich got a lift, and I was soon picked up by Puri, Steve Ham's wife. I was surprised later to find that I didn't score too badly this day, because lots of people failed to get through the pass. I met up with Charlotte and we went to the goal field to watch the top guys come in. Patrick Holmes was first in, followed by Steve Purdie. Russel Ogden managed to get in despite only being able

turn in one direction due to ripping off a brake cascade and some C lines on launch. Mike Aston added some excitement by only just scraping across the line. After all that it was back to the bar for a much needed drink.

Fri 14th July

The final day of the comp and I really needed another task to get my average back up. Up on the hill it was soon apparent that there wasn't going to be a task, due to the strong wind despite the fact that the thermals hadn't yet got going. Matt Taggart and Windtech decided to hold a kite party at the lake, with free beer. So, after an enjoyable lunch in the square we headed to the lake. There wasn't too much wind when we arrived, but we had a swim and generally chilled. Getting a tad bored we decided to head back and see if it was flyable. Unfortunately it was howling, and the only thing that flew was a medium Octane with two people on it, the pilot wasn't taking it easy either doing wingovers near launch. So that was it apart from the party. Steve Ham got well lubricated and led the ceremonies. The South Africans learnt the evening their own particular style of partying. Gradually everybody drifted to Pamira Bar where the partying carried on through the small hours.

It had been a great holiday, with some excellent flying with the bonus of meeting old and new friends.

Marcus King

The magic of flying

One of the questions I get asked a lot by pilots and ground hogs is which do I prefer to fly, hang glider or paraglider.....

Friday 21/7/00 Pandy

Weapon Paraglider

Conditions.... 10mph easterly- ene, thermic, lots of white fluffy clouds

After a disappointing start (it was difficult to stay up) and seeing two gaggles leave the hill I formed my own gaggle of one at 2:30 pm. I'd taken off from the top, turned left, and headed up the ridge where it had seemed to be working better. I flew straight into a boomer which I worked as much as possible and

climbed to about 4,000' asl. I stayed with it for a while, as the previous gaggle were now sinking out further downwind. Two of them finally joined my (I was there first!) thermal and we floated about slowly drifting downwind. I soon spotted a cloud building downwind and went for it, losing 1,000' on the glide but climbing back up to over 4,000' when I got to it. By this stage I was about 8K from T.O. totally focussed on getting as far as possible, studying the ground and sky like what all the text books say. I maintained for a while but once I was clear of the Black mountains I started to lose height. I considered landing at Crickhowell as there was not enough height to cross the valley, but decided to carry on a glide just to see if I could beat my UK best of 22K. I was close to it, about 700' above the ground when I flew over a village called Bwlch, and picked out a suitable landing field next to the road. Little did I

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know that Bwlch is Welsh for "express train to cloudbase"! I flew into one of the easiest thermals I've come across and after a while I was at over 5,200' asl, on the speed bar trying to regain sight of the ground.

Overcome with the grandeur of my situation and the awesome views of the Tal-y-Bont resevoir and the Brecon beacons, I may have made a bit of an error in thinking that I now had enough height to get over to Pen-y-Fan. Unfortunately this was not so and I ended up scratching around the northern spurs on this mountain and landed near the A470, S.W. of Brecon. A new p.b. of 33.3K.

2 Hours, 3 lifts and 1 taxi later I was back at take off and floated around for 45 minutes in the smooth evening restitution.

Saturday 22/7/00 Pandy

Weapon Hang glider

Conditions ENE, bloody strong and gusty! Plenty of sunshine but inverted.

Being a bit of a wimp I waited until 5:30 for the conditions to ease down before flying. I took off into a lull, gained 250' on the lower ridge before heading up the ridge. The vario seemed to just carry on beeping at me. After about 20 minutes and no more

than 6 360s I topped out at 3,200' asl , peering over the grey murk of the inversion. This was serious stuff for me, I'd never seen this on a paraglider in over 200 hours and here I was, 18 hours of airtime on a hang glider, presented with this awesome vista. I was sharing the ridge with only 5 gliders as most pilots had had their fill earlier. I decide to try and fly up the ridge as far as I dared and got to Red Daren, just past a rocky outcrop about 7K from take off. I could see a class 2 and a flexwing further up the ridge but elected that this was far enough. I turned back and flew right back to the south end of the ridge, pausing now and again just to take advantage of any bubbles of lift coming through. I did a few beats near the top landing area and eventually landed (more of an arrival really-no damage though) on top, after 70 spectacular minutes.

Going back to the original question, I guess it just depends on the day. I'd like to say that I would not have been able to do either of these flights if it wasn't for the help and encouragement that I've received over the last four years from the many friends I've made in the club and I thank you.

Tony Moore



Approaching Talybont Reservoir

Features

airtopia

GOOD SERVICE - GREAT LEGS!

Holidays in Spain

Bookings for November still available....11th - 18th

Inclusive of accommodation, transport and guiding, less than £150 not including flights.

We can provide apartments or B&B at any time of year. Guiding and Paramotor tuition are also available for experienced pilots, all at very reasonable prices.

Coastal sites and mountain XC flying....lovely.

Previously enjoyed Gliders

Freex Tandem	Big	Inc' tuition	1,100:00
Nova Argon	L	Ex demo, as new	1,800:00
Trekking Civic	L	Brand New!	800:00
Swing Astral	M	V low airtime, crispy!	1,100:00
UP Soul	XS	Good condition	650:00
Vision Classic	M	Very low airtime	950:00
Apco Spectra	S	Good Condition	500:00
Harley Sirocco	M	Looks nearly new!	550:00
Advance Omega 4	S	Fab dhv 2/3	650:00
Edel Energy	L	Dunes glider!	Offers
Edel ZX	L	Dunes Glider!	Offers
Call Robin on 01453 827202	Office	St Agnes	Email: robin@airtopia.com
0973 844449	Mobile	Churchend	Fax 0870 0567204
		Eastington	
		Stonehouse	

These are the current adverts held on the system.

Date: 18/09/00 Airwave K2 Hangglider Price: £450.00

Pink L/E, Blue U/S. Excellent condition, stored indoors, good performance and handling for a ridiculous price

Phone: 01275 794180 Email: chris.mosley@virgin.net

Date: 15/09/00 La Mouette Topless or similar Price:

I am looking for a light to carry, and light handling glider with performance. Currently finding my RamAir a bit of a monster. Glider must have a VB that is easy to pull on??? Anybody know of anything that is suitable and does not cost a fortune? Call

Phone: 01225 319052 Email: angie@cj-hb.demon.co.uk

Date: 15/09/00 Avian Elan Price: £500.00

Very good condition, stored inside. Wires, nuts, bolts replaced during full service. Excellent beginners glider, better performance than a clubman, easy to land & very light to carry. Cheap for a quick sale. Angie, phone or email me for more detail

Phone: 01225 319052 Email: angie@cj-hb.demon.co.uk

Date: 30/08/00 VW Camper Van (Type 2) Price: £1,000.00

Reliable, but now under-used camper van. L reg, MOT until April 2001, pop-top, awning, good cond. Photo (it's the brown one). Needs a good home! Make me an offer. Tim P

Phone: 01225 832922 Email: tim@thePs.co.uk

Date: 21/08/00 COMPLETE KIT FOR SALE. LEAVING SPORT. Price: £950.00

LARGE FIREBIRD G-SPORT/BLUE.SUPAIR EVOLUTION HARNESS/AIRBAG.SKYLINE FLYING SUIT/BLACK.ICARO JET HELMET/BLUE.FLYTEC 4005 VARIO. EOLE/WIND SPEED INDICATOR.CRISPI BOOTS SIZE 9.

Phone: 01865-725725 Email: johnwheeler@marstonoxford.freeseve.co.uk

Date: 17/08/00 Clubman C160 hang glider Price: £450.00

Clubman C160, white/blue sail, red mylar leading edge. Wheels. Good condition, always stored indoors. Excellent first glider.

Phone: +44 (0)1761 221 731 Email: rdanbury@dircon.co.uk

Date: 08/08/00 NSD vol bivi harness Price: £250.00

An ingenious design from Robbie Whittal and John Pendry: a top quality trekking rucsac that converts into a perfectly balanced harness but too small for me (6ft3).2hrs airtime. Ideal for flying trips that involve lots of walking with the glider.

Phone: 01249461079 Email: jim@rawlingsfarm.demon.co.uk

Date: 08/08/00

Edel Response M

Price: £600.00

The latest serial class glider from Edel. 150hrs.75-100kg. Yellow with purple eagle.

Phone: 01249461079

Email: jim@rawlingsfarm.demon.co.uk

Date: 12/07/00

WANTED DHV 2 Paraglider

Price: £750.00

I am looking for a DHV 2 paraglider for £500-£750. Must be in excellent condition and available for test fly in Wiltshire.

Phone: 01747830380

Email: bertie@grotrian.force9.net

Date: 04/07/00

Free-X Flair Paraglider. Large.

Price: £1,500.00

Very good intermediate wing. DHV-1/2. Excellent condition. 1 year old. 25 hours air-time. Very SAFE!

Phone: 01651806623

Email: Roy_Westland@hotmail.com

End of Listing - 11 Items Found.

NOVA The Newsletter of the Avon Hangliding and Paragliding Club - www.skytribe.co.uk

If Undelivered please return to: The Membership Secretary, Avon HG&PG Club, c/o 159 The High St, Batheaston, Bath. BA1 7DW