

n o v a



# Avon Hang Gliding and Paragliding Club Newsletter

April 1996



## Editors Bit

Well another month has flown by, and it's time to produce another nova. I am actually writing this about a week early because I'm moving house next week so there will be no time for nova then.

So far this year the flying hasn't been too good, but I have been told there were a couple of good mid week days, oh why do I have to work? A couple of weekends some of the club members headed over to South Wales for a Low Air Timers comp, I went over to give my support. There was a good turn out of hang gliders but Avon were the only club with a team of paragliders. People had come from all over the country, including some from Dover and Folkestone I believe. The weather wasn't too brilliant but there were some nice flyble bits. I helped a few of the novices off and by the time I got in the air the wind was dropping off so I side landed. There was no wind here, and from talking to others at the top no wind up there. Talking to Barry Seeley, at Selsley, on the radio, I was told conditions were pretty much the same on the English side of the Severn. By the time I had to the top it was blowing quite hard so I got in some soaring and when I flew over the town it was well floaty. Our group of paraglider pilots got split between the normal paragliding landing field where all the novices sensibly headed and the Castle Meadows landing site, where Simon and I made rather bad attempts at hitting the spot and Fiona made a successfull attempt at missing he river, but only just. We all met up in the Bridge Inn to exchange stories, and in my case start on the ruinous way to a drunken evening. It was good fun flying, so next time there is a LAT comp or weekend I would recommend that you come along. For details of the results and more on the comp see Dave Garbe's LAT section of the mag.

Now to the mobile phone list which I am persevering with. I still need you phone numbers for this section. I understand that some people use their mobiles for work etc. and cannot give a number, but I'm sure there's more people than Pete and me that have mobiles and are willing for people to call them.

**nova** seems to have grown this month. I must say a big thank you to those people who have put pen to paper, or finger to keyboard recently. Without your articles **nova** would not exist.

Anyway, safe flying and remember fly high, stay high, fly far. See you on the hill. ✍️

Marcus

PS. The normal Email address now seems to working again.

**Have You Returned Your Membership Form to Fiona? If Not Get It (and your money) To Her Soon.**

n o v a

## nova on the Web

I have recently developed some web pages for the Avon Club, which whilst at the moment being very simple I hope to expand to include information on the club and articles from nova. I hope they will provide a source of information on the club and a means of letting people contact the club. Hopefully they will be up live soon in a temporary area, which a friend has been kind enough to let me use, however I need to find somewhere more permanent for them so if you have access or know anyone who has access to web space and are willing to house these pages, which are only about 200kb, please give me a call. PS Anyone with a compuserve or PIPEX account did you know you can register for free web space.

Other clubs such as SE Wales are also getting 'online' so please help me keep Avon up to date.



I'll publish the URL (techie speak for web address) just as soon as it's confirmed.

## Le Hot Gossip

A worrying piece of information has come to my attention recently. I was told that a motorbike shop in a local town is selling paramotors, even though officially they are still illegal, and I wonder if they will be making sure that people get proper training? If you know more about this give me a call.

The Kokenelli Kids team will be back in the Isle of Man again this year, to try and improve on last years performance, there will only be one of last years original team members but plenty of new blood, see competition news.

BPC Towing Event to be part of All Out, well pre BPC.

Tim Brunskill is off jet setting again, well I guess he does work for an airline, this time to Slovenia. He is going to look round the factory of the company formerly known as Condor, and to fly their new wings. Sounds like a good article to me, hint hint.

# n o v a

**NOVA needs your articles now. I have had many comments on how good it is to read about other members exploits so get sending your articles to:-**

**Marcus King  
2 Hay Hill House  
The Paragon  
Bath  
BA1 1LZ**

**or Email to [marcus@avon-rubber.co.uk](mailto:marcus@avon-rubber.co.uk)**

**Please get articles for the next issue to me by Feb 20th 1996**

## Site News

Well not news from our sites but the SE Wales. Chris Short asked us to make sure everybody knows about the changes to the paragliding bottom landing at the **Blorenge**. The correct field is the one in the corner of the road and farm track. The square field with 2 white cottages at the end should **NOT** be used. Full details appear in the latest SE Wales magazine, so if your not sure ask someone **BEFORE** you fly.

## 10 tips to know that you are in rotor

From the NET

- 1) Can't see the ground cause the gliders in the way / lots of blue sky above you.
- 2) Gravity and lift now seem to have swapped roles on you.
- 3) Other pilots are flying the opposite side of mountain to you.
- 4) Reserve won't open.
- 5) Thoughts like "I have enough height to go over the back now", and "Lets go XC down wind" need to be reassessed.
- 6) Glide angle / sink rate claimed by the manufacturer seem to be lies.
- 7) Solid wing / ultralights seem to be an excellent proposition.
- 8) Glider is trying to fold itself up and climb back into the bag.
- 9) Bag is trying to fold up the glider and climb back into the wing.
- 10) The flight seems to have lost all its charm.

## Brazilian Winter Flying

Well I though I had better write a few words about flying in Brazil after reading Marcus' article about Chamonix. I can't believe how exciting he made Chamonix in the middle of winter sound (*They were special weather conditions MJK*). I only hope I can do Brazil Justice.

Brazil is a veritable paradise for English Pilots the fact is the weather is unbelievably consistent. I'm afraid I cannot do a day by day account of my flying because I flew every day for 2 months and the conditions? Well the best you have ever seen in England 6000 - 7000ft cloud base 6 - 8 up thermals, 2 - 4 hours cross country flying everyday. The sky is the best looking sky very morning you have ever seen, a chequer board of medium sized cummies and blue sky.

## n o v a

For some reason paragliders appear to have an advantage or are at least equal to hang gliders. A good example is my last day, the hang gliders left first but I caught them up at the 40km mark. But most pilots and good ones fly hang gliders in Brazil.

But the real advantage of flying in Brazil is that it's best there in February when it's worst here. Why English Pilots? Well, because in reality the landscape is much the same as England. Basically flat apart from small little hills that are really good thermal triggers. The only real differences are you take off at 3000ft, halfway to cloud base, and there is not a lot of wind. Brazil is the best practice that any English pilot can have if they have any desire to fly well in England. Because it is so consistent it doesn't matter if you make a mistake, the next day will be the same. So you can learn very quickly 2 weeks is like 2 years in England.

My favourite flight was a 70km out and return. I left the mountain at 1 o'clock with one of Brazil's top pilots, Bruno flying an Alto Extreme. We headed in the usual direction from cloud base to Enginero Caldis with a gaggle of hang gliders in front of us. It was a very unstable day and there were a few Cu Nimbs building in the distance and one big one in front of us.

We used the hang gliders to mark thermals and crossed to the large ridge of hills to the left of the road. Catching up with the hang gliders and out climbing them to base. Anyway we got to just before Enginero Caldis, 35km on the GPS, and we could see it was raining just in front of the town and coming towards us as we circled just under cloud base.

Bruno then signalled to me to go back and I agreed, giving him the thumbs up, so off we set. The trouble was there was now a slight head-wind but we made progress, then at cloud base I worked out that there was a tail wind by looking at the GPS and the way the clouds were angled. Basically the wind was blowing from the North below 5500ft and south above with cloud base at 6000ft. Do there I was wishing I could fly up inside the cloud but I was with Bruno so I couldn't. We needed to get back soon as I could see the rain behind but I was more worried that there might be a gust front from it and we would get caught in it. So we set off as fast as possible. I got to the next weak thermal first we circled there for a while not really going anywhere at which point Bruno went left to where a hang glider was circling.

I decided to go straight on because there was a big flat area with a hill at my end, the down wind end, with sun on it and a nice looking cloud on top. It was the only place with really good sun on it now as there were a lot of big clouds blocking out a lot of the sun else where. Anyway Bruno started to climb and I thought 'Should I stay or should I go?' I thought 'have some courage and go for what you believe in the only trouble was that if it didn't work I would be looking at 2 - 3 hour walk out, possibly in the rain.

Anyway the climb arrived and to cloud base at speed I went, much to my relief. I was on my own! I can cheat good now I thought, so I climbed 2000ft inside the cloud until the lines started to whip because they were so wet and I was soaked with water running down my arms. So I pressed GOTO IBITARUNA (name of the mountain) on the GPS and off I went with a good tail wind at 8000ft above the river.

After a few minutes I got out of the cloud and I could just see Bruno, a tiny speck landing. Ha, ha I chortled to myself, some people are bad winners as everybody found out later in the bar. I passed through the next cloud and arrived at the base of the one after that. I looked at the GPS, just 4 km to go back to the mountain, hopefully I should make it and glide down to the town and land by the river. I needn't of worried, no real sink on the way. I rounded the mountain and headed back to the river still with 4000ft and a very black sky so I spiraled down all the way and landed desperate for a piss at 4 o'clock. I looked up to see the other pilots that had been flying around take off hurrying to get down now too. I packed up quickly and scurried off to the bar before the rain got me. Later my beautiful girlfriend arrived to find me drunk and someone told her I had one the day and she said 'Oh God NO!' A perfect day I believe. Ah.

So what does Brazil have to offer apart from the flying? Well the food is good especially if you are a meat eater \$5-6 can get you all you can eat. The beers not bad either, cheap and very cold. What else is there, well I'll not beat around the bush like the tasteful articles in Skywings, by saying the night life is

## n o v a

good. I should have said male English pilots earlier, why? Because the stories you have heard are all true, yes there really are 5 women to every man and they are all gorgeous and very friendly.

So a typical day in Valaderies is to get up and eat a leisurely breakfast whilst watching a great sky develop. Go and fly for 3 - 4 hours cross country. Catch a bus straight back home, and the buses are fast. Drink a lot of beer and eat some excellent food whilst a constant stream of beautiful girls pass by and occasionally stop or phone you up, but that's another story. Day after day after day, it was hard I can tell you.

I hope it has sounded as interesting as Chamonix. If anyone would like to go next year I'll probably try and organize something or if anyone would like some information on flying in Brazil then please feel free to ring me.

It is possible to fly in other places. One good place is Andredas, the reason I mention it is, it is very similar to the Malverns, just a bit bigger. It has a 1000ft on the front face with a 300ft backdrop and wind so you can ridge soar like in England, but it's best in September / October.

People say 'Yes it sounds good but it's expensive yes?' No not really, you should be able to get a flight for about £450 or so, cheaper if you go courier. So for a 2 week stay (2 years experience) of the best flying you have ever had a £1000 maybe, food and beer is a lot cheaper than France that's for sure, I've never been there and spent less than £500 for a week. So the price is not that different but the flying is a different world at that time of year, when you really want it.

Brazil is not a place for experts only either, anyone wanting XC experience in safe conditions should go. I would say CP + 10 hours would be suitable. There is no better place I believe, but go make up your own mind.

It's really beautiful when you exit a cloud and all the other clouds are below you. Just brilliant blue sky above and your shadow on the side of the cloud with a halo around it and drops of glistening water spraying off your lines. We did this a lot in January when cloud base was only 3500 - 4000ft high. As Ditmir PWC winner in Venezuela said 'How high are the cloud tops not bases. I'll take off later when the clouds are bigger.'

You can contact Graham Steele on 01242 511478

## Signs you're about to Pound-In

From the Net

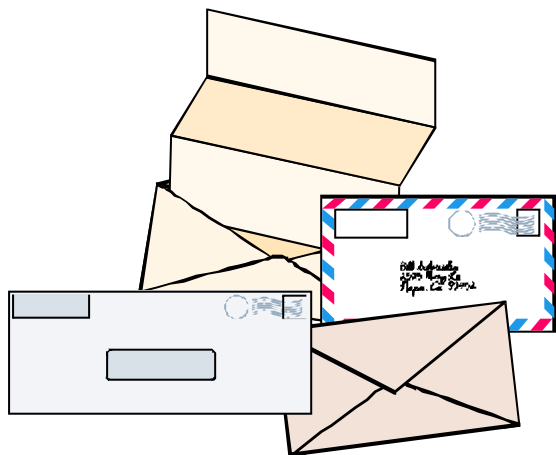
- ? ? The first time you yelled "OhSh.." there was a short echo, now there's not.
- ? ? A large object is in your flight path, it's called Earth.
- ? ? The pre-flight hook-in is no longer an option.
- ? ? The view of the tops of the trees is now blocked by trunks.
- ? ? Suddenly that sage advice: "The wait for good winds to launch in, is shorter than the repair times" makes sense now.
- ? ? Your decent rate exceeds your flair rate.
- ? ? Someone has a video camera and you radio, "Hey, watch this."
- ? ? There's a \$1.00 bet riding on the spot landing.
- ? ? The taste of adrenaline gets mixed with the taste of dirt.
- ? ? The huge LZ now has a fence in the middle of it.
- ? ? You notice the wind switched 180 deg. and picked up speed just as you came through the gradient.
- ? ? Everything just went dark, then you realise you're looking at the inside of your helmet.
- ? ? Flare? What's that again? When?
- ? ? Cute babe in the LZ and you think to yourself, "I'll show her how it's done."

## Mobile Phones

There has been **little** response to my idea of including a list of people willing to publish their mobile phone numbers so that people can contact them on the hill so here it is again. I want to print mobile phone numbers for all those members who have them and are willing for other members to try phoning them on those flyable days. If you want or should I say are willing to have your number published then let me know. Hopefully this will be a further aid to new pilots who want to know where the experienced pilots, and it will help me when I lose the scrap of paper I wrote somebody's mobile number on. To get the ball rolling here's the list as it stands.

Pete Corcoran (pg)	0374 742830
Marcus King (pg)	0585 813736
Tim Pentreath (pg)	0421 398343 (weekends only)

Tim Brunskill has suggested that I publish a list of people who are happy for people to phone them in the morning on flyable days to discuss which hill to go to etc. I think this is a good idea, so if you are willing to have your number published drop me a line. I will start it next month.



## Letters To NOVA

Dear Mr Chairman

Dear Peter, Voodoo Child and Condor Man are forever in your debt for lending us communication Devices (2M Radios) with which to exchange air to air messages of love and bonding whilst on holiday in Spain.

Flying into the face of the mother of suck, mutual support was paramount. Never have I been so relieved

to hear the tone of excessive rate of descent on someone else's vario. Three cheers for the SIV course! Oh! And thanks for the radios Pete.

Luv Tim and Elly

# airtopia

## A PERFECT PLACE - AN IDEAL STATE

### **Gliders;**

Things are happening at **Kemble**, we have seen and flown the new **Freex** gliders and they are tasty! Demo gliders are always available from **Trekking, Apco** and **Airwave**.....

Watch this space for the new Gliders from **Harley**.

### **Harnesses;**

*Scorpio and Woody Valley, two very different concepts, both available from basic model to top specification. The new Sensation harness from Harley is bound to cause a stir, all singing, all dancing for a Retail Price of just £339.00 pounds...*

Cold hands! You need **DINO MITTS**. . . Permenant warmth fixed to your brake handles, so simple and so effective, I just wish I'd thought of it before **System X**.

**A whole range of equipment is now available, from flying suits to varios, helmets to harnesses.**

Thinking of trading up? we are always looking for good quality S/H intermediates , do call.

**Airtopia** is a **BHPA** registered foot launch Paragliding School operating out of:

Hangar M1, Kemble Airfield, Cirencester in Gloucestershire.

Contact: **ROBIN BROWN** on **01453 753002** or **0973 844449**

**ALL - OUT '96 15th and 16th June.**

**Kemble Airfield, Cirencester, Gloucestershire.**

**What ever you do this summer, go to the All - Out event.**

Nothing I describe here can prepare you for the splendor of Kemble, it makes the Trooping of the colour look like a shift change at Group 4, it makes Glastonbury look like a Pop Festival, it even makes the Celtic Cup look like a Flying competition.

Here is a list of just some of the things we have lined up for you.

- Paragliding, Hang Gliding and Paracending competitions.
- BHPA Test Rig in action at over sixty miles an hour.

# n o v a

- Abseiling
- Paramotors, Microlights, Gyrocopters and motorised Hang Gliders.
- Wind Buggies and Land Yachts.
- Bungee Jumping.
- Reserve deployment testing.
- Real Ale Bar, Real Glasses...
- Real Food... Quality catering.
- Camping and Caravanning.
- Historic Glider Display.
- Young Pilot Awards in all Disciplines.
- Second Hand Glider Mart.
- Live Bands on the Friday & Saturday nights.
- Wet weather program.
- 25th Anniversary of Hang Gliding celebrations.
- The largest HG & PG Trade fair in the UK.

**This is the big one.** . . we aim to get as many people in the air as possible over the weekend. The air will be black with all sorts of craft, remember it does not get dark until 10:00 pm.

**Party time.** . . complete ecstasy without purchasing anything illegal!  
It all goes on into the small hours, after all no one can hear you screaming in space.

**Endorsements.** You will be able to get a Towing or a Aero - Tow endorsement on Friday 14th as well as during the weekend.

We are also hoping the BHPA will be able to sign off winch operators as well.

**Experience.** Air experience flights will be available for friends and foes in all types of Powered and non Powered craft.

**Finally** If you feel like giving a hand on the gate or at the event office for even part of a day you will get a **FREE T SHIRT.**



**For all info concerning ALL - OUT** call Robin Brown at 844449

on 01453 753002 or 0973



## Flying The Midi

6 years ago when I first went to Chamonix, on a climbing tour of France, I saw paragliders flying off Mont Blanc. I just had to get into this sport and experience the feel of flying. 2 years later I was back in Chamonix and this time I had a paraglider with me. This time I saw people flying off the Midi, and the seed of a dream was planted in my mind. Four years passed before the chance to play out the dream came. I had gone to Chamonix for a weeks winter flying in January with Paul Williams of Paraventure. The weather turned out to be much better than expected for the time of year, and soon it was obvious that the Midi would be on. My dream was shared by others and soon we were excitedly planning the day, and winding each other up about the walk down the snow arete to take off. Six of us were to share this adventure Paul the instructor guru, Dave on his second or third trip to Cham, this would be his second attempt at the Midi, John with 20 hours and on his first alpine trip, and Jerry (gymp) and Glen (spiritual guru) who were both in their first 10 hours of flying and doing their first BIG flights.

Our first attempt at doing the flight failed before we even got in a cable car, we managed to talk ourselves out of it. Worries about the wind direction and probably nerves led us to think that it wouldn't be on. We headed off to Plan Praz instead but as soon as we started heading up the cable car, we saw people coming off the Midi, tomorrow then.

The next days conditions looked really good, so it was off to the climbing shop to pick up crampons and then up the cable car. We had decided to spend some time trying acclimatise ourselves to the altitude before walking down the arete. Whilst we were wandering about enjoying the view a couple of paragliders took off from the south side of the ridge. Excellent this meant it was possible to fly down the Mer de Glace, a huge glacier that sweeps down from Mont Blanc into the Chamonix valley. The flight is between 15 and 20km following this glacier. After a session of sherpa oxygen we donned our crampons and headed down the ridge, leaving the safe world of the tourists. How skiers manage to ski down this bit I'll never know, it was hard enough walking. A couple of other paraglider pilots were on take off when we arrived, and we watched them take-off as we got our breath back. The snow on take off was a bit deep making it quite hard to run, so you had to make a committed start to the run so you got off quickly.

We spent 15 minutes or so laying out and checking our equipment and eating some lunch. The wind was proving to be quite variable, and I think there were some nerves about the wind dying altogether and not being able to get off. The altitude was also starting to show with Paul suffering from a splitting headache and others suffering a bit. Glen and Jerry went off first followed by Paul. Dave, John and I made up the following party. John had a bit of trouble running through the deep snow, which looked rather comical from behind. Suddenly I was left there alone watching Dave and John floating off. Then I was off with a committed run, there was no way I was aborting and walking back up this slope. As we headed out the ground dropped away very quickly and there was even some lift here. I had caught John up and so spent some time taking photos of him before heading off down the glacier. What spectacular flying, with the peaks of the Aiguilles on my left, the Jorasses to the right and the Mer de Glace nearly a mile below me. Down on the glacier I could make out groups of skiers making their way through the glaciers gnarled landscape, although from my vantage point it looked silky smooth. I spent the time flying hands off, making the most of the view. By now, John was a little way behind me, and Dave was below and in front of me, his white canopy blending in with the snow.

As I got to a junction in the glacier I could see the others just reaching it's end. Dave and I headed towards them flying over the Ice Grotto, which is carved into the glacier each year, and the hotel at the end of the Montenevers railway. By now I had lost sight of John and was getting a bit worried about him so I put in a few 360s to have a look but to no avail, no contact on the radio either. I headed on to the glaciers snout where I headed to a sunny slope to try and get some lift, but nothing much was happening so it was off down the main Chamonix valley towards LZ. I heard Paul saying he thought there was a bit of a head wind but I was making good progress, I could see Glen further down the valley

## n o v a

incredibly low. He looked like he was heading for the trees but just scraped into HG landing field. There was still no sign of John so I radioed to the others to keep a look out for him. I headed off for Plan Praz, but when I got there nothing much was happening, so I flew out over the town for some fun. I gradually lost height before heading back up to the Bois de Bouchet where everyone except John was waiting. As I headed up the valley John appeared out of the trees at the same level as me, so after 8500ft of descent and 45 mins in the air we found ourselves S'ing around each other to make our final approaches. We touched down together. What an excellent flight, "Top Banana."

We spent the evening in the Chamonix bars excitedly discussing the flight, and getting a bit worse for wear. A couple of days later we headed up to the Grand Montets another of the relatively easily accessible high altitude launches in the valley and had another epic flight from there. So what's next, I guess I'll have to set my sights higher, anyone fancy doing Mont Blanc?

*The flight was an interesting chance to compare the glide of several gliders ranging from a trekking Prima to an APCO Xtra. The least performance came from the Trekking Civic, which only just made the landing field, the Prima on the other hand had about a grand over the field on arrival. The next three canopies were all intermediates, a Ritmo, an APCO Spectra and a UP Vision, the best of these was my Vision I had several grand to burn off and I had also flown faster than the other two, incidentally the Vision wasn't that far behind the Xtra, even over this long glide. Well this comparison isn't particularly scientific but I thought it was quite interesting comparing the different gliders.*

**Marcus King**

### **French Trip this Summer**

**Rob Craine and Marcus King will hopefully be going to France at the end of August (Aug 24th - Sept 8th). The exact details are yet to be sorted but Chamonix, Annecy, Laragne or St Andre are all possibilities. If you fancy coming along give one of us a call.**



## Competition News

NEWS FLASH\*\*\* NEWS FLASH\*\*\* NEWS FLASH\*\*\* NEWS FLASH\*\*\* NEWS

...SIMON'S BPC TOW COMPETITION WILL NOW TAKE PART DURING THE ALL OUT AT KEMBLE ON THE 17<sup>th</sup> & 18<sup>th</sup> JUNE. IT WILL NOT BE PART OF THE BPC THIS YEAR BUT IT IS HOPED TO MAKE IT PART OF THE BPC CALENDER NEXT YEAR. MORE DETAILS SOON..

NEWS FLASH\*\*\* NEWS FLASH\*\*\* NEWS FLASH\*\*\* NEWS FLASH\*\*\* NEWS

Avon will be taking part in it's first competition of this year's Airwave Challenge, against Wessex, Southern and others, during the Easter weekend.

After a mammoth phone round we have got a team together for this year's Isle of Man, Airwave TT, apologies if I didn't give you a phone call it was rather a rush job and some of the phone numbers on my list seem to be wrong, if you thinks yours is wrong make sure you give Fiona the correct number. Anyway if you are interested in coming from 7<sup>th</sup> to 10<sup>th</sup> of June, give me (marcus) a call, there may still be some places.

Now for something completely different...

### 1995 PG XC League Analysis

1995 was an excellent year for the club XC league. A total of 1084km was flown by 13 pilots with an average flight of 17.2km. Admittedly 519km was flown by only 2 pilots giving them an average flight of 28.8km, but even so a total of 565km flown by the rest of us (average 12.6km) is no mean feat. Table 1 gives a summary of the league results.

# n o v a

## Table 1 - XC League Summary

Name	All Flights			Best 5 Flights		Max Distance
	Number of Flights	Total Distance	Average Distance	Total Distance	Average Distance	
Richard Westgate	6	254.4	42.4	237.3	47.5	72.7
Mark Drake	12	264.7	22.1	182.2	36.4	53.7
Fiona Macaskill	6	113.7	19.0	107.8	21.6	36.3
Simon Kerr	6	103.6	17.3	98.7	19.7	28.6
Tim Pentreath	13	132.9	10.2	85.0	17.0	30.6
Tim Brunskill	6	76.1	12.7	72.8	14.6	34.0
Chris Jones	4	32.8	8.2	32.8	8.2	12.2
Bertie Grotian	1	30.0	30.0	30.0	30.0	30.0
Dave McCarthy	3	26.1	8.7	26.1	8.7	11.5
Angus Macaskill	1	20.4	20.4	20.4	20.4	20.4
Karl Ford	1	10.8	10.8	10.8	10.8	10.8
Marcus King	2	10.5	5.3	10.5	5.3	7.0
Elly Milln	2	7.8	3.9	7.8	3.9	4.8
<b>Grand Total</b>	<b>63</b>	<b>1084.0</b>	<b>17.2</b>	<b>922.4</b>	<b>21.0</b>	

Table 2 shows the top 25 flights of the league - who would have thought the longest flight would have been from Mere!

## Table 2 - Top 25 Flights

Rank	Name	Site	Date	Total
1	Richard Westgate	Mere (Rifle Range)	17/08/95	72.7
2	Mark Drake	Grove Head	28/08/95	53.7
3	Richard Westgate	Kettle Sings, Malverns	28/04/95	49.3
4	Mark Drake	Kettle Sings, Malverns	17/08/95	45.7
5	Richard Westgate	Kettle Sings, Malverns	21/04/95	43.2
6	Richard Westgate	Coombe Gibbett	13/08/95	43.1
7	Fiona Macaskill	Frocester	27/10/95	36.3
8	Tim Brunskill	Coombe Gibbett	12/04/95	34.0
9	Mark Drake	Leckhampton	21/06/95	33.0
10	Tim Pentreath	Bloreng	06/08/95	30.6
11	Bertie Grotian	Pandy	19/08/95	30.0
12	Richard Westgate	Ubley	22/06/95	29.0
13	Simon Kerr	Bloreng	06/08/95	28.6
14	Mark Drake	Selsley Common	09/06/95	25.5
15	Fiona Macaskill	Selsley Common	22/07/95	25.4
16	Mark Drake	Selsley Common	07/06/95	24.3
17	Simon Kerr	Grove Head	28/08/95	24.0
18	Simon Kerr	Merthyr	23/09/95	23.8
19	Mark Drake	Kettle Sings, Malverns	29/06/95	22.1
20	Mark Drake	Selsley Common	05/06/95	21.5
21	Angus Macaskill	Coombe Gibbett	12/03/95	20.4
22	Fiona Macaskill	Ubley	30/08/95	19.8
23	Tim Pentreath	Pandy	19/08/95	18.7
24	Tim Brunskill	Clough Head	02/09/95	17.9
25	Mark Drake	Kettle Sings, Malverns	27/04/95	17.2

Table 3 shows the number of flights, the total distance flown and the average distance flown from both Avon sites and non-Avon sites. I'll definitely be heading to Frocester (W-NW), Selsley Common (NW-N) and Kettle Sings (E) more often in future! Remember, Mere has a high average because of Richard Westgate's 72.7km flight.

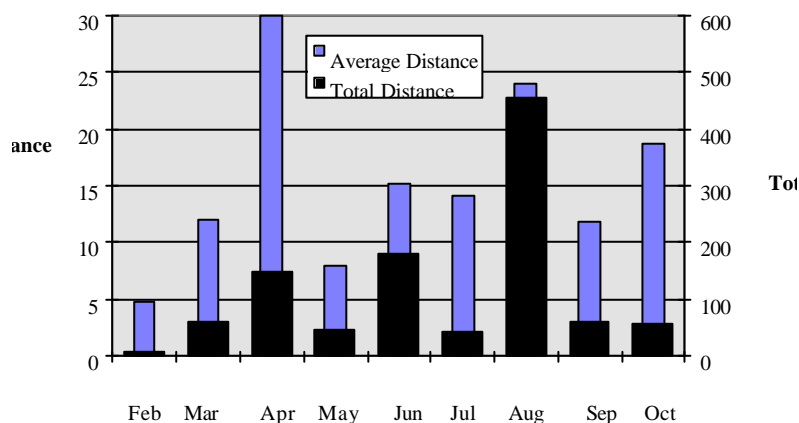
# n o v a

**Table 3 - XCs flown each site**

Sites	Number of Flights	Total Distance	Average Distance
Mere (Rifle Range)	3	87.6	29.2
Frocester	2	42.2	21.1
Selsley Common	6	105.9	17.6
Ubley	4	68.5	17.1
Long Knowl	1	17.1	17.1
Westbury	6	40.4	6.7
<b>Total</b>	<b>22</b>	<b>361.7</b>	<b>16.4</b>
Kettle Sings, Malverns	5	177.5	35.5
Merthyr	1	23.8	23.8
Bloreng	3	64.1	21.4
Grove Head, Y. Dales	5	104.4	20.9
Coombe Gibbett	7	137.1	19.6
Leckhampton, Glos	2	36.5	18.2
Pandy	7	100.8	14.4
Fan Gyhirych, Dyfed	1	10.9	10.9
Clough Head, Cumbria	2	20.9	10.5
Luccombe, IOW	1	8.1	8.1
Haresfield, Glos	2	15.1	7.5
Lowca, Cumbria	1	5.9	5.9
Gob y Volley, IOM	4	17.2	4.3
<b>Total</b>	<b>41</b>	<b>722.3</b>	<b>17.6</b>
<b>Grand Total</b>	<b>63</b>	<b>1084.0</b>	<b>17.2</b>

Figure 1 shows how the flights were distributed over the year. April's average was high because of Richard Westgate's XC from Mere, and the August total was huge because of the good distances clocked up in the semi-final and final of the Airwave Challenge. But even in February we had some XCs, albeit only short flights, and during March we had 60km in total for 5 flights. Let's hope things start happening soon this year!

**Distances Flown per Month**



**Figure 1 - Distance flown per month**

Finally onto my favourite bugbear - that of mid-week flying! Table 4 shows conclusively that mid-week flying was better than weekends and Bank Holidays, with average mid-week flight distances almost twice those of weekends! Can't argue against that!

# n o v a

**Table 4 - Mid-week vs. Weekend flights**

	Number of Flights	Total Distance	Average Distance
Mid-week	21	535.3	25.5
Weekends & Bank Hols	42	548.7	13.1
<b>Grand Total</b>	<b>63</b>	<b>1084.0</b>	<b>17.2</b>

## 1996 PG XC League Rules

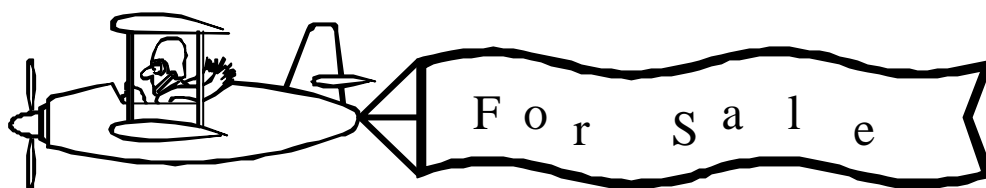
Just a quick reminder of the rules:

1. Flights must be entered within 30 days of making the flight
2. Airspace restrictions must be observed during your flight - study an airmap before the flight and use one during the flight
3. Flights can be made from any UK site
4. Flights must be over 3km
5. Witnesses are not required

So there you go - get out there and give it a go! I look forward to receiving details of your flights - Date, Canopy, Site, TO grid ref, LZ grid ref.

Contact me at: Garden Flat, 10 Kensington Place, Bath, BA1 6AW  
home 01225 424953  
work 01225 447003  
fax 01225 469988

n o v a



## Gliders & Bits For Sale

**EDEL Energy Large** - To suit pilot 65 - 90 kg. White/Purple 40 hours only £1100

**Wills Wing Ram Air 146** 'SEGA' Branded. 5 hours airtime, still one of the fastest hot ships around £1200

Tel Judy on 01298 871498 (1)

**Rumour 1, 13.5**, 1990 Approx 100 hours, Practically Unused Last 2 Years. Slightly tatty sail but otherwise sound. £300 ono (Must Sell) Phone Mike Bowring on 01453 886087 (2)

**Airwave Reggae Small**, 24 m<sup>2</sup> 12 As, 13 hours only. No Bushes etc used by experienced pilot. Perfect for mountains or first glider. £1150 ono Tel 01222 704864 (2)

**Flylite Harness For Sale.** Front entry, very comfortable. White/Royal Blue and Silver with Fluro Orange foot board. Comes with 26' silk parachute. Suit 6' person. Excellent Condition. I just fancy a change. Phone Dave Garbe on 0117 924 6504 £300 ono

Also Magic 4 155 Full Race. A Little Beauty! Rainbow underside with Mauve leading edge. £300 ono. (3)

**K2**, C of A, Yellow LE, Green US, Speed Bar, Cross Country Bag. Stored Inside. Pod and Stirrup Harness with Reserve, Map Case, Davron 100 Vario with Diplex Altimeter, Ventimeter and other Extras. All in very good condition. £1150 the lot, Tel 01275 876366 (3)

**READY FOR YOUR PILOT EXAM ?** Only if you have a copy of PILOT REVISION NOTES (PG or HG). All the info on Met, Air Law etc etc to ensure a first time pass. Send £3.95 to Rick Ware c/o ParAvion, Elm Tree Park, Manton, Marlborough, SN8 1PS. (3)

## n o v a

**Trekking Ritmo** as new condition. Excellent intermediate paraglider, 12 As, very stable nad comes with speed bar, harness and back protector. £1500 or offers. Call Scott Ellis 0117 073 0031 (3)

**Tandem for Sale, UP Pickup 43.** Only 2 months old, very good condition, yellow and red, only 24 hours airtime. The Pickup is the best tandem canopy in the world. The UP Pickup now holds UK (local and National) Distance Records, World Multiplace Straight Distance Record, World Out and Return Distance Record and World Height Gain Record. Only £2100

**Firebird Genesis Medium**, take-off weight 80-100kg. Very Good Condition, 6 Months old. Brand new sheathed line set. Standard or competition risers. This canopy will seriously increase your XC km's this year guaranteed! The canopies excellent min sink means you will getting away when others are just maintaining on the ridge. Pink/White. Reduced to £1850

**Ails de K FlyAir 950**, Purple/Red, Small, Suitable for light pilot (total all up weight 65kg-85kg) verry good condition. Very stable (one tuck in two years flying), ideal first canopy. Speed bar and harness £600 ono

Call Richard Westgate for a test flight on (01747) 811302 (Dorset) (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!*

### And Finally...

#### Chairman's Bit

I hear rumours of spring-like days and thermals; of course these only occur on midweek days when there was no chance of skiving off for the afternoon. I'm still awaiting the day I can get October's Turkish sand out of my glider!

The other sign of is the appearance of shiny new kit. Ray tells me he will be flying a very bright new Java, and there are reports of Bertie throwing his new Discovery around the sky at Westbury. Rob is leading the move away from the last of the Voodoo's with a new Rave, can we expect Chris to follow soon?

There are a number of on-the-hill events being arranged to get people out flying together. Keep an eye out for them in NOVA and turn up to lend a hand, have a chat, or simply to fly.

Coming Soon - SIV in Turkey (definitely on it's way now), Flying in Spain, and whatever **YOU** write.