

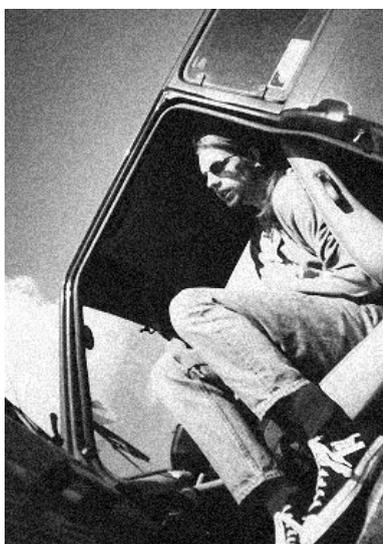
NOVA



Newsletter



August 1997



Editors Bit

As I write this it seems another season is fast drawing to an end, just as my flying seems to be coming together. I have had two of my most enjoyable flights recently. The first was an arial tour of the black mountains, flown alongside Simon Kerr. More about this in an article soon when I have some photos to go with it. A couple of weeks later a few of us headed up to Hay Bluff for a days flying when we got there the wind seemed strong and rather off the hill. As we walked up we got a report from the top which said that it was blowing 23 mph on top. We took off and were soon all in the air. It seemed pretty good and Richard Harding and myself nearly went from about 1500'. After a while the conditions started to deteriorate getting more off and rough, so we landed for some lunch. We had just finished when some people started to get quite high. I took off straight into a thermal which took me over the back. I finally got to base about 8km downwind and headed off to get round the Madley aerals which I was a bit worried about over flying. There was loads of lift and I made Hereford fairly

easily, I skirted to the south and then was faced with a glide into a less populated area. I had to be back for a meal with my family that evening so I decided to land by the main raod below to ease getting a lift. I burnt off over 1500 and landed on the speed bar. Charlie picked me up and we dashed home.

Well See you on the hill. ✍

Marcus

Nova on the Web

You'll find an online version of Nova at <http://www.skytribe.force9.net> This contains news and up to date XC results as well as some of the articles from the magazine with colour photos. The site is now frame based and includes links to many other flying related sites, both in the UK and abroad. So point your browser at the site and check it out. PS if you have anything you want to see on the site or have something to contribute drop me a line.

NOVA
September Meeting
Members to talk about some of their favourite flights from local sites

PWC '97 - ITALY

If you try and find Mt. CORNIZZOLO on any map of Italy you may decide it either does not exist or is so tiny its not worth mentioning - but to any Italian paraglider pilot it is marked with a big red pen and nestles among a plethora of lakes and between the towns of Como and Leco in the far north west corner of the Italian Alps - excellent flying country and a good choice for a PWC.

I arrived near Mt. Cornizzolo 3 days early with the intention of getting a few 'warm-up' flights in before the comp. started in earnest - it's always worth having a good look at the ground from above with a map marked up with turn-points before the pressure of the competition itself is upon one. The weather was described by locals as 'not typical' for the time of year - those big black clouds and the wet stuff coming out of the sky were considered to be an unusual phenomenon - I've been to enough PWCs now to know that this is the normal pattern of things - PWC locations and dates are chosen because good weather can almost always be guaranteed but PWCs have an uncanny way of being able to change the weather to 'unusual' anywhere in the world at the particular time the event is taking place there. The prospect of sitting through another 5 days of hoping for better weather the next day made my heart sink

The 3 days practice did produce an 8km XC and 30 km triangle over flatlands as well as giving me the chance to fly into goal after a very late, low save over a factory chimney for an hour- I also discovered that carbon monoxide fumes do have their uses and that flying into goal gives one a great feeling.

Day 1 - Total cloud cover - not even a chink of sun - they can't be serious when they think we can fly 19km via 2 turn points - but they are and a few made it to goal - I was happy to stay in the air for 1 ½ hours and fly 6.9km and gain 317 points!

Day 2 - Race to goal via 3 turn points (over 60km). Conditions were 'stable', take off was at 1100m and there was an inversion at 800m. Very few of the 157 pilots who took off acutely got above take off height again! Some 'sky gods' made it to goal but most of us struggled for an hour or so and landed in front of take off 600m below or somewhere in or near the town below the first turn point located amongst an enormous tree-covered mountain-range at 1800m. I could not believe it when I looked at the scores and discover I was placed 72th over all, 8th woman - with PWC and PWCW (woman) points as well - not bad for a 5.3km flight (over 1 ½ hours below take off!) ... maybe tomorrow will produce better weather ...

Day 3 - 'Perfect' weather - blue sky, little white puffy things appearing above our heads - YES! A new site was chosen for the day and after a 1 ½ hour coach drive and a 45 minute walk up free ice creams were very welcome even if I did feel knackered before I had even taken off. It was going to be a 'big' day - no one realised quite how 'big' when the 79km race to goal was set. We took off into a huge thermal, all 157 of us spiralling up into a massive column of hot air, conveniently produced by the quarry below us. Two people 'nudged' each other a bit too much, threw reserves and bounced on landing - the Russian man walked away, the Scandanavian woman took a ride in a helicopter and had her broken arm put in plaster in hospital. We continued to sky out - the sky was getting bigger - but not too big - yet. We were all expected to keep tuned into the emergency frequency - 'just in case', and had all, presumably, been listening to the conversations about the first mid-air collision - un-nerving, but it does encourage one to keep one's distance. Imagine my incredulity when I heard that Claire Bernier, undoubtedly the best woman PWC pilot, was sitting in a tree after another mid-air collision - this is serious stuff - no injuries, except to new gliders this time. 3 ½ hours into the flight the sky was looking very 'big' and to everyone's relief the task was cancelled and we were told to land - as far away from Leco as possible as a thunder storm was brewing. For those near Leco at the time landing proved very difficult and quick release buckles, knives and thick foam back-protectors/buoyancy-aides proved life-saving to 6 people who ended up in one of the numerous lakes around. The scene in goal that evening was of a lot of somewhat shaky pilots drying out their equipment in the post-storm breeze - would they be able to re-assemble enough kit and courage to fly tomorrow?

Day 4 - Every one assembled on the hill (excluding the woman in plaster), even Clare Bernier who had driven for 8 hours to get another glider and Gill Hartly who was one of the 'water babies' the day before. Steve Ham, technical director, was taking no chances today - a quick 30 km race to goal via 4 turn points - land by 4 pm. I think everyone had a good day, lots made it to goal, many, including myself, misjudged a 6km into wind

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(40km/hour) glide across a valley to the final turn point and did not find a factory thermal as expected. I noted that if I had looked at the sky more I may have made it but was still happy with my 21 km flight. The thunder came in by 5.30 - a good task and no one got wet.

Day 5 - Another 'big day' - short task (40 km via 4 turn points) in case of more thunder. Today I looked at the sky more and made it to goal - a good day! The now familiar 6 km into wind glide proved the hardest, but I did not let myself leave my thermal for the glide until I was kissing cloud base at 2400m. (The day before I had left at 2000m). The final 8km from the last turn point to goal was, in my view, going to be a straight glide, until I fortunately found a last minute 'top-up' thermal 400m above the ground 2km before the goal line. The storm came through at 5.30. Another excellent day with around 2/3rds of the competitors making to goal.

My overall impression of the Italian PWC was that the Italians can really organise an event. It was extremely well resourced and the staff who were un-paid were, friendly, many were able to speak English (thankfully) and I never heard a complaint during the whole event. Free-flying by foreigners at other times of the year is encouraged and is all based at the 'Scurbatt' club located in Suello which is between Como and Leco. Luxury minibuses regularly run up to take off for a very reasonable £4 per person. There is a choice of two take-offs - one next to the road, the other a 10 minute hard walk up to the top of the mountain ... guess were the PWC chose ..! Never mind, it was huge and the best PWC take off I have ever seen. Once airborne you can fly mountains, flatlands or a combination of the two - landing in the mountains can be difficult due to the forests but landing in the flatlands is really not a problem as there are numerous roads and hitch-hiking is usually quick. I would be delighted if Mt. Corizzolo was chosen again for a PWC.

Next instalment (hopefully) PWC in Spain (3rd - 8th July).

Fiona Macaskill

Thermalling etiquette

(how to not get shouted at!)

This first appeared in Nova back in 94 but after recent incidents reported at Westbury I thought maybe a few of us could do with a refresher course ~~z~~. Keep in mind the "Rules of the Air" as highlighted in August 97 Skywings. The "Rules of the Air" are paramount, but there is more to flying happily with others than blindly following a few rules.

We've all shouted at someone, or been shouted at whilst thermalling, haven't we! This article is intended as a short guide for those new to the wonders of flying in circles. Hopefully it will help them to avoid being shouted at.

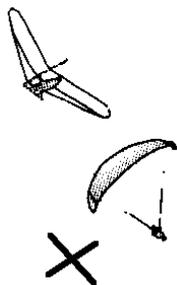
There are a number of unwritten commandments that should be obeyed when thermal flying or ridge soaring if we are all to fly happily together, here are a few to them.

Keep a constant look-out

Always look before you turn, don't assume the sky is as clear as the last time you looked! Don't just keep a look-out before you turn, keep a constant vigil. Build up a mental map of what other pilots are doing and keep it updated. Let other pilots know you have seen them by letting them see you looking straight at them. This will help to give other pilots confidence in your competence as a pilot. The "scared rabbit" flyer, always on the verge of an accident, seem to have their gaze fixed rigidly ahead. Don't be one of them.

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Thou shalt all circle in the same direction



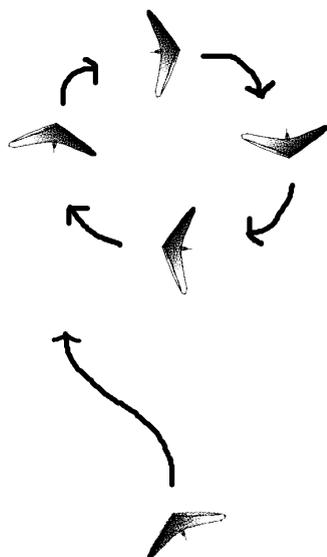
Everyone knows this one, but it is surprising how often it is ignored. This is a big problem for pilots who like to turn in one direction only. All pilots should be as adept in turning to the left as to the right. Turn the same direction as the first pilot who entered the thermal. If you **have** to enter a thermal by turning in the wrong direction (for whatever reason), change direction as soon as you have established your climb.



Once in a thermal with other pilots, thou shalt continue to circle

This one is aimed at those pilots that like to wander about a bit. This is fine on your own, but you've got to be aware of the other pilots in the thermal with you. Don't suddenly straighten up and slow down if you have another glider on your tail - out climb them first! This is a big problem for hang glider pilots when thermalling with paragliders. Paraglider pilots should resist the temptation to straighten up and pull on the breaks if they know that there is a hang-glider close behind them. If you don't you'll probably get loads of verbal abuse from the hang-glider pilot, who will have to perform a violent turn to avoid you. One day they'll hit you!

Thou shalt not fly directly at a glider in a thermal, the thermalling pilot should have right of way!



Angle your approach to a thermal

The "Rules of the Air" always take precedence here, but like any rules think before you apply them blindly. If at all possible don't interfere with pilots who are thermalling. There is nothing worse than finding some plonker directly behind you, stopping you from 360'ing, when you've just entered a thermal. This can be especially annoying when searching for thermals in ridge lift! If you see a pilot in front of you going up in a thermal, anticipate the way they are likely to turn, and angle your approach so that you can join them after they start to turn. Don't get in their way by flying straight at them even if the "Rules" say you have right of way. If they are not turning as you approach, be prepared to turn to get in behind (or possible ahead of) them as soon as they start to turn. Remember to give way to the glider on your right - first turn right and then back left to get in behind them or slow down and let them through before turning in behind them. **Don't get in their way.**

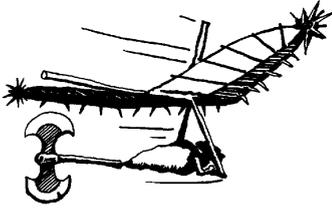
The same thing applies when you are entering an established group of thermalling gliders. Don't dive in towards the centre, angle your path to join the outside of the circle. Give way to pilots who are thermalling. If you don't want to join them, let them pass.

Thou shalt not follow another glider around the sky

For some reason the odd pilot will always follow others around the sky. It is annoying for the same reason as stated previously. If you are a follower because you think the other pilot will find lift, then just keep an eye on them and be prepared to join them if they find it, don't follow. Two gliders spread out stand a better chance of finding lift than two gliders in line astern.

This kind of thing is prevalent amongst pilots when they first start to ridge soar. It is just as annoying to have another glider close behind you on a ridge, as it is when thermalling. Give others space to fly.

Thou shall not fly straight through thermalling gliders



This sounds obvious, but the number of pilots who fly straight through the middle of thermals when **they** are ridge soaring and **others** are thermalling are legion. If you see pilots obviously thermalling in your path, either join them or avoid them.

The lower pilot has right of way

If somebody is out thermalling you, move over by widening your turns to let them by, and then resume your circling. **Don't get in their way.**

Pilots not following the unwritten laws shall be castigated

Give your vocal chords a workout if you come across a pilot flying in an unsafe manner, it's the only way they are going to find out they are behaving out of line. Be nice, be kind, be fair, ask *Reasonable* Ray Bass for a few tips. Most importantly fly safe. Don't make a point of having a near miss because another pilot is flying like a plonker. If you have to, change direction to circle in their direction, even if you were in the thermal first. Store things up for a telling-off later. Write an article for Nova about it.

There will always be shouters

Some pilots like to shout a lot, maybe because they think they own the sky or maybe because they are nervous of flying close to others. There are rare, but you are bound to encounter them sooner or later. If you do, check to see if you are being a plonker. If you are, stop it at once! If you are not, let the shouter go by. If you get the chance, discuss it with other pilots later. In this way you'll get to know who the shouters are. But don't discount the possibility that you may be the plonker!

There shall always be plonkers

Yep, sad as it is, no matter how many people read this article, no matter how many pilots have things explained to them on the hill, there will always be plonkers. Learn to fly defensively, the other guy/gal will always do something stupid. Watch yourself and fly safely.

Chris Jones (*sometimes plonker*)

Mendip tow group invites visitors

After a year of operation the Mendip Tow Group feels able to offer hang-gliding winch launching to a limited number of Avon Club members on weekends when it is not possible to fly from an Avon hill site. If any tow-rated pilot wishes to go winching give Geoff Rogers a ring between 8:30 and 9:00 am on a suitable weekend – (01761) 232096. Please note that the group is not able to train pilots who do not already have a winch endorsement.



Avon through to the Airwave Finals Aug 30th

1997 PG XC League

| <i>All sites/All pilots league (last updated 19/8/97)</i> | | | | | | | | | | | |
|---|---------------------------|------------------|------|------|------|------|------|----------------|----------------|-------------|-----------|
| Rank | Name | Canopy | 1 | 2 | 3 | 4 | 5 | Total (5) | Total (all) | Avg (5) | Avg (all) |
| 1 | Tim Brunskill | Condor Tornado | 88.6 | 36.3 | 16.0 | 13.4 | 11.6 | 165.9 | 175.1 | 33.2 | 29.2 |
| 2 | Graham Stephenson | Airwave Alto | 56.5 | 55.3 | 20.8 | 14.7 | 13.0 | 160.4 | 176.0 | 32.1 | 25.1 |
| 3 | Colin Hermon | Perche V-Max | 48.2 | 41.7 | 25.7 | 21.1 | 18.3 | 155.0 | 230.0 | 31.0 | 20.9 |
| 4 | Marcus King | UP Soul | 32.0 | 25.6 | 21.0 | 14.6 | 9.7 | 102.9 | 102.9 | 20.6 | |
| 5 | Simon Kerr | UP Kendo | 31.0 | 20.1 | 17.8 | 15.3 | 13.6 | 97.8 | 102.7 | 19.6 | 17.1 |
| 6 | Tim Pentreath | Nova Sphinx | 30.9 | 17.4 | 14.6 | 5.1 | | 68.1 | 68.1 | 17.0 | |
| 7 | Mark Drake | Apco Extra | 30.6 | 19.8 | 12.0 | 5.6 | | 68.0 | 68.0 | 17.0 | |
| 8 | Clive Laurence-Peckham | Swing Nimbus | 22.8 | 22.4 | 15.9 | | | 61.2 | 61.2 | 20.4 | |
| 9 | Robert Davis | Nova Xyon | 28.0 | 14.6 | 8.4 | | | 51.0 | 51.0 | 17.0 | |
| 10 | Richard Harding | Firebird G-Sport | 15.0 | 8.4 | 7.7 | 4.2 | | 35.3 | 35.3 | 8.8 | |
| 11 | Dave McCarthy | Flight Design B3 | 19.3 | 4.9 | | | | 24.2 | 24.2 | 12.1 | |
| 12 | Elly Milln | Airwave Voodoo | 8.5 | 4.9 | 3.1 | | | 16.6 | 16.6 | 5.5 | |
| 13 | Brett Pullen | Apco Spectra | 16.5 | | | | | 16.5 | 16.5 | 16.5 | |
| 14 | Jean Christophe Schrotter | Paratech P40 | 9.2 | | | | | 9.2 | 9.2 | 9.2 | |
| 15 | Amanda Laurence-Peckham | Swing Ventus | 6.6 | | | | | 6.6 | 6.6 | 6.6 | |
| 16 | Mike Andrews | Trekking Esprit | 3.4 | | | | | 3.4 | 3.4 | 3.4 | |
| | Total | | | | | | | 1,042.1 | 1,146.7 | 20.0 | |

Well as you can see there are a lot more flights since the last issue of Nova! (mind you that was some time ago!) I've even managed to do a few myself despite the birth of our second child, Toby, at the end of June.

However I'm still frustrated that I haven't managed a >20 km thermal flight yet this year - I seem to bomb out after the 3rd or 4th thermal. I think my problem is lack of patience - if the lift I'm in peters out I tend to blast off downwind rather than wafting along slowly maintaining height. The trouble is that on light wind days there is much more temptation to leave the lift, especially if you don't appear to be covering the ground very fast.

A missed opportunity

Tim Brunskill and I travelled up to the Malverns on Sunday 10th August to make the most of the light ESE that was forecast. Expecting to find the whole world and their dog at the "Kettle Sings" site given the forecast, we were surprised to find only three other PG pilots there. After our first very short flight (less than 2 mins) where the apparently reasonable wind blowing up the hill didn't equate to lift, we took off again and started to gain some decent height (approx. 500').

Very soon we found ourselves flying together slightly behind the ridge. We weren't particularly in lift so as we broke formation I turned right, back towards the hill, but Tim B turned left, away from the hill having obviously detected something. When I next looked round possibly some 30 seconds later Tim was 500' above me and about 0.5 km downwind. I guess we must have initially been flying right on the edge of a large but weak thermal, and Tim had flown into the lift, whilst I had flown out of it into slightly sinking air!

I just couldn't believe it, after a couple of years of trying to fly an XC together and we get separated 5 minutes into the flight! I didn't feel brave enough to head downwind to try to find the thermal he was in, so I headed back to the ridge to wait and pick up something else. Meanwhile he was patiently circling and getting higher and higher!

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To cut a long story short, I did get away about 20 minutes later and managed about 14.5 km, but when I landed and tried calling Tim on his mobile I heard the ominous message "The Vodaphone you are calling may not be switched on..." - this must mean he was still airborne! Bollocks! I should have been up there with him! Tim went on to do 36.5 km! Oh well, there's always next time!

A cautionary tale

A recent XC flight entry highlighted the need for accuracy and thoroughness when filling in landing details. The stated landing position was approx. 3 miles west of Hereford when in fact the landing witness (yes, I do occasionally phone them) stated that the pilot landed approx. 3 miles east of Hereford. Apparently the confusion arose when the pilot, who did not have the appropriate OS map of the area, rang up a friend and described his landing position in order to get the co-ordinates off him. His friend misinterpreted the description, effectively adding 10 km (or 50%) to the flight!

Due to the fact that I never envisaged this scenario happening, I came down fairly heavy on the unsuspecting pilot, which caused us both a lot of unnecessary stress! Fortunately this incident has been resolved satisfactorily, but it was really only by chance that this mistake was discovered, so although this is just a friendly informal league please ensure that entries are accurate. I don't want to have to insist on landing witnesses and I certainly don't want to waste my phone bill checking all the time!

And finally...

I'm now hooked up to the internet at home so some of you will be able to email me your flight details. Also, the XC results on the Avon web site will be updated weekly from now on (except when I'm on holiday or if there haven't been any flights to add). Happy surfing!

Oh yes, one other thing - I'm going to the Asturias province of northern Spain for a fortnight at the end of September - has anyone had any experience of paragliding (or hang gliding) there? If so please get in touch. We're staying on the coast about 10 miles east of Gijon.



Just a quick reminder of the rules:

1. Flights must be entered within 30 days of making the flight
2. A flight can only be entered if you are a full Avon member at the time of making the flight
3. Airspace restrictions must be observed during your flight - study an airmap before the flight and use one during the flight
4. Flights can be made from any UK site
5. Flights must be over 3 km
6. Witnesses are not required

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

Contact me : Tim Pentreath
at : 168 Bradford Road, Combe Down, BATH, BA2 5BZ
home : 01225 832922 (phone/fax)
tim@pentreath.primex.co.uk

work : phone - 01225 447003, fax - 01225 318997

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Hang Gliding XC League

| Avon HG XC League | | | | | | | |
|-------------------|--------|----------|----------|----------|----------|----------|-------------|
| Pilot | Glider | Flight 1 | Flight 2 | Flight 3 | Flight 4 | Flight 5 | Total |
| Neil Atkinson | | 79.6 | 0.0 | 0.0 | 0.0 | 0.0 | 79.6 |
| Sean Worlock | | 53.1 | 0.0 | 0.0 | 0.0 | 0.0 | 53.1 |
| Colin Hale | | 14.9 | 6.0 | 0.0 | 0.0 | 0.0 | 20.9 |

Distances in km

Airwave Comp 14th & 15th June 1997 SE Wales

I must admit that until mid morning on the Saturday I was quite envious of the paraglider pilots at the comp. The cloud was below the hill tops (this is Wales remember), and blowing 47 MPH on Hay Bluff. The paragliding teams are sat in the warmth and comfort of the café in Abergavenny whilst the hang gliding teams are rigged at Gospel Pass waiting in the freezing cold for the forecast drop in wind strength.

This was quite a busy comp 8 teams from both disciplines (more than the finals in fact). The task for Saturday was open XC (500 points) plus an additional 500 points for a Crickhowell turn point (Fire Station). When the wind finally started to drop Geoff Rogers was off first from the Avon club, with Ray Bass and Colin Hale close behind. People started jumping the gap and disappearing off in the direction of Crickhowell so the task was definitely o.

Geoff reported back that cloudbase was still below the hill tops at the south end of the ridge, so I stay firmly on the ground waiting for conditions to improve. Sean Worlock and Nick Romanko depart, followed by Chris Jones and eventually I join them. Conditions are reasonable although I have to agree with Sean that jumping the gap is a bit nerve wracking, but I manage it on the second attempt from ~ 700' ATO.

Unfortunately there is no lift on the first part of the ridge, and the sight of half a dozen gliders in the field at the foot of the hill is very worrying. Pressing on round to the next face, which is part of a large bowl, causes the vario to warble happily and I can finally relax the stranglehold on the bottom bar.

The next stretch down to just short of the razorback at the end of the ridge run is easy, with cloudbase being reached before the end (2600' ASL). Colin had warned us not to be tempted to drop down on to the razorback ridge but to drop to the bowl behind. At first I dither for a while because the thought of dropping back behind the razorback in this fresh breeze is not very inviting. However the sight of gliders at the same height and even below me suggest that the problem is purely psychological.

The next two bowl help to maintain but aren't working particularly well, so I press on to the last good bowl at the end of this westerly run where I can see gliders up at cloudbase (a whole 2300' higher). Heading to the far end of the cloud looks promising, but it promptly decays way leaving me in the valley with no lift or likely sources in this overcast so I quickly head back into the bowl.

Having finally got back to both cloudbase and the southerly end of the ridge three of us head out hoping that the ragged bit of cloud out in the valley will work. It doesn't so we head off to Crick on a glide. There's a gentle zero over the town but it shows no sign of becoming stronger or of drifting downwind so we head off. There are gliders scattered all over the valley marking every possible landing field, which reduces the need to be cautious about when to choose a field.

Reaching the tree covered ridge to the south of the sewerage works at 700' ASL and something kicks one wing with a vengeance. Hallelujah. It's a mean little bugger but it's going up and that's what counts, another pilot flies over me about 50' above but turns the wrong way as the next time I see him he's 150' lower and to the

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North of me. Hallelujah. The thermal is getting better, obviously all the hot air coming of those decked pilots appreciating the sight of some lucky bastard circling above them is a helping to feed the thermal.

The thermal finally packs up at about 1700' ASL, and I start to head for the Bloreng. There's a paraglider soaring there which is encouraging, unfortunately he's spending all his time pointing to the West suggesting that the wind direction is well off. It's not as far off as it appears as there's lift all the way in to the ridge from the tree line, this gets me up to 2200'ASL.

After 45 minutes of watching the odd glider land in the valley upwind and desperately looking for a cloud to cross the Bloreng some lift comes through. I follow it back but it disappears leaving me at 2300' ASL just behind the top of the Bloreng, as I can't be bothered to penetrate back into wind and the sky still looks crap it's over the back on a glide time. The 800'/min down means I only make another 5K's but this turns out to be enough to win the day.

The team have done well with Ray Bass close to Aber and Sean and Nick past Crick. Geoff is just short of Crick having reached the far end of the ridge whilst the cloud was still below the top of the ridge. This means we have four pilots past the turn point, with only the Southern club also managing four pilots past Crick.

Day 2. Rain, Hail, No wind plummet from the Bloreng. Plus my vario goes haywire due to water getting in just as I'm about to fall off the Northerly bowl. What a pisser.

Congratulations Team. Special thanks to Paul Ellis for driving on Saturday and Chris Jones for taking every man and his dog up the Bloreng (well their gliders anyway). This should qualify us for the HG Semi's, hopefully the Paraglding team will be there as well.

| Position | Club | Score | Challenge Points |
|----------|--------------------|-------|------------------|
| 1 | Avon | 3547 | 700 |
| 2 | Southern | 3529 | 600 |
| 3 | South Devon | 2847 | 500 |
| 4 | Kernow | 2669 | 400 |
| 5 | Joint Services | 2644 | 100 |
| 6 | Dover & Folkestone | 2551 | 100 |
| 7 | SE Wales | 2503 | 100 |
| 8 | Sky Surfers | 1684 | 0 |

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:-

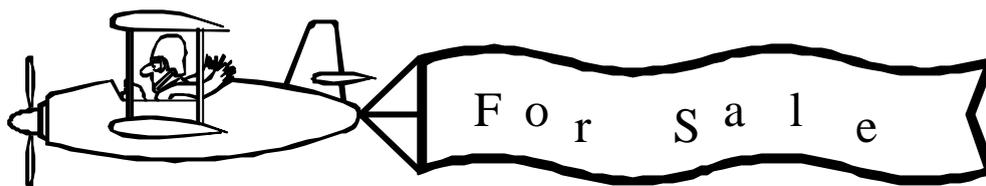
**Marcus King
159 The High Street
Batheaston
Bath
BA1 7DW**

**or
Email to marcus@skytribe.force9.co.uk**

Farmer Offers B&B

The farmer at the bottom of the Rifle Range is offering B&B. So if you know of any flyers or non-flyers visiting the area looking for a nice place to stay please recommend it to them.

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Gliders & Bits For Sale

Airwave Kiss, winner of last years Avon XC league. Excellent sink rate, high milage glider £270. Tel Kevin Winter 01761 452455. (1)

Trekking Odyssey, small, yellow/blue. Less than 1 year old, an excellent, safe glider for aspiring light weight pilots - BPC/Airwave Challenge etc. Due for replacement micro lines (could be changed for thicker ones now) thus only £1000.

Airwave XMX Only 2 months old. Excellent condition. Ring for details.

Mobile to Angus: 0468 743613 or tel/fax me on 00 33 450 53 82 79 or Email 100344.1000@compuserve.com
Fiona Macaskill (1)

Space 22 (small) with Trekking 'start' harness. Excellent package for club pilot, will also sell separately £1000 ono for glider and harness or make an offer. Tel Fax Sarah 01598 752216 (1)

Calypso, superb condition, very low airtime, 1 owner, always stored inside £895 Tel Jon 015453 547204 (2)

Airwave K4 - Good Condition. Low airtime for age (approx 3 years). Genuine reason for sale of much loved glider £1000 ono Tel Mike 01453 886087 (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!

Chairman's Bit

At the time the last Nova was been produced I was planning to have a go at hang gliding out at Lejair's tow school. So what have I learnt so far? Firstly, its a long way from Bath to Norfolk. Secondly, getting EPC only means that I can take off, fly a circuit and land with minimal risk to myself, spectators, the glider, and that small row of magnetic trees in one corner of the field. Thirdly, if I am ever to get CPC I'll have to learn that it requires more finesse and coordination to fly a hang glider than it takes to throw a paraglider around the sky. Fourthly, its great fun and I'm hooked. By the time the next Nova comes along I hope to have passed CPC, and worked out how I am going to store a hang glider.

As the evenings start getting shorter its time to start getting the club meetings up and running properly again. For the September meeting we have asked a few members to talk about some of the their favourite flights from local sites. Any ideas for later meetings?

pete