

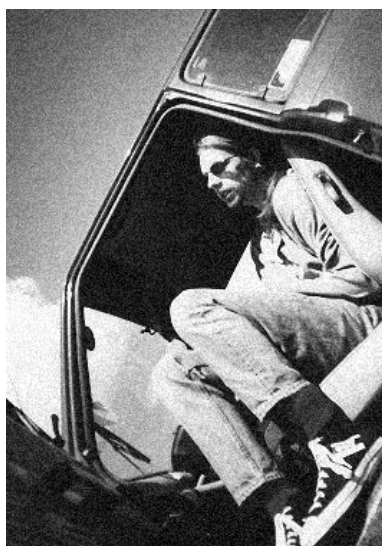
NOVA

AVON  **Hang Gliding and
Paragliding Club**

Newsletter



October 1997



Editors Bit

Yes it's that time again, what time I hear you ask, well it's AGM time. And this time we want you!!! Want you for what? Well it's time that this committee had a bit of new blood. I don't know about the others but I have been producing this newsletter for the last three years and I think I ought to let it go. I hope you have enjoyed it over that time. I think maybe it's time to hand it over to someone else, someone who can bring new ideas to it and hopefully get it out on time. So maybe this will be last issue. I have enjoyed producing it and I must say thanks to everyone who has sent articles or just given me some encouragement. Mind you if the AGM goes as normal it will be me writing the same old drivel again next month. PS I am happy to keep the web site going if people think it is worthwhile.

It is also that time of the year when the flying days seem to dry up, not that we seem to have had many of them all year. If you are thinking of buying a new glider this seems like a good time to buy one, not only are the prices a bit lower around this time but you also get a chance to get used to your

new toy before those spring thermals come round again, hopefully.

Finally as the XC leagues are drawing to a close, I would like to take the opportunity to congratulate those Avon members that have done so well, especially Tim Brunskill and Graham Stephenson, who are both well placed in the National league, it looks like Tim is on for a place in the Nationals so we wish him well in that. Congratulations must also go to Fiona 'look at me I'm on TV' Macaskill for her world record and the way she has blasted back onto the local XC scene with more XCs in one week than most of us did all year. And finally congratulations to all those pilots who went over the back for the first time, welcome to the XC club soaring at Westbury will never be quite the same now.

Anyway See you on the hill. ✍

Marcus

**November Meeting
AGM and Talk by Dennis Trott on Alpine Flying
Starts at 8pm Prompt**

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Prize Giving will be in December, Please return your trophies to the committee

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October Meeting

Video Night

The October meeting was very well attended, and a great night was spent watching the various videos Chris had dug out. I think the highlight of the evening was the video of the St Hilaire festival, if you didn't see it make sure you get hold of a copy, it makes great viewing. A big thanks to Chris for organising the evening and Radio Rentals for supplying the TV and Video

November Meeting - Dennis Trott and AGM

The AGM will start at 8:00 p.m. sharp. The committee is looking for volunteers to take up position next years etc. Just take a look at the front inside cover to see what the various roles are within the committee. The committee has been fairly stable (some might say boringly so) for a while now, so maybe it's time to get some new blood in. And if you are hang glider pilot it's your opportunity to get rid of the any bias towards paragliding, although committee members are switching flying craft. If this isn't enough incentive then remember committee members get the membership paid for by the club and Paul has been known to buy a round of drinks from club funds at committee meetings. So if you've ever thought "why don't the committee do this or that" or "I could do better than that bunch of idiots" then now is your chance to do it your way. Of course it could be a re run of other years, and no one will be bothered to stand for election and you'll have to put up with us lot again, and you won't have any excuse for moaning.

At 9:00 p.m. Dennis Trott will be giving his latest talk on Hang-gliding and Paragliding in the Alps. If it's anything as good as his last one we are in for a treat. Be there 8:00 p.m. sharp for the AGM.

Club Coaching Course

The Devon and Somerset Condors are hosting a club coaching course down in Upton (just south of Taunton) on November the 29th and 30th. Any pilots interested in improving their skills and their ability to coach others is invited to attend. Attendees should have a minimum of ten hours. As on previous occasions the club will pay the course fee for any member who acquires a club coach rating.

Interested pilots should contact Harriet Pottinger on 01823 601202

Mendip Tow Group

One Year On

The Mendip Tow Group has been going for over a year now and has found a semi-permanent home on top of the Mendips half way between Ubley and Draycott. The winch, which used to belong to the old Sevenside tow group has been serviced and now runs very sweet indeed. Towing has mainly taken place on light wind days but towards the end of the year members have towed in moderate east and west winds for which no local hill sites are available.

Using their secret weapon to allow towing to take place using two adjacent grass fields, pilots have reported release heights of over 2400 amsl (1400 ato). Although only hang-gliders have been towed so far, next year they will be able to tow up paragliders and several bi-wingual members are keen to give it a try.

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All members take turns in marshalling the launch, operating the winch and towing the lines back using the motorbike, not to mention flying! The motorbike is due to be replaced with a quad or trike soon, as the mastery of two wheels has been beyond some very skilful pilots.

97 was an abysmal year for XC flying on Avon sites and things were not any different off the winch. But with extra height now available thanks to the secret weapon, spring 98 should see some epic XC's and triangles flown off the winch in west and east winds.

The group is looking for committed pilots to join. You have to be willing to muck in and to turn up when it is flyable! You don't have to be an XC hound, but you have to be willing to do your bit. So far there has been no sight of a helmet queue and members have been more than willing to muck in just to get a rest from flying. Contact Geoff Rogers if you're interested. Ring up early on a light wind day and come and see how we operate: 01761 232096

'HOW HIGH CAN YOU GET?'

September 1997. Sana'a, capital of the Republic of Yemen, South-west Arabian Peninsula.

It was the last of my 10 days trip to Yemen, the country that in the 80's was my adopted home for almost 5 years. I was on the top of a mountain outside the city, poised with my trusty Super Space, ready to launch into the void. Sprawling out below across the plateau was the town which, in spite of its dirt, noise, and perpetual traffic jams, I had grown to love.

I was making a long overdue return visit to Yemen after a gap of 12 years. People either fall in love with it, or can't wait to get out. It certainly has some unusual customs and Westerners have to learn to adapt to them, simply to survive. It is a land with a rich history, and its people are grouped into strong tribes. They need to be tough and resourceful, living in high and often remote mountainous regions that form the spine of the country. These are some of the reasons why this nation, which many of us have difficulty placing on the map, has always fascinated me and constantly beckons me back. Friends warned me that I would see many changes. Since I left 12 years ago, there had been a unification between North Yemen (supported by Saudi) and South Yemen (backed by what was then the Soviet Union). And what did the unification bring? Well, a civil war actually, with a considerable amount of bloodshed. Although the country officially remains as one, there continues to be tension between the various factions and the economy is frankly a disaster. In spite of all this, I remain a firm Yemenophile, and was really to be back. Strangely, I observed not so much the things that were different but rather the things that were the same - the all-pervading dust, the traffic chaos, the guns and daggers carried routinely, the wonderful food, the generous-hearted Yemenis, and of course the barren but nonetheless beautiful mountains.

Ever since I took up paragliding, those mountains had been calling me. I had longed to go back and fly over them, imagining myself seeking out thermals that I felt sure would be there. And now here I was. I couldn't believe it. However, things were far from ideal. It had taken us two hours to get to the take-off point, as the engine of our ageing 4 x 4 had overheated. Mohamed, my sole flying companion, was Yemen's only hang-glider pilot, and had considerably less experience than me. We had failed to recharge our radio batteries, so we wouldn't be able to communicate after take-off. Met reports are virtually impossible to get hold of. The mountain was covered in small volcanic rocks, which insisted in snagging any or all of my suspension lines as I tried to inflate the paraglider. In fact the day before a rock had actually found its way inside my canopy, but fortunately I spotted it and was able to remove the offending object before launch. This had been followed by a lovely flight, during which I spent some minutes in formation with a lammergeir, a fairly large member of the vulture family. But now, to cap it all, I realised that I had left my flying boots at the house! Never mind, there were compensations. The scenery was breathtaking, and there were lots of Yemeni helpers, willing to hold on to any bit of your canopy they could grab. On second thoughts, that probably isn't an advantage. Anyway, there was the exciting prospect of a wonderful flight - probably.....

I had decided that this would be a good flight to test out my homemade camcorder mount, fixed to my leg with some discarded bits of a leg brace (one of the advantages of working in the NHS, I suppose). So, with the

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camera switched on, I struggled with the rocks, eventually getting the canopy up, and was off. From the first moment, the sky made it quite clear that there was only one way to go - UP! In five minutes I was 1000 ft ATO, looking down on Mohamed and wondering why he was still standing there. If only we could talk. I discovered after landing that the wind direction had changed and Mohamed was unhappy to launch; in the end he gave up and came down by car.

I spent much of my flight giving a commentary for the camera, frequently referring to 'we', as if I was up there with a companion! I only realised this when I played the tape through later - really wierd. Has anyone else ever had this experience? As I flew round, it became clear that the entire city was one massive thermal blanket; whichever way I turned, I went up. At 4000ft ATO I knew I had to go for it so I turned downwind and flew across the southern part of the capital. Before I left the built-up area I noticed to my astonishment that I was 6600 ft ATO, but out of the bowl I hit the inevitable sink. I picked up a route along one of the main roads, as I was determined not to get lost in some remote village, with no way of getting back to civilisation. After a wonderful 75 minutes flight, I landed on the edge of a small town, about 20 km from take-off (not far I know, but considering it was only my second XC, not bad either). Within minutes I was surrounded by 60 or so locals, curious to see what this alien from outer space looked like. It was quite a reception; everyone was very friendly and one man generously offered me a lift back to my house.

It wasn't until later that I was able to calculate just how high I had been. In addition to my own height gain ATO, I had to add the altitude of Sanaa (7705ft) and also my take-off (1780ft above Sanaa), making a total of 16085ft ASL. Wow! I checked the figures again - there was no mistake. Next time it'll have to be oxygen.

Now just before you flying freaks rush out to get on the first flight to Yemen, can I suggest you hang on for a bit? You see, there is an incredible amount of red-tape in the country, added to which the mountains are full of soldiers, who tend to pop up in the most unexpected places, asking all sorts of awkward questions. However, it is hoped that flying trips will be established before too long, and to this end I am already planning an exploratory trip for 1998, in cooperation with the government of Yemen. It'll be a sort of pilot study, you might say. My hope is that Yemen will become one of the best flying destinations of the future. At least I have convinced myself that this is true. Watch this space.....

Alan Gibson
38 Stoke Lane,
Westbury-on-Trym,
Bristol BS9 3DN

Record of Accounts for 1996 - 1997

Income	Membership	£3,009.00
	Bank and Building Society Interest	£74.31
	Total	£3,083.31
Outgoing	Mag Printing, Postage and Envelopes	£528.66
	Sites and Farmers Treats	£682.31
	Hall Hire, Food for AGM	£125.00
	Speaker Expenses	£20.00
	Airwave Challenge Fees	£30.00
	Membership Expenses	£24.00
	Various	£23.00
	Total	£1,432.97
	Balance in Building Society	£4,974.70
	Balance in Bank	£690.07

Stop Press

The following was recently sent to NOVA anonymously:

A word of warning... watch out for 3 suspicious looking individuals recently spotted skulking about at Bratton camp and also known to frequent the rifle range.

The labour party had the loony left, but the Avon club seems to have a far more sinister splinter group forming...

THE GENOCIDE CLUB

Easily identified by their flying machines, all bearing the same logo, one sky blue, one get me my sunglasses violet and one very nice pink, the latter fitted with an anti gravity machine hastily knocked up in a garden shed after a particularly interesting episode of Blue Peter.

Approach with care, membership of this group is increasing exponentially, and don't be drawn in by smooth talking of all thing Firebird or fooled by the very nice pink one gaining height in nil wind conditions when everyone else is going down.

Footnote: Rumours of gang war fare between 'The Genocide Club' and 'The Brothers and Sisters of Soul' have proved to be, as yet, unfounded.



Who is this getting his bird???

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1997 PG XC League

All sites/All pilots league (last updated 26/10/97)									
Rank	Name	Canopy	1	2	3	4	5	Total 5	Total all
1	Tim Brunskill	Advance Omega 4	88.6	36.3	25.3	16.7	16.0	182.9	236.0
2	Graham Stephenson	Airwave Alto	56.5	55.3	20.8	14.7	13.0	160.4	186.0
3	Colin Hermon	Perche V-Max	48.2	41.7	25.7	21.1	18.3	155.0	230.0
4	Robert Davis	Nova Xyon	63.0	28.0	14.6	8.4		114.0	114.0
5	Marcus King	UP Soul	32.0	25.6	21.0	14.6	9.7	102.9	102.9
6	Clive Laurence-Peckham	Swing Nimbus	25.3	22.8	22.4	15.9	14.5	101.0	101.0
7	Simon Kerr	UP Kendo	31.0	20.1	17.8	15.3	13.6	97.8	108.7
8	Tim Pentreath	Nova Sphinx	30.9	24.9	17.4	14.6	5.1	92.9	92.9
9	Mark Drake	Apco Extra	30.6	19.8	12.0	10.0	5.6	78.0	78.0
10	Fiona Macaskill	Airwave Alto XMX	26.4	20.8	13.3	7.8	6.9	75.2	80.0
11	Amanda Laurence-Peckham	Swing Ventus	61.9	6.6				68.5	68.5
12	Richard Harding	Firebird G-Sport	15.0	13.3	8.4	8.1	7.7	52.6	60.8
13	Elly Milln	Airwave Voodoo	10.6	8.5	8.2	4.9	3.1	35.4	35.4
14	Dave McCarthy	Flight Design B3	19.3	4.9				24.2	24.2
15	Brett Pullen	Apco Spectra	16.5					16.5	16.5
16	Alex Coltman	Apco Astra	7.1	5.8				12.8	12.8
17	Tim & Elly	UP Pickup	11.8					11.8	11.8
18	Alan Gibson	Edel Super Space	11.1					11.1	11.1
19	Jean Christophe Schrotter	Paratech P40	9.2					9.2	9.2
20	Tony McCausland	Airwave Harmony	5.0					5.0	5.0
21	Mike Andrews	Trekking Esprit	3.4					3.4	3.4
Total								1410.7	1588.3

Another 200km added since last month, but unless anyone has done anything this weekend (which by my reckoning was unlikely, although no doubt someone will prove me wrong!), this is how the league will look as at midnight on 31st October! So I'm resigned to doing less than 100km this year - oh well, can't win them all. Still, I suppose there's always next year!

Another first XC this month, this time from Tony McCausland - well done, I look forward to receiving more next year.

I don't know what you feel about the flying this year - personally I don't think its been that good compared to last year, but the overall distance flown by Avon pilots this year is only marginally less than last year, so maybe it hasn't been that bad - I guess I must have missed all the good days! I'll do a full analysis in a future issue of Nova - I bet you just can't wait!

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/fax - 01225 447003, fax - 01225 318997

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Flying in Spain

In last month's Nova I mentioned that I was going to northern Spain for two weeks family holiday. Well, we had an excellent time and I even managed to abandon Lisa and the kids for a couple of days to get some flying in. I met up with some really friendly Spanish pilots (based in Gijon, Asturias), who took me under their wing so to speak. Making plans to meet on the Saturday over the phone wasn't easy, but amazingly we did meet up eventually. Speaking face to face was much easier - expressions and gesticulations certainly helped to overcome the language barrier!



I'm not going to go into a thermal by thermal account of all the epic flying I had, because it wouldn't actually take very long! The sum total of two days flying was two five minute glides down! But that didn't really matter (who am I trying to kid!?), since it was the friendship and generosity of the Spanish pilots that I will really remember. I was given a guided tour of five different sites in spectacular scenery (coastal and mountains), and flew from two of them. I was bought numerous beers and ciders (this region produces and consumes huge quantities of cider!), and treated to a delicious hillside barbecue on the Sunday.

Actually it was all this eating and drinking that prevented us from having an epic day on Sunday - we went to a wonderful looking site in the mountains about 2.5 hours drive from Gijon, but unfortunately the wind shifted through 180 degrees, **after** the barbecue had been lit, which meant that we had to finish the food and drink before we could pack up and go to a more suitable hill no more than 5 miles away. We arrived at the second site at 5pm to watch a local pilot sky-ing out above us, but by the time I took off, no more than ten minutes later the conditions had totally switched off resulting in an 800' descent rather than a 3000' climb - can you believe it?



Asturias is a beautiful part of Spain, and a wonderful place to go on holiday (fantastic beaches, spectacular mountains and delicious food and drink), but as for a flying holiday I'm not so sure. You do need local knowledge of course and it's not like Piedrahita or Andalucia where there are always other pilots around, but perhaps more importantly you do need good weather. I'm told we were lucky with the weather during our stay - the local pilots claim the weather is worse than the UK, although I would dispute that - we had fantastic weather! There is clearly a lot more rain here than in other parts of Spain though (this area is called green Spain after all!), so realistically you may well be better off going to the more established flying regions.

However I'm sure we will return sometime, and it's more than likely the glider will come too!

Bye for now

Handwritten signature of the author.

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Hang Gliding XC League 97

This can only be described as a bad year for HG XC's with only 5 flights from Avon sites.
Perhaps the Avon only sites rule should be dropped next year?

Various people e.g. Dave Draper and Rob Cook to name but two have made flights from our sites but have failed to give me the details within the normal one month period. However as it's been such a bad year I'll wave the time period if they'd like to phone me with the co-ordinates asap.

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	22.0	0.0	0.0	0.0	75.1
Colin Hale		14.9	6.0	0.0	0.0	0.0	20.9

Distances in km

Well lets hope next year is better.

As a reminder here are the Avon HG XC League rules

1. All flights from Avon sites.
2. Rules of National XC league apply. (Airspace, one month grace for entries etc.)
3. Except : All XC's and Defined flights taken on pilots word no evidence required!

Details to me Neil Atkinson

Home No 01225 754152
Work No 01225 814515
E-Mail natkins1@csc.com

We Was Robbed!

Airwave Final - Crickhowell 29/30 August 1997

With nearly 80 pilots both HG & PG on the Blorenges on a day that rapidly stabilised, and in fact ended with everyone except for three pilots doing a quick down wind glide the competition wasn't exactly challenging. Although it has to be admitted that those pilots who failed to go XC with the solitary thermal earlier in the day (despite being at 1000' ATO) probably felt even worse about it than those of us who just had a 3 minute downwind plummet.

As the second day was totally blown out, rained out and clagged out for good measure this left the results from the Saturday to stand for the whole comp. We'll at least the barbecue was worth going to.

For me the highlight of the weekend was the fact that the SE Wales having got their team to the NW face of the Blorenges refused the meet head permission to take his four wheel drive vehicle up the track. Hence delaying the start considerably. In fact if it wasn't for Chris Jones turning up we probably wouldn't have had a comp at all, because Chris Dawes wasn't going to walk to the NW face of the Blorenges.

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We came 4th in the HG and 5th in the PG, the SW Wales PG team won both the PG and overall trophies, which means the rules had changed from the previous two years, especially as they had more than four thousand points!

Sean Worlock was the best placed Avon pilot coming joint 4th. with two other pilots. And that's about all I'm willing to say about the scoring or the other teams ability to read maps (Mercian in particular)! Thanks to Geoff, Nick, Rob, Ray and Sean for doing their bit for the club and let's hope that next years will be a more meaningful competition.

Neil Atkinson

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.

Press Release



Skydragons Paragliding in association with ADG, paraglider manufacturers since 1983, announce a special promotion for their latest range of performance & competition paragliders.

They are looking for a limited number of select pilots, who already feature in the British PG XC league, or aspire to do so in 1988.

ADG manufacture superb paragliding wings and their 1998 range is capable of achieving top cross country results, all they need are the pilots to put them through their paces.

A very special price is available on a limited number of ADG paragliders for those pilots who meet the requirements. Pilots must be of cross country standard and be prepared to be involved in a small amount of promotional work.

The offer is not for exceptional pilots,. You don't have to be a sky god to take advantage of it. If you have started to fly cross country, or will be next year - if you love to fly, have ambition and enthusiasm, ADG and skydragons are looking for you with a seriously good offer. Please contact Noel or Audrey Humphreys for further details at:-

Skydragons Leisure Ltd.
7 Mwrog St
Denbighshire
LL15 1LB
Tel: 01824 707171
Fax: 01824 704499
Email: skydrag1@aol.com

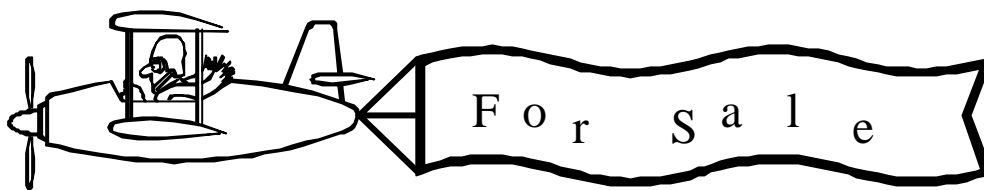
Nova on the Web

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.

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Gliders & Bits For Sale

Airwave Kiss 154 Excellent Condition Blue Leading Edge, Yellow/Pink Under Surface Low Hours £500ono
Tel Rob on 01275 879126 (1)

Edel Saber Medium perfect condition 3 Hrs, Tangerine Orange £1500

Edel Pro Harness New £280 normally £360

Brauniger Basis Vario £160

Flight Design A4 Tandem 100-200kg, very good condition, ideal cheap tandem £750ono

Trekking Odyssey XL good condition suit XC pilot £1400ono

Tandem Secura Max Reserve old never used in anger £240

Telephone Eddie on 01297 489351 (2)

Airwave Kiss, winner of last years Avon XC league. Excellent sink rate, high milage glider £270. Tel Kevin Winter 01761 452455. (2)

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 (2)

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 (2)

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

Question: I reckon we should have some new blood on the committee, so how can I get a place on the committee?

Answer: Just volunteer by giving one of the UK based committee members a call or turn up at the AGM on Tuesday 4th November and get involved.

Question: Why can't I get in touch with you?

Answer: As I write this I'm still jet-lagged from a two week working trip to Dallas. Sounds fun, but I've just been told I'm going back on Monday for another couple of weeks. I wonder if it will be flyable this weekend or when I next get a chance in November?

Question: How did your hang gliding lessons go before you were sent to the land of cowboy boots and stetsons?

Answer: I'm now the lowest airtime hang gliding pilot in the club.

The highlights(?) from my training diary include:

Day 1: I find out its a long way to Lejair's tow school in Norfolk. I get four tethered flights to get a feel of controlling a hang glider. This is not too hard, but running with the tether for other students leaves me totally shattered.

Day 2: Six flights on the Stubby being towed to about 10 feet. I'm a 'bit' heavy on the pitch control and I'm told watching my flights can make people sea sick!

Day 3: Nine flights up at 30 feet. I'm happier further away from the ground, but now I'm having trouble with roll control and I weave my way down the field. Three stand up landings!

Day 4: Eight flights up to 100 feet. Real height so I'm much more relaxed and so in more control. The last two flights have 4 90° turns, I'm flying circuits and landing on my feet (mostly!).

Day 5: Eight flights up to 500 feet. 180° turns, circuits, good landings and my EPC(T). Basically this means that I can takeoff and land without killing myself and with minimal danger to everyone else.

Day 6: Seven flights, five circuits and on the basebar for the first time. I can't weightshift properly so my turns are appalling. I also discover find you can flare better if you remember to move your hands up the uprights!

Day 7: Eight circuits, feet in the stirrup for the first time. Had trouble with my airspeed in some of the turns. Almost stood the Stubby on its wingtip to avoid the one really big oak tree, instructor asked if the acorns were out! I decided to give the trees a wide berth and fly my circuits in the opposite direction, I get to look at the same tree from the opposite side....

Day 8: Eight circuits on an Atlas. Not a pretty sight as it reacts faster than the Stubby and I react slower as I recover from an earlier case of jet-lag.

Day 9: Eight circuits, three with stalls (much more fun than on the paraglider). Seven stand up landings but leaving the final turn into wind too late. I pay for this with a final crash landing with my nose in contact with the upright and blood all over my T-shirt. I'm told that I have spent too much time watching club pilots and I should this style of flying till a much later date.

Day 10: Eight circuits in good bouncy conditions. Loads of spot landings. Last flight of the day and I get that paraglider feeling as I fail to penetrate, this confuses the hell out of me so I fail to roundout/flare, which basically means I fly into the ground. Tony explains that I'm not the tidiest pilot he has seen, but nothing practice won't sort out. CP(T)!!!!!!

Now if I can only get some time at home before winter sets in I'll see about doing a hill conversion and start getting that practice in. Anyone got a good first hang glider for sale?

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And now for something entirely different...

In the news today...

The European Union commissioners have announced that agreement has been reached to adopt English as the preferred language for European communications, rather than German, which was the other possibility. As part of the negotiations, Her Majesty's Government conceded that English spelling has some room for improvement and has accepted a five-year phased plan for what will be known as EuroEnglish (Euro for short).

In the first year, "s" will be used instead of the soft "c".

Sertainly, sivil servants will reseive this news with joy. Also, the hard "c" will be replased with "k". Not only will this klear up konfusion, but typewriters kan have one less letter.

The will be growing publik enthusiasm in the sekond year, when the troublesome "ph" will be replased by "f". This will make words like "fotograf" 20 per sent shorter.

In the third year, publik akseptanse of the new spelling kan be expekted to reach the stage where more komplikated changes are possible. Governments will enkorage the removal of double letters, which have always ben a deterrent to akurate speling. Also, al wil agre that the horrible mes of the silent "e"s in the languag is disgrasful, and they would go.

By the fourth year, peopl wil be reseptiv to steps such as replasing "th" by "z" and "w" by "v".

During ze fifz year, ze unesesary "o" kan be drpd from vords knotaining "ou", and similar changes vud of kors be aplid to ozer kombinations of leters.

After zis fitz yer, ve vil hav a reli sensibl riten styl. Zer vil be no or trubls of difikultis and evrivun vil find it ezi tu understand ech ozer.

Ze drem vil finali kum tru.

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