

# NOVA



January 2001

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## NOTE MEETINGS NOW 2<sup>nd</sup> THURSDAY OF THE MONTH

Front Cover Geoff Rogers on his Kiss and a Dog - Chris Jones

# Editorial



Welcome to 2001 and let's hope we have a better flying season this year. It looks like it will be an exciting year with lot's going on. Most of the faces on the committee remained the same, but there is some new blood to stir things up a bit. We've already had our first committee meeting and you'll find the minutes elsewhere in this issue. One thing we are keen on is letting you know what is going on and letting you all have your input. So if you have any suggestions pick up the phone and give one of the committee members a call. As part of this I have started reworking the website ([www.skytribe.co.uk](http://www.skytribe.co.uk)), the use of database technology is allowing me to make it more interactive. One example of this is the new flying diary which allows you to post your entries directly onto the site, I will also print the entries in Nova so please add your accounts of flying days out. Soon I

will add the ability to add your own links and news items, depending on how flyable it is over the next few months. Alongside the magazine and the website, the new club forum on smartgroups is proving successfull allowing the spread of information and ideas amongst club members, not to mention the odd bit of banter. To join the forum go to the website and follow the link. We have also made use of smartgroups to set up an area for the committee to discuss club matters, this means we need less formal committee meetings and can react more quickly to problems.

Now to flying, the weather was kind enough to allow some of us some flying over the Xmas holiday, although others couldn't get out of their road. I had three days up at Westbury, with first and last being the best. The first day even provided weak thermals allowing us to practise our 360s. The addition of a covering of snow added to the views on the last two days. The general level of airmanship received positive comments on a few occasions, despite a ic of PG, HG and Class 2 gliders in, at times, scratchy conditions. Site rules were yet again broken on a couple of occasions, emphasising the need to talk to new faces on the sites.

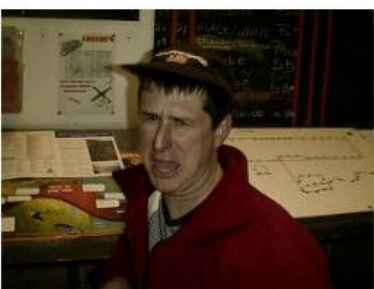
All that leaves me to say is I hope you al have an excellent season flying and that you achieves your goals, be they getting your landings sorted, doing your first XC, achieving those results in the competitions or whatever you want to achieve. Just remember...

Get High, Stay High, Fly Far!

Be safe.

Marcus

## Chairman's Chunter



Well I find myself voted in for another year, which will definately be my last as chairman. Thanks to all who have put themselves forward for committee posts again this year. We have a new social secretary Tim Pentreath, who has plenty of ideas for the coming year.

As I write this on Christmas Eve the rain is lashing at the windows again as it has for the last three months, is it me or is it the worst end to a season we have had for years. As far as the club is concerned we again have an enthusiastic committee to keep the club going for another year. We had our committe meeting in December with a great turn out which shows the commitment of some, especially Neil Atkinson who is now living in Andover but is still prepared to travel to Bath to look after the HG

members.

We discussed a number of things for next year. The usual parachute repack will be organised again (see elsewhere in the mag Ed) for early on in the new year. My name will be on top of the list as I consider this one of the most important safety events that we do. If you haven't had yours done recently ask yourself why you bother to have a reserve if you don't have it serviced. We spent a great deal of time discussing the British Club Challenge (Airwave Challenge as it used to be known). For anyone who has been involved in this interclub comp you will know how much fun they can be, so put your name down to be included for this year. The club had a great record in this event ver the years, reaching the final on a number of occasions. I f you have never flown XC or been in a

# Editorial

comp before this is the comp designed for you, most of the committee did their first XC on one of these events they are great fun.

We discussed the idea of moving the Mere Bash to the May Bank Holiday (Whitsun weekend) so not to clash with other events that are all bunched together at the end of the summer. Also discussed at some length was the membership fees which have remained at the same for a number of years, it was agreed to put the membership up to £20 form renewal this year, so that we are able to build up some reserves. It is important that the club has funds available, we have recently made a donation to the Long Myndd Club who are purchasing a site for the benefit of both HG and PG.

The club recently held it's annual prize giving and Christmas meal which was great fun for all those who attended. Well done to everyone that received prizes and trophies for your achievements over the past year.

By the time you read this it will be the middle of January and hopefully we will of had some winter flying (we can all dream). I have just delivered a Christmas box to the farmer at Westbury. He has reminded me to tell everyone that there is NO slope landing on Westbury and that the bottom landing field is for emergency landing only, those of you who have slope landed on Westbury know who you are!! Remember most of our sites are only flyable because of the goodwill of the landowners and farmers who grant us permission to use their land for our pleasure.

I look forward to running the club over the next year, if you feel that the club not doing enough for you contact me or any other member of the committee who will be glad to hear your suggestions.

Brent Pullen

*NOVA is the newsletter of the Avon Hang-gliding and Paragliding Club. The views expressed in this magazine are not necessarily those of the Editor, or Committee of the Club.*

*All contributions should be sent to the Editor of NOVA.*

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# Letters

Hi there and the letters page is back after a small break. If you want to air your views then send me your letters either to [news@skytribe.co.uk](mailto:news@skytribe.co.uk) or to the usual address. Thanks.

## Long Mynd Purchase

Dear Avon HG & PG Club

My apologies for the delay in writing, I'm afraid we all thought 'someone else' was doing this. It has been rather chaotic lately but very exciting!

Anyway, thank you very much for your club's generous donation. We have been most gratified at the response to our appeal to BHPA clubs. Together with our existing 'fighting fund', advance purchase of membership fees and a generous contribution from the Reggie Spooner fund we have raised just enough capital to proceed with the purchase. We have reached agreement with the landowner and the matter is now in the hands of our respective solicitors.

We will be rescinding the 'members only at weekends' rule, opening the site to all BHPA members, and charging a daily fee.

To celebrate, we intend to hold a 'Long Mynd Open' competition next summer to which your members will be very welcome. Details have yet to be worked out but we will invite all clubs when the time comes.

As a 'distant' club we especially value your generous contribution since relatively few of your members are likely to be able to take advantage of the site. As a token of our gratitude we would like to offer your members free use of the site for the 2001 season.

Graham Elvis

Chairman, Long Mynd Soaring Club

The year kicked off with the reserve re-pack – a timely event as I was just on the point of buying one and it gave me a tangible insight (which you don't often get!) into differing varieties and how they worked. The Spring progressed with club talks specifically aimed at relatively inexperienced pilots on "going XC" and "air law and air maps" in preparation for the season, which were then practically aided and abetted by a special XC virgin's weekend and having an allocated (and dedicated!) low air-timer contact throughout the year. Illustrative talks were given regularly at club nights and related topics were discussed through events like the question panel evening in November - and all aptly contrasted by memorable (if a little blurred!) social functions like the brilliant Mere Bash and Christmas do. And there we were, admirably informed throughout, via Nova, [www.skytribe.co.uk](http://www.skytribe.co.uk) and the XC website.

So.... Well done and thanks - to all the committee for their hard work, to veteran members for their stalwart attendance, to more recent members for their injection of new blood and to all those who contribute in some way and generally make it happen. I've had a great year!

Jo Eades

P.S. There have been some interesting suggestions made for club nights next year - I look forward to attending them!

## Credit where it's due – A round up of 2000

As I approach the end of my first full year as an Avon Club member and reflect upon the passing year, I feel thanks are due to the club, and certain individuals in particular, for hosting a variety of talks and events and being providers of information and advice - all of which have helped take me from a mere fledgling with a red ribbon and little more than 10 hours to my name, to entry into the XC league and the proud owner of an engraved tankard!



## Reserve Repack

Sunday 4th of February....where....here! well just up the road at Eastington village hall, very easy to find just off Junction13 of M5.

The plan

Reserve throw part to be done outside! weather permitting....using a digger we will attach pilot in harness etc. to end of arm and suspend at about 30ft above the ground. This should give sufficient height to test deploy and see the canopy actually inflate, or not! Then lowered to the ground the reserve will be gathered up and taken just down the road to the hall where it is heated ,clean and we can use tables as well. Each pilot will need an old sheet or similar to gather the reserve up in and prevent it touching the ground after deployment. Cost £25 per person. All deployments will be done first and then repak after....i reckon we can get through about x20 or more dependant on how many helping hands we can get on repacking. First come first served , I will book pilots in, so they need to contact me.

I will time the deployments again from start to complete inflation...should make interesting reading...

robin

## PILOT EXAM COACHING

Calling all club pilots.... If you want to have a discount on your B.H.P.A. membership, enter your xc flights in the national league, legitimately fly xc, carry on improving your flying career etc etc then you should consider getting your pilot rating. The Avon club have decided to lay on a free pilot exam coaching evening for both Hangliding and paragliding pilots, sometime in April, to be followed up in May with the actual exam itself. This will be an evening event, probably at the Compass Inn, and will not clash with the club nights. Robin Brown (of airtopia fame ) will be doing the coaching, and I'm organising it. If you're interested please phone me, Tony Moore ( 01980 594455) to book your place.

## Calling All Club Coaches.

It is my wish to publish a regular list of all the active Coaches within the Club in each issue of Nova. This is to enable all the Low Airtimers in the Club to get maximum benefit from the LAT Groups. If for any reason you feel that you haven't got the time or opportunity to be part of this, then please let me know and I will remove your name. On the other hand, if you feel that you have a particular talent,

knowledge or suggestion to offer which will benefit the Group. Then I want to know about it!!!

Simon.

## Club Coaching / Low Airtimer News (PG)

Well that's the AGM over for another year, and it looks like I will be running the PG Low Airtimer Group again for the next twelve months.

There was an extensive discussion during the meeting about the Club Coaching scene, in fact it went on so long it had to be curtailed to allow Alex to deliver his Talk and Slide Show about Annecy. One of the main issues raised in this free for all around the room was the need to structure the Club Coaching Scheme in a manner that would involve more of the Club's Coaches, and make the LAT group work better for our new members and novices. I personally feel that too much structure in a group of this nature does not work, so it is my intention to continue in an imfomal and flexible nature. At the same time encouraging more people to get involved and pass on their skills to those in need.

To this end I have agreed with Marcus to write a regular piece for Nova in an attempt to keep everyone up to date with what's going on within the PG LAT Group. This is the first step towards improving the accessability and communication within the group. I am also going to produce a regular list of all the active Coaches that are currently in the Club, this will include their approximate location, their phone numbers, and whether they are available to fly mid week. The purpose of this is so that those people out there who want to get the best out of the Group can identify someone who is near to them geographically, and waiting for that phone call. Please use this list and the people on it, it will help you (and us Coaches) to maximise the benefit to all. It cannot be stressed enough though that if you want to benefit from the LAT Group, you must chase these people up. They are all willing to make the effort to be there at the end of the phone, and on the hill when needed. So please take the time to use this valuable resource within the Club.

I will of course continue to organise days and weekends out flying, often aimed at specific skills such as launch and ground handling techniques or those first X/C's. I will also be making an big effort to arrange more Club meeting nights aimed at novices, to answer some of those theory questions which we would all like to know the answers to.

If you have a topic in mind that you would like to see discussed at one of these nights, or a skill in

particular that you would like to spend a day on the hill fine tuning. Then please let me know because without your feed back you will end up listening to and learning what I think you need know, and not what you want.

My final request is, if you are on the list of Low Airtimers below and no longer feel the need to be included in the Group. would you take the time to let me know, and I will remove your name from said list. Likewise if your name is not there and you want to be included, please tell me!!! If I don't know who you are, you may miss out on some of the activities.

See you on the hill,

Simon.

## The Wanderers

Jim Mallinson has joined up with Bob Drury for his latest adventure, this time Etheopia is their destination where there are Alpine scale mountains that they are going to explore. Also going along is Innes Powell, Nationals Pilot and famous as the first and probably only person to fly from the Isle of White to the mainland. We look forward to seeing the pictures and articles from this trip. Following Ethopia Jim is off to India, Australia and Brazil arriving back here just in time for next season.

Also migrating for the winter is Alex Coltman who has once again dissapeared downunder for the duration.

## Caption Comp Winner

The Sandpiper Communicatons Caption Contest, held over the weekend of the Mere Bash. Was won by Jo Eades, with the much lauded caption "Some bastards dyed my hair." It even won the vote of the man in the picture. Jo was presented with her prize, a radio speaker microphone (kindly donated by Sandpiper Communications) at the AGM in October. Other captions deserving of a mention were: "I've been sitting here for hours, and still nobody will push me" Claire (a non flyer who came for the Party) and "101 - 102 - 103, coming ready or not!" Alex (one of six entiries he made). A big thankyou to Sandpiper Communications for sponsoring this bit of fun, and appologies for not reproducing the photo here. It got lost when clearing up the site on the Sunday morning, if you didn't see the picture, then you should have been there :-)

## Reciprocal Agreements

The club are currently innegotiation with the Thames Valley and Skysurfers Clubs to put together two further reciprical agreements along the lines of the

existing agreements we have with the Condors and Wessex clubs. Don't forget that it is every pilots responsibility to make sure they are aware of the latest site rules and to make themselves known to local pilots before flying. Whilst all the committees are keen to provide more places to fly by creating agreements, pilots failin to respect the site rules, which are there for a reason, may lead to them beeing scrapped. It's also important that club members take time to brief visiting pilots, and don't forget if you get a new memembr or associate memeber and enter your details on their membership form you will receive a discount on your renewal.

## Membership Renewal

Talking of renewal, I'm afraid that time of the year is coming round again. We will be sending out the renewals in February this year, don't worry your membership still startes in March. We need to get the renewals out early as our membership secretary will be out of the country for a month from the middle of March. Please help us by returning your renewal to us as soon as you can. As you will see from the committe meeting minutes we have decided to increase the club fees for the first time in a number of years. We have decided to increase full membership by £2 to £20, it was felt that we should make sure we have healthy reserves to fund possible future site negotiations and to further improve the services we try to provideyou with.

## CEN Certification Delays

More general news now, and it looks like the new CEN certification won't come into place till well into the year, possibly 6 months from now. This means it will probably be too late for those of you looking for a new paraglider for this year. So what is the CEN certification, well basically it's the combination of the DVH and ACPUL/SHV certifications. All though not completed it looks like there will be 26 seperate tests, some totally new, and 4 classes of solo glider, A to D, with A being the most stable. Hopefully this new certification will reduce the confusion with glides have different ratings at present, but time will see and remember it doesn't matter how safe the glider is pilots can still crash them.

## New Gliders - News and Gossip

It's the time of year when many pilots look to changing their wing for the new season, don't forget to allow time to get used to it before those spring thermals kick in. The manufacturers are all busy releasing new gliders to tempt you to part wih your money. In the paragliding world Airwave have introduced a new serial racer with a nostalgic name,

# News

the Magic is DHV2-3 and has the latest 'in' design feature of closed off cells. Another glider with this feature is the Omega 5 which has already been seen flying in the UK. Another glider sporting this feature is the new glider from Airea which suprisingly is DHV1-2 in standard trim but uniquely the speed system can be set to allow increased acceleration, but also an increase in DHV grade to 2. The new Nova Carbon (1-2) looks like a winner providing strong competition for last year's DHV2 gliders. New

gliders from UP, the Makalu(1-2) and Summit(2) must be putting a smile on Mr Sollom's face. Rumours of a new glider from Gin (Nomad) abound, it is said that they are planning to achieve DHV2 and that if they do it will put the cat amongst the pigeons in this category. What of the hangliding world I hr you ask,well I've not heard any news but if you know of any rumours of new gliders let me know. In class 2 world Icaro and AIR have restructured their businesses to improve the service for ATOS pilots.



A Wintry Scene at Westbury - Angie Weir



## Avon HG & PG Club Committee Meeting – 4/12/2000

### Present:

Brent Pullen – Chairman

Simon Kerr – PG Low Airtimers

Paul Ellis – Treasurer

Peter Taylor – PG Comps

Charlotte Hedges – Membership Sec

Neil Atkinson – HG Comps

Tony Moore – PG Safety Officer

Fiona Macaskill – Librarian

Chris Jones – HG Safety Officer

Tim Pentreath – Social Sec

Marcus King – Nova editor

Rich Harding – Sites Officer

### Absent

John Jones – HG Low Airtimers

Robin Brown – Northern Sites Officer

	Description	Action
1	<p><b>Thames Valley reciprocal agreement</b></p> <p>Everyone was in favour of a reciprocal agreement (excluding Ubley and Draycott) however it was stressed that TV members must be made aware of our site rules, and vice-versa.</p>	<p><b>Rich</b> to liase with TV, and to ensure that agreements gets published in Nova and Volplane</p> <p><b>Paul</b> to monitor effect on club finances</p>
2	<p><b>Membership fees</b></p> <p>It was agreed to increase the membership fee from £18 to £20 in 2001 in order to a) start building up a site purchase fund, b) help pay for events such as the Mere Bash, c) build up the club library, d) to pay for the new sites guide</p>	
3	<p><b>Club Challenge</b></p> <p>The new organiser of the Club Challenge (formerly Airwave Challenge) asked for feedback to his proposals. The main points raised were:</p> <p>Must not coincide with Blorenge party w/e</p> <p>All 6 pilots should score</p> <p>Must have a consistent scoring system between rounds</p> <p>Score = ((num teams in round - position in round) * 100) + 100</p> <p>Instead of Semis have a published league tables for each discipline</p> <p>Top 6 teams to go to finals</p> <p>Must have proper briefings - BHPA comps committee to assist at final</p> <p>Each club can have 1 scoring natonals/ league pilot</p> <p>Encourage smaller heats but no repeat heats between the same two teams</p>	<p><b>Pete</b> to formalise a reply to the new organiser</p>
4	<p><b>Club meetings</b></p>	

	A number of suggestions were put forward:	
5	<p><b>Mere Bash</b></p> <p>It was felt that holding the event so close to the Blorenge Party w/e put some people off coming, and it was agreed to consider a different w/e</p> <p>The spring Bank Hol w/e was proposed</p>	<b>Simon</b> to speak to Dave Coward (farmer) to ask about having the marquee at the top of the hill during the Spring B/H
6	<p><b>Mere Bash Club Comp</b></p> <p>It was agreed to hold both a novice "fun" comp and an open xc comp during the Mere Bash event, with shields/cups being presented during the Bash for overall winners AND best Avon pilots</p>	<b>Pete and Neil</b> to organise
7	<p><b>Aerial photos of the sites</b></p> <p>It was decided to decline Mark Drake's offer of using his helicopter to take aerial photos of our sites</p>	
8	<p><b>Photo competition</b></p> <p>It was agreed to hold an annual photographic competition with the winner announced at the Christmas party</p>	
9	<p><b>Club shields</b></p> <p>We're running out of space on them - it was agreed to move the oldest names to the back, and replace them with the newest names</p>	
10	<p><b>Parachute repack</b></p> <p>Robin has agreed to hold another repacking event</p>	<b>Marcus</b> to fix a date with Robin
11	<p><b>PLF practice</b></p> <p>Tony suggested it would be a good idea to hold a PLF practice event - it seems sensible to combine this with the repack</p>	<b>Tony</b> to liase with Robin
12	<p><b>Pilot exams</b></p> <p>Tony suggested that the club pay for Pilot exams</p> <p>This was turned down, but we did agree to ask Robin to hold a revision evening on a SEPARATE occasion to the monthly club meeting</p> <p>The club will pay for the room, and will pay Robin's costs</p>	<b>Tony</b> to arrange with Robin
13	<p><b>Cover for Membership Sec</b></p> <p>With Charlotte away for most of March it was agreed to start the renewals process in February</p>	<b>Charlotte</b> to organise
14	<p><b>AOB</b></p> <p>The next meeting will be held at the Cross Keys on Monday 26<sup>th</sup> February</p> <p>Date and venue of Christmas meal 2001 to be discussed at next meeting</p>	

# Features



## Dune Flying

It was Sunday 8th October and what I thought was a good call by Marcus to head down to Woolacombe, was beginning to look a bit duff as the three of us (Charlie & Myself inc) drove through a number violent storms on the way there. We had left Yeovil in glorious sunshine and the weather had quickly deteriorated, with ominous looking clouds as far as we could see. We stopped briefly at a view point on the cliffs, hoping to see some better weather approaching off the sea. Only to be greeted by the mother of all fronts imminently about to arrive at our location. A detour was called for, and we soon found ourselves comfortably ensconced in the Hunters Inn for a pint of conciliatory ale.

Having driven all that way though, we felt that we should at least go and have a look at the site, even if it wasn't flyable. So after just the one pint (honestly) we went in search of take off. To our delight it had stopped raining and the front had passed on, but alas it was well and truly blown out. Not wanting the day to be a complete waste, we decided to go for a walk round the headland instead.

Parking at the bottom of the hill behind the sand dunes, we noticed someone with a glider on the top of the dunes. It was Philip Fouracre, and he was packing up having found out that even the dunes were blown out. Needless to say after Philip made

the obligatory sacrifice it had to improve. So we decided the walk would have to be a short one, not wanting to be too far away from our gliders when it became flyable. We had made this mistake once before on the South Coast, and were not likely to do it again in a hurry.

After only walking a few hundred yards along the beach, and noticing how little wind there was below the dunes. We realised that it was not too strong to fly, only too strong to launch from the top. That was the end of our walk, as we hurried back to the car. Returning to the beach with the gliders, we felt sure that we should be able to launch from the bottom of the dunes and fly up the face. With the wing laid out on the flat beach just below the face, it was hopefully possible to inflate it and walk part way up before lobbing off and quickly turning to try and catch a little lift. After a couple of aborted attempts I was away, and scratching my way along the dune. I was soon soaring comfortably above the top, following Marcus towards Woolacombe. Charlie was still trying to launch, and finding some difficulty due to the wind being of to the north which made it somewhat tricky to launch and turn without flying out of the tiny lift band at the bottom of the dunes. Eventually though she joined us, and the merriment began.

# Features

What followed was about three hours of the most fun I have ever had on a Paraglider. I have been flying now for ten years, and I have never had such a hoot. It was so much fun that it actually hurt, as I spent nearly half an hour laughing my head off at the sheer ridiculousness of flying in such a crazy place and manner. Sometimes we were only inches off the sand and sometimes surprisingly 200 - 300ft above the beach in an unexpectedly wide lift band. The flying was very active, forcing us to use every little bit of our practised canopy control to stay in the air. In fact I found that the close flying did wonders for my confidence and judgement when making steeply banked turns within grasping distance of the vegetation growing on the side of the dunes. With the wide lift band it was easily possible to push 50 yards or more out from the ridge, sometimes almost at the waters edge. Before turning and swooping back, using brake control and judgement to convert back onto the dunes without hitting the beach. Wingovers proved to be about as exciting as they come, often ending in a large drag mark in the sand left by the bottom of the harness (well I wasn't going to put my feet down) in a frantic attempt to regain the lift band at the foot of the dunes. Needless to say all this brought much amusement to the bemused public walking on the beach, who were at times on the same level as us as we flew alongside them on a low pass.

We were all having so much fun that before we knew it the Sun was getting low in the sky, and we were getting both hungry and thirsty. As we landed briefly to stoke up, it was quite obvious that for the second time this year we would have to take off again and

fly until the Sun was down. By this time the breeze had come onto the hill a little better making it easier to fly all the way along the whole length of the dunes, which stretch for nearly 4km South along the beach from Woolacombe. It occurred to me later that if I had been taking some Turn Point photos, I could have submitted a fairly reasonable (albeit rather silly) X/C to the Avon League. I wonder does it count as a landing if you drag your backside on the sand without putting your feet down? Eventually we were forced to land if we were going to have any daylight left to pack our gliders away. This operation proved to be a little more time consuming than usual, as we each spent several minutes removing the beach from the cells of our gliders. The trailing edge of Charlie's looked like a builders yard, probably as a result of her many attempts to get airborne earlier in the day when the wind had been well off the ridge.

So there you have it, probably one of the most enjoyable day's flying I've ever had. It didn't matter that I hadn't gone X/C, I didn't even get any higher than about 300ft above Take Off. Who cares though. Flying in such a beautiful place on such a wild and whacky day was just a sheer delight, and I can only hope that one day I get the chance to repeat it. I am even seriously considering joining the North Devon Club, it would be worth it for just that one day, let alone the chance to go back again.

Simon Kerr





# Features

## Butser XC

It was Tuesday 12th September & the weather forecast was; a cloudy morning with outbreaks of sunshine in the afternoon & a moderate west wind. Being as enthusiastic about Hang-gliding as I was when I took it up three years ago, that sounded good enough for me.

I rang Paul Robinson & Dave Moy to find Dave was up for it but Paul had to work. Having told Dave the forecast I said, "Hopefully we'll get a thermal or two in the afternoon!" So off to Butser Hill, near Petersfield.

I turned up at noon to find Dave & Wayne Bevan already there, but Wayne had finish for the day. Whilst rigging Dave noticed the wind was occasionally swinging round to NW. We frantically rigged before it was too late.

I took off first into a lightening wind & to my surprise I easily maintained height. Then slowly I began to climb. If I circled back the lift stopped so I decided to venture way out in front & up I went. I briefly pondered if it might be wave, but deciding not to chance it I circled. This time I continued to climb & as circling about 600ft over take off, Dave launched. On passing over the A3 I was steadily climbing faster, I looked down wind to see a totally overcast sky & wondered how far I would get this time. Simon Murphy once told me his friend covered 47 miles in one thermal. So I thought "Just keep circling".

Shortly after passing over the A3 I was unnerved by the sight of a Chinook pass beneath me. Many times I lost the lift, but by using Grant Crossingham's advise of widening the circle I was able to find lift again. On approaching Harting Down & just short of cloud base I was pleased to see Dave climbing out from Butser. Several minutes later Dave was still going round but looked rather low as he past over the forestry. That was the last time I saw him as I used all my concentration on staying in weak lift for the next twenty minutes.

The Cocking gap loomed up, the flight up to this point had been quite bumpy throughout. The clouds were breaking up, more alarming for me my cloud had broken & I was at the end of it. Sinking more often than climbing now, I noticed a cloud street to the SE. Setting off on a glide I got half way there only to find the base looked ragged, so then headed in a NE direction to the flatlands just North of the South Downs. The fields were in plenty of sunshine & there appeared to be many thermal sources.

Gliding over farm machinery working in brown fields, small villages, farms & numerous tree lines I picked

up nothing. I could see the Stud farm which I landed in last week & thought "I'd better not land there again, they definitely won't be amused this time".

At about 700ft agl & taking the precaution of unzipping, I pulled the cord to find it was jammed; harder I tugged, but it would not budge. Inspecting the problem, horror filled me as I found the cord wrapped round my parachute deployment handle. After sorting that problem out & narrowly avoiding disaster the air became rough at about 500ft agl. Thinking there must be a thermal around here I tried a circle but found nothing. Heading off downwind again the vario beeped briefly, so I quickly responded & spent the next couple of minutes going up & down as I fought to stay in a small pocket of rising air, but overall I was descending slowly.

Downwind I spotted smoke converging from two small fires about 400 yards apart, surely a thermal? The vario beeped more often as I closed in on the fires, until when down to about 400ft agl the vario began to beep constantly. Climbing ever faster I passed between the two fires & then the vario began to scream. Realising I was on my way to cloud base I laughed for joy. "Devils Dyke here I come!" went through my mind. That was my lowest save ever.

In what seemed no time at all I found myself being sucked into cloud & my world went briefly white. Quickly pulling on speed I emerged under the cloud & noticed the sky was now looking classic. The flight became more relaxed from this point, it did not seem to matter where I flew, as long as I stayed under the cloud there was lift. So deciding to take advantage of this I took time to find out how far I was from the Dyke, the GPS said 15 miles. After twenty minutes I got bored with my slow progress, also I felt a little cold not having to exert myself in the silky smooth lift. So I decided to leave safety & chance gliding to the next cumulous.

It was not long before I found myself in quickly descending air, there was no chance of reaching that cumulous now. So I searched for ground sources & headed towards a factory with a large car park, followed by a forest. I prayed for something, eventually the vario beeped & soon I was back at cloud base. I could now make out the Dyke & see a very strange cylindrical shaped cloud above it. I also thought I caught a glimpse of a glider buzzing about in it.



# Features

What a lovely day it was turning out to be & I decided to take a few shots of the coastline in glorious sunshine. The GPS now said 7 miles to Dyke. I found it frustrating not knowing how high I was, as the LCD panel on my vario was broken, at least it beeped though. I decided to take a short hop to a neighbouring cloud & hung around under it until I felt the sea-breeze convergence cloud above the Dyke could be reached.

Setting off on a glide I could now clearly see a sole Hang glider flying from its base & climbing up right through, occasionally popping out of the side of the cloud. It really was quite a spectacular sight & I now regret not taking a few snaps. As the glider neared the top I could make out it was in fact Steve Cook, last years British champ. Excitement filled me as I thought, "He'll be going xc, I'm following him. I'm going to do big miles today! "

As our paths crossed we shouted at each other for a laugh. I turned round, flew along side Steve & waved. My excitement soon expired as I realised Steve was heading towards the cloud I'd left upwind. (I later found out Steve had barely enough fuel to get home, it was the fuel crises) Realising I was going to do the rest on my own I studied the

## Spanish Holidays

Feeling deflated, the same as my paraglider it seemed a good idea to escape to Spain with a group of like minded flyers and try to banish an indifferent summer behind us. I was certainly not to be disappointed.

### Day One. Carrascoy, Spain.

A drive south with a pause on route to check on wind direction, a final choice is made and we're off to Carrascoy. As we drive up PG's are already flying and a knot tightens in the pit of my stomach, but then it always does. At the top a very unusual sight confronts us, a carpeted launch area, how civilised. Rig up and get in the queue, reverse launch, turn, and check, lean forward push off DISASTER. I drift a bit left and my flight deck clips a bush, goodbye vario. Two hundred quid's worth of kit drops away. I can't really print what's going through my mind suffice to say they're mostly expletives. After a couple of minutes despair I decide to try and make the best of the flight if I can and fly out keeping a good eye on all around to try and spot who's going up. There is only one I think looks OK and he's right over the landing field by now I'd guess I'm down to about 500 feet but it feels good so let's thermal. After about 10 minutes or so my arm feels a bit sore so let's thermal the other way, I feel as though I'm

sky. The obvious route was to head North as there were some lovely cloud streets, as looking East the sky was blue. Unfortunately the air map was in the car & I wasn't sure how far away Gatwick CTA was. So I headed ENE, hoping to keep ahead of the sea-breeze. I crossed over the A23 & was North of the South Downs Way, tracking over what I thought was plenty of thermal sources. As I got low enough to consider landing options, the air became rough & I started circling. But this time it was all in vain, so I chose a nice grassy up slope & landed in a very fresh SW wind.

The GPS revealed I'd flown a personal best of 65.3km. Somehow I felt a little disappointed, as I'd been suckered by the sea-breeze. "How do I get back?" went through my mind. Disguised as a stranded motorcyclist (after all it was the fuel crises) I thumbed a lift to Burgess Hill train station & then thumbed a further two lifts to Butser from Petersfield.

### Anthony Stephens

going up but how fast? How high? Sod it I wish I'd brought my vario. Looking back to take off it looks as if I've at least got back to that and I'm far out across the valley floor now, so let's go a little further. A cloud street of sorts is ahead if I fly cross wind, speed bar out let's go. Reaching it proves to be disappointing I can't feel any thing going on here at all, I fly on a bit just short of the main road which I decide is a good place to turn back simply because I don't fancy trying to get Nick to retrieve me from this far out. So run back to the landing field, just my luck it's still working here, up, up and away, well up anyway. I'd guess higher than my first climb and the cloud street appears to have died off so just enjoy the view and stooze around until finally its time to land. Not bad, an hour and a quarter without a vario but what could I have done with it?

I find Terry in the landing field and ask him to radio the top to see if anyone has found my vario, nobody has. Pack up and wait for retrieval and consider how much a replacement will cost for the rest of the weeks flying. On arrival at the top I'm straight over to see if I can find it, I spend about 15 minutes struggling through some very tough and thorny bushes but I can't see it anywhere. Gareth and Howard ask me what's going on and insist we look again and bugger me within 30 seconds there it is lying in a bush. The morals of this tale are always

# Features

secure your kit with a lanyard if you can even if you think you've securely screwed it to your flight deck and flying without a vario can be fun even if you only turn off the audio.

## Day Two. Toix.

Not too early a start from the apartment's and back to Nick's for breakfast, which is only a 10-minute drive away. This always proves to be excellent, there is plenty to choose from including eggs and bacon and pots of coffee that are very rarely empty. Nick decides we'll have to wait a while to see if it's going to pull round from the West a bit, so more coffee and relax pool side. An hour goes by and a decision is made and we're off to Palomaret. Upon arrival for 30 seconds it's on and then it's off and there it stays. A few calls are made to local pilots and our next option is Toix just North of Benidorm, we're told that only experienced pilots will be able to fly here as the launch is off a 1000 ft sheer cliff over the sea. It's over an hour's drive and with the description from Nick my mind works overtime trying to imagine what it's going to be like and whether I want to fly.

As we draw close already there are floppies flying but our first stop is at the landing area. It's not small but with the Med on one side and trees and apartment blocks on the other you'll not want to get it wrong, Nick gives us a full briefing on approach tactics and I set the A1 reading on my vario to zero so I know exactly how far off the deck I am. Toix turns out to be a spine back ridge running out into the Med and as Robin drives up the back he complains of suffering from a bit of vertigo, it is a bit sheer and only a single track. The launch site is not that bad you basically set out your wing on the track and walk over the edge a bit and reverse launch, it's not quite as bad as Nick's description. I watch a couple go off and then it's my turn, I'd be lying if I said I wasn't nervous but it's only a reverse launch and I do this all the time at home (not). Well as it turns out the launch goes well and there's bags of lift wherever you go up and down the spur. I'm rewarded with a great view over the back to Calpe and the sight of rain to the East, something to keep an eye on whilst flying. Just about the best sensation flying here is that you are almost immediately over the sea, following Robin's lead I fly out a few hundred feet and then run back to the spur and repeat this tactic to see just how far I dare go. It does make quite a change to look down and see nothing but blue sea. After about an hour of soaring and taking pictures the other pilots in our group are heading for the beach so I head out to lose some height and think about my approach. Remembering Nick's briefing I lose height over the headland at the end of beach, at about 100 feet I think I've lost enough and pass the

apartments on my right at about 60 feet. I'm still too high so I turn to lose some more quickly carefully does it you only get one shot at this, I can't drop short or go long. Looking at the spot I'm aiming for I slide round a few trees flair and down, safe and dry. It's time for beer and deep fried squid rings.

## Day Three. La Carrasqueta

La Carrasqueta is a fairly normal ridge soaring site with a winding road in front of it to kick off small thermals. The launch site posed the most problems being quite rocky with small twig like plants dotted around, nearly everyone had a snag of some sort on attempting to launch. Flying here was fairly straightforward but the landing was to be much more fun.

Like a light going off so did the lift and Howard and myself seemed to be tied at the same height as we came in to land. Not normally a problem but the landing patch was not quite two gliders wide and you can't fall short or you land on the road or some fairly vicious scrub, to the left and right are trees and beyond are power lines. Howard and I dance around losing height on our approach trying not to stuff each other. Howard goes in first I've managed to just stay up about 20 feet higher and a way behind, people on the ground can see we're coming in quite close and as he lands I can hear them shout for him to collapse his wing. Howard's response is to run forward right in front of me, wing inflated, I shout to Howard to "Please step aside" or words to that effect, which thankfully he does and I land safely to his left. This Christmas I think I'll buy him a rear view mirror.

This was a great week flying at various sites around the Alicante area some of which I've described here. Luckily for me I flew every day but if you don't there are Go-carts and other distractions to help you enjoy your stay. I would certainly recommend this area for low airtime and more experienced CP's to improve their thermaling technique and generally to experience a variety of sites. My thanks go out to Robin at Airtopia and Nick at Doyouwanna for organising the trip.

Pictures of the area can be found at <http://www.cix.co.uk/~bpdeane/pics/paragliding/>

Stafford Evans

# Features

## Lucky Escape?



Picture me in Italy visiting our new distributor who has all his dealers there for a seminar about Ozone, to be presented by my good self. After a morning of bull shitting we move to the landing field to do some ground handling so the folk can at least have a play with the new wings as the wind is way to strong to fly. On arrival in the LZ the wind is howling and I realise that there is no way they are going to do anything. Not wanting to disappoint them I say that I will inflate the wings so they can have a look at them. I start with the Cosmic Rider our new Tandem wing. So there I am hooked into the cosmic waiting for a lull to pull it up, "Ok everybody ready I'm only going to do this once" the wind drops and I haul it up. I'm paying much attention to the wind situation and as it picks up I drop the wing. Everybody happy with that so I pack it away, what they really want to see is the Octane DHV 2 wing.

I shake out the XS Octane and pick up a harness, no reserve no helmet and then I clip in back to front cos I'm only ground handling. So there I am again clipped in facing the wing waiting for a lull to pop it up. The thirty strong crowd is waiting with baited berth, this is the wing that they have been waiting for cos it will be the big seller. The wing pops and there I am showing off my new baby and it looks

real nice in yellow and red, the crowd ooooh's and aaaah's and jabbers about how beautiful it is. I'm busy controlling the wing in the gusty wind when suddenly I am picked up about six feet and just hover there, they are amused by this.

So there I am clipped in backward no helmet no rescue and hovering at six feet above a flat field. Then suddenly I get jacked up to fifteen feet, still happy with the situation I laugh and imagine that I will descend at any moment. Wrong! I shoot up to thirty feet and start having massive deflation's, the wind is howling my mind is racing and it is not looking good as the wing is constantly being battered by the turbulence. It is all I can do to keep it open. Then it continues and again I am drawn skyward out of control clipped in back to front and taking a good beating all the way. I am now at seventy or so feet and have been carried to the other side of the landing field. The crowd watches slack jawed and silent.

This is bad I am thinking as I work with the wing, it would be real bad if I were the right way round but this back to front shit is really not helping and fuck I really want a helmet now and a reserve. I glance over my shoulder at the wind sock to witness it going all over the place and with some force I should add. Ok keep cool I am thinking you been in shit worse than this just concentrate. The wing is still thrashing so I decide to turn toward the crowd as I realise that if I whack then they will be there to pick up the pieces. I fly toward them looking over my shoulder, I do a big S turn hit some sinking air and find myself flaring about fifteen feet from the crowd with a perfect landing. They are fucking ecstatic that I am alive and are all cheering and clapping and hugging me and all that stuff and then one of them says in that Itie Anglo accent "Wheetal son of thee Madonna, son of thee Madonna" every body agrees that it was the most amazing display they have ever seen and swear allegiance to Ozone from then on. Me, well I was just happy to still be around. To this day though I am amazed that it happened, I actually flew off a flat field, according to Pendry I was in the air for well over a minute perhaps two.

I am a truly lucky fucker.

Rob Whittall [www.ozonegliders.com](http://www.ozonegliders.com)

## FireFly Annecy Special



### Introduction

**Welcome Back!** Well, after a year's break Firefly finally returns with the promised Annecy Special. Since I started penning this (in January 2000!) I've actually spent another holiday above and around the famous lake - which is probably a good job as, although the weather wasn't a patch on '99, most of that year's piccies were crap :-). (although murky air and the grandiose scale of things were contributory factors: like the song says - "The photographs came;

you couldn't see us; we were lost against the mountains like specks of dust")

As the dramatis personae are going to be fairly limited in number, I'll depart from my usual habit of using nicknames throughout. This is also for the benefit of those of my non-flying friends who asked me to shut up about Annecy and do a page like this about it instead :-). (and the Nova readers who haven't a clue who you're talking about - Ed.)

### Annecy du Lac, et ses Environs

So, where the hell's this Annecy place you keep rabbiting on about?

Annecy is a large city on the western edge of the French Hautes-Alps, an hour's drive from Chamonix; closer to Geneva. Running SSE from the city for approx. 15km is an S-shaped lake, the middle section being a channel little over a km in width, and the depth of which sufficiently varied to allow you to both stand in the middle in places and almost drown when you dive in at the edge!

It's one of Europe's true free-flying meccas, having a number of well appointed take-off sites, of which the two most used are on the Eastern side of the lake, in the wooded clearing at Planfait and the new, PWC-inspired one at Montmin, above Col de la Forclaz (of Tour de France fame).

The whole place is pretty geared up to free flying, particularly around the Perroix landing field. For the enthusiast there are equipment shops where you can borrow demo gliders and buy kit at economical prices - you can even get your wing fixed at Rip Air. (The Sapeurs Pompiers feel the need to have a station here too, for some reason!) There's also a navette



# FireFly

back to take off from the landing field at the Southern end of the lake, not that you should need it as not only are there plenty of pilots and partners continually on their way to launch but the locals' attitude makes the area one of the most hitcher-friendly you'll come across

On non-flyable days the old quarter of the town (sometimes known as Le Vieil Annecy and not to be confused with Annecy Le Vieux) is a delight for the casual stroller amongst its restaurants and shops, or you can try your hand at something aquatic - it's all there. Jump in the car / on a bike (of whatever variety, but the term 'push-bike' may become very apt in this terrain!) and you can also tour some spectacular scenery. If you're taking the family, there are plenty of friendly campsites and all the facilities you need. Your more adventurous companions can easily get a tandem flight too.



From personal experience we'd strongly recommend Camping L'Horizon, at the top of the hill above Talloires, right next to the Perroix landing field and the hitching point to the main launches.

## 1999 - Douze Jours sur Treize

The four-strong Avon group who ventured to the Alps for a fortnight in 1999 were:

- [Firefly](#) - aka Yours Truly
- [The Piper](#) - aka Simon Kerr
- The artist formerly known as [MacSplittie](#) - aka Marcus King
- [The Webmistress](#) - aka Charlotte Hedges

Who needs a cabin on a night boat?! Sleeping bags on the afterdeck of Brittany Ferries' finest will do nicely, thank you, and so we arrived early at Cherbourg for the long drive ahead, Charlie and Simon sharing duties in his Type 2, Marcus and I trying not to fall asleep in the pursuing Panda. Lolloping your way across Normandy, down the A6 and then East to Annecy is perhaps not the most effective use of 15 hours and, whilst the total outbound journey time was similar to this year, it's definitely not the best use of your wonga.

A first taste of the nightmare that is Annecy rush hour gave way to a pleasant drive up the eastern lake shore to Perroix, where we couldn't find Marcus' previous campsite, so trundled onto the welcoming Camping L'Horizon, finding ourselves two of the only flat pitches for the van and tents. We found ourselves close to a group of Dutch Nationals pilots, including the reigning champ, Vino, and his huge dog, Cai. Time to erect the tents then rest, acclimatising to the heat whilst watching sundry pilots descend from Planfait launch to the landing field, before venturing up to have a look ourselves.



Despite being the most current, it was with some trepidation that I laid out when we returned to Planfait the next day (Monday). The small, barely-sloping mat; the gap in the trees and its almost sheer, wooded drop; the rocket thermals waiting to rip your wing from you - apparently; the trees just everywhere, conspiring to entrap you after the slightest mistake. Half an hour into the flight though and it all drops away - the thermals aren't \*that\* fierce, the ridge can almost be flown as such and I



# FireFly

fancy trying to make it back onto the 6000' Dents du Lanfon. (Tip: scoot round the corner to the right, across the first gully and into the second, steeper one - from here you can climb up the side of the Dents; straight over the back of the front ridge the trees plateau and you'll be very lucky to make it.) My main impression is that there are gliders everywhere (but most look reassuringly tiny) and I hook a thermal with a red and yellow Sigma tandem (so this is where all the decent colours went!) that takes us most of the way up.

Then the scale really hits me - climbing the last thousand feet, that I had thought were only a couple of hundred, close in to the almost sheer grassy slope near the base of the cliffs, screaming in awe up the



rocks themselves and flying out as soon as I reach the top, elated but slightly perturbed. This is flying.

The next three days are not as good and we spend Tuesday discovering Montmin launch and the middle landing field (halfway along the lake, conveniently next to a bar serving fresh pizza), the others getting soaked on a walk on the Wednesday, flying being curtailed by a cu-nim that has me running to Perroix in advance of the Dutch Nationals, and Thursday dealing only a trip to Planfait and back to Camping Du Lac. On Friday the real fun began...

The Petit Tour is basically a trip around the southern half of the lake. Mine started in slightly unorthodox fashion when I took off from the back of the Montmin mat to find a totally unprepared SIV student, complete with life jacket, arseing around with his harness, right in my path; a brief shout of 'attention', a swift kick up the posterior and a further cry of 'pardon' and I was safely off and flying, leaving

the bemused nonk face down on the mat contemplating SIV lesson No. 1 - the importance of keeping a good lookout in all directions. Gaining height on the Rochers du Roux you then traverse across Lanfonnet and the Dents, needing to be at the top of the latter before flying out towards the lake, over the castle at the foot of Veyrier and then the wooded golf course that sticks out above the lake's kink

The first time you commit to the glide across the lake to the Roc des Boeufs is pretty intimidating but I arrived safely and quickly gained height along the spine-back. After an almost vertical ascent, just before the second power tower, I turned to make the glide back to Montmin and hit 12-down sink (quite

normal, I assure you), leaving me scratching low back on the other side. I believe people count completing the tour as getting back to the bottom landing but you know me - determined to regain launch, after some serious treetop kicking I was elated to finally corkscrew up in front of the permanent audience at the Forclaz bar, before flying all the way round to Perroix for good measure. Cool!

That long weekend was the highlight of the trip, despite spending much of it chasing around Annecy checking up on the state of Simon's van, which hadn't appreciated our taking it to Montmin the previous week. Marcus did the Petit Tour on Saturday, whilst I played around on La Tournette; I completely lost my rag in the landing field on Sunday after the most ludicrous bunfight on the Planfait ridge, with people launching blind into two already dangerously congested circuits of gliders - no surprises there then; Monday saw the best day of all, three of us seriously contemplating the Grand Tour

# FireFly

(around the whole lake), Simon contenting himself with the Petit version in the end. I clocked up something like 40km in 4 hours, 3 of them spent above 5 grand asl, including a very special encounter with La Tournette (see right and above). There's something quite surreal about soaring along the top of an 8,000' + mountain, chatting to people who've spent hours climbing it, then doing most of the Petit Tour again on a glide to the landing field.

Even the rest of the second week was eventful - Charlie completed the set, doing the Petit Tour on the Tuesday; Wednesday was - Shock! Horror! - un-flyable!; Thursday Marcus demo'd a Flying Planet Syrius, didn't particularly like it and thoughtfully booked it for me the next day! Friday was hard work on the demo - my log book reads "Heavy, no weight shift, twitchy, pitch unstable and then tried to kill me"!! - and Saturday was rough as \*\*\*\*, including a comical thermal on the front ridge that was so small I was getting two outside collapses per 360 (and you know how tight I turn!) and severely outclimbed/outballsed a hangy.

One of our Dutch friends, Marc, won the Nationals but they were so disgusted with the standard of the comp that they seriously debated flying out over the lake and dropping the overly ostentatious trophy into it; as it was they left it on his car overnight but were disappointed to wake in the morning and find that no-one had stolen it! Further indignity was suffered when they ran out of, er-erm, 'supplies' and had to scrounge off the English :-). And then Simon, Charlotte and I had to go home (after watching the thoughtfully-arranged firework display with the Condors), leaving Marcus to stay on for a week with Bob Drury and then the British Open. I knew I'd be back.

Footnote: The Piper would like to thank the RAC for being generally about as much use as an ashtray on a motorbike and costing him a fortune in mobile 'phone calls.

To be Continued...



# For Sale

Taken from **SkyAds**

These are the current adverts held on the system.

Date: 06/11/2000                      Highways Pod Harness                      Price:

Used three times since it was purchased. Suitable for person of 5' 8" and average build. Will sell to best offer.

Phone: Simon 0117 942 4271    Email: [mnssjl@management.bath.ac.uk](mailto:mnssjl@management.bath.ac.uk)

Date: 06/11/2000                      Magic III with spare uprights and new bag.                      Price:

Magic III with spare uprights and new bag. The glider was serviced and given a CoA just before being put into storage five years ago. Will sell to best offer.

Phone: Simon 0117 942 4271    Email: [mnssjl@management.bath.ac.uk](mailto:mnssjl@management.bath.ac.uk)

Date: 02/11/2000                      Tandem, UP Cab                      Price: £1,700.00

Successor to the brilliant UP Pick-up. Easier to launch and lighter handling. Yellow, very good condition with only 20 hours airtime. Comes with spreaders and tandem instruction if needed.

Phone: 01425 473 585                      Email: [rwestgate@yahoo.com](mailto:rwestgate@yahoo.com)

Date: 02/11/2000                      Firebird G-Sport (S) 60-85kg                      Price: £900.00

Dark pink pin stripe! executive glider, suitable for club pilot. 30 hours in three years, safe friendly wing. Ask to speak to Susan, any offer considered!

Phone: 01425 473 585                      Email: [sue@bunn22.freereserve.co.uk](mailto:sue@bunn22.freereserve.co.uk)

Date: 02/11/2000                      Edel Response (S)                      Price: £1,300.00

Very stable DHV 2-3, 65-85kg all up, blue/pink, excellent condition, still crispy! 50 hours. Seriously good XC machine. Any offer considered

Phone: 01425 473 585                      Email: [rwestgate@yahoo.com](mailto:rwestgate@yahoo.com)

Date: 01/11/2000                      Wind mill for swatch ASI                      Price: £0.00

Normally fitted to the LR3. Mine got lost and I miss it a lot

Phone: 028 71811557                      Email: [david@smythuhpc.f9.co.uk](mailto:david@smythuhpc.f9.co.uk)

Date: 15/10/2000                      Pod Lite HG Harness                      Price: £120.00

Airtime Pod Lite HG harness for sale. Well used but in very good condition. Suit 5'8" to 5'10" pilot, slim build. Very comfortable, space for storage and reserve. Great first harness. Stroud area.

Phone: 01453889214                      Email: [davenade@clara.net](mailto:davenade@clara.net)

End of Listing - 7 Items Found.

# airtopia

## Spain & Brazil 2001

Bad weather made you feel depressed? Suicidal even? You need a flying holiday....  
Mid February we will be off to Alicante in Spain again for some early season thermals.  
March is Brazil, OH YES ....Just two places left on this extravaganza.

For details of either trip please call for a chat.

Meanwhile back in Blighty, if it ever becomes flyable again we have demo gliders from Edel, Gradient, Gin and Ozone. The new Never Say Die harness which is just fab and lots of bits and bobs too numerous to mention.

### Previously enjoyed Gliders

Freex Tandem	Big	Inc' tuition	1,100:00
Nova Argon	L	Ex demo, as new	1,800:00
Epsilon 1	S	Fair, low airtime	500:00
UP Soul	XS	Good condition	650:00
Vision Classic	M	Very low airtime	950:00
Apco Spectra	S	Good Condition	500:00
Harley Sirocco	M	Looks nearly new!	550:00
Edel Atlas	L	Very clean	900:00
Edel Energy	L	Dunes glider!	Offers
Edel ZX	L	Dunes Glider!	Offers

Call Robin on 01453 827202  
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## **Club Diary**

### **04/02/2001 - Reserve Repack**

Eastington Village Hall

Robin Brown

### **08/02/2001 - Club Meeting**

The Compass Inn

Tim Pentreath

### **08/03/2001 - Club Meeting**

The Compass Inn

Tim Pentreath

### **12/04/2001 - Club Meeting**

The Compass Inn

Tim Pentreath

### **10/05/2001 - Club Meeting**

The Compass Inn

Tim Pentreath

### **14/06/2001 - Club Meeting**

The Compass Inn

Tim Pentreath



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