

NOVA

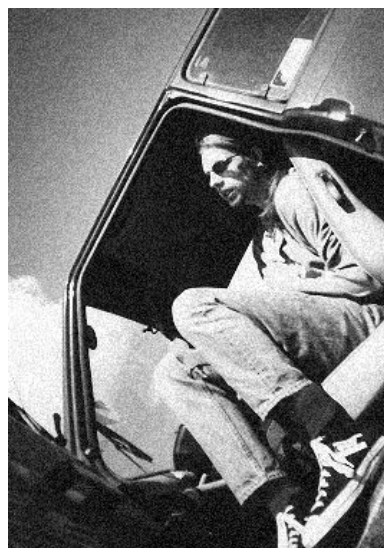


Avon Hang Gliding and Paragliding Club

Newsletter

January 1997

## Editors Bit



Hi there and a happy new year to you all. As you can see this issue is somewhat slim due to a few reasons. Most importantly we had to get it out quickly to advertise the talk at the next meeting by Airwave and the fact that they are bringing up some demo gliders. Secondly no one has sent me any articles, thanks Barry for your much needed article. Finally, I have been moving house, just down the road to Batheaston, and consequently the computer has been languishing in a cardboard box deep within a pile of cardboard boxes. Hopefully normal service will resume next month, if anybody sends me anything to put in it.

Well See you on the hill. ✍

## Marcus

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

Marcus King  
159 The High Street  
Batheaston  
Bath  
BA1 7DW

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

**February Meeting MONDAY 3<sup>rd</sup> at The Griffin Inn, Warmley (A420)  
Talk by Airwave**



Hang Gliding and  
Paragliding Club

## HANG-DANGLER FLIES FLOPPY IN PIEDRAHITRA AND SURVIVES

BY BARRY SEELEY

Well, I've been flying hang-gliders and will have been heard to have slated para-gliding in the early days, mainly because of the trouble caused on Northern sites, which I have looked after Thankfully, we now have a good gang of para pilots up North and hang and para get on well together. Having got my son Wayne onto a para, I thought I may as well get one for myself, I promised Wayne that we would visit Piedrahitra (Central Spain) when last year I headed off with the hang-glider and three other pilots leaving him stood on the doorstep looking very sad. Also, after countless trips driving, I quite looked forward to the ease of taking the para on a plane and flying to Avila, which is only two hours from the site. So in August this year we headed for Gatwick. There were five pilots plus one other. I had hoped to be well acquainted with the para-glider by now but bad weather and only a limited amount of flying left me feeling a bit sceptical of my hopes for good flying in what was bound to be rough conditions.

We arrived in PH twelve hours after leaving home, this a great improvement on driving which takes about thirty hours in all. That evening we watched about thirty para gliders flying out and landing at the town, but against Wayne's wishes we opted to eat and not fly. The next day we are off early but the wind is over the back of the main take-off, so we head for a small take-off which faces Southerly, which I know of from a previous visit. On arrival at take-off it was very thermic and blowing 18mph which I thought was too strong for my Scirocco but Martin, Ian and Wayne all flew making good height initially then sinking out and landing. Heading back to the town we decided that we would return later for an evening flight. This we did, and I managed only a prolonged flight down the others all staying up.

The next day we were again faced with Southerly winds, so after a short deliberation we headed for the big Southerly site which has very dramatic scenery. There were about forty para-gliding pilots there but because of strong winds we took off quite late again. I only managed a prolonged flight down. That evening we all went to the town square where there was a live band and presentation for the

Spanish Nationals, main prize going to Avon pilot now resident in PH - Senior Steve Ham.

Day three. Thank goodness for a light Northerly wind which meant we could fly the main hill Pegra Negra. Unlike hang-gliding pilots, para-gliding pilots want to start early, so even before eleven o'clock we are floating down towards the top landing field. A normal day at this site would start with very gentle winds building up to about 18mph by 2 o'clock. So we headed back up to the top and by now I'm feeling well fed up with floating down! Wish I had the trusty hang-glider. Sitting down on take-off I am determined not to launch again until I see others going up. After about one hour this started to happen, pilots making good height gains above the top. As I launch I am thinking 'If I go down again I'll burn this bloody thing!!' To my relief I start to climb. Thinking I am flying my hang-glider I start to fly out, silly really as everyone is sticking to the ridge, but I'm still climbing I'm even learning to turn this poxy thing with some degree of skill. Now about 1500' above the ridge and about 3k out I see one of our lads, Mike, he is to one side of me thermalling up under a darkish looking cloud. I call him on the radio and tell him that the sky was looking 'quite big'. I am now up to 2500' I start to think 'How do I get this glider down?' Strange really, not long ago I was desperate for it to go up!! I pull 'big ears' and apply speed bar and this does the trick and I continue to head out to blue sky over the town. Feeling confident I try double 'big ears' and speed bar, soon I am back in blue sky. My height is now 2900' above take-off, which is 6000' above PH and about 6k forward of the hill. I look back and see all the other gliders heading down the ridge towards the pass, 'Let them go' I'm happy to play around out here and learn to fly this glider. I land after about an hour and a quarter, close to the town. I wander in to the square, where I sit sipping a beer and thinking what a great day. The others all managed to make the Pass about 15k along the ridge.

The next good day I had was again on the main take-off. I nearly wait too long to launch and had a job to get off as the wind was picking up. As soon as I was away from the hill I again started to climb out. I stayed well in front of the ridge whereas all the

## NOVA

other pilots stayed on it. but to my delight I was getting as good if not better lift. This time I decided to go for the Pass and headed off along the outer foothills. It was at this point that I hit a strong thermal. It was about an 8 up climb. I started to tighten my turn and feeling quite confident I slowly increase break on the inner wing, all of a sudden I hear and catch sight of my canopy spinning above my head. I had obviously stalled the inner wing. I immediately release the breaks and the canopy stops and I spin to catch it up. It did not scare me and I continued to thermal up using less break, only to hear Wayne on the radio shouting 'What the f...ing hell are you doing Dad!!!' The answer, 'How the hell do you expect me to know?' I lost all my height before the Pass trying to decide which way to cross it and eventually landed just in front of the road up to the Pass.

We were at PH for nine days and flew all but three. I think that I learnt more and achieved more on the para-glider than I would have in a year in England. Even with a pretty standard glider you can have some very good flying. We were in PH in August, during their fiesta week which meant there was a lot going on in the main square to occupy you when not flying. All our party had some very good flying, Martin doing a 50+k XC and Wayne a 30k XC. Sadly, Martin Bromage had a serious accident the day before we came home but is now out of hospital and recovering well. Many thanks to the rest of our gang for a very enjoyable holiday, especially to Christine who patiently drove for us.

Good Flying Barry



Paraglider on Plan Joux, Chamonix

**February Meeting**  
**Monday the 3<sup>rd</sup> of February**  
**Griffin Inn, Warmley**  
**Talk by Airwave**  
**'Remote Tour of the Factory'**  
**and an equipment overview**  
**with Chris Johnstone and Innes Powell**

As well as the meeting Airwave will be bringing down both Paras and Hang gliders for demo during the weekend of the 1<sup>st</sup>/2<sup>nd</sup> subject of course to the British weather. If you want to know more give one of the committee a call, Pete Corcoran's answer machine will have a message with details of where and when the demo gliders will be available.

## NOVA



Simon Kerr Your Comp Sec

No real competition news I'm afraid. The full XC results will appear in the next issue of NOVA, I hope.

Anyway another year is underway, and the comp season will be upon us all too soon. If you want to help us try and win The Airwave Challenge Club Trophy for third year running contact our competition secretary, Simon Kerr pictured here. Neil Atkinson will again be sorting out the hang gliding team. This competition is a great chance to improve your flying and get a taste for competitions.

Expect to see Avon members in this year's British Paragliding Cup, which proved a great success last year, and we hope it will be equally successful this year, it all kicks off again with the Paramania Fly In which happens in early May, more details soon.

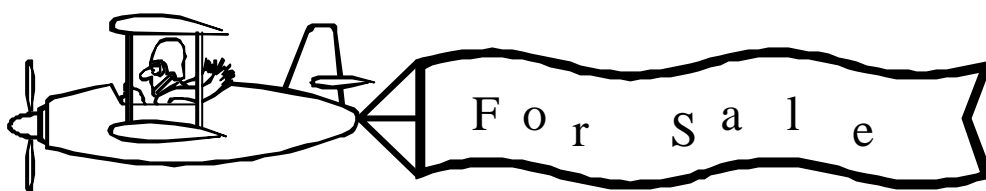
In the meantime, we would just like to wish all the members flying in various comps a brilliant year, keep the Avon flag flying.

PS Don't forget to send in details of your XCs to Tim Pentreath and Neil Atkinson.

## Record of Accounts for 1995-1996

<b>Income</b>	Membership	£4236.00
	Bank and Building Society Interest	£91.49
	Old Computer Sale	£40.00
	<b>Total</b>	<b>£4367.49</b>
<b>Outgoing</b>	Mag Printing, Postage, Envelopes Site Guides etc	£939.45
	Sites and Farmers Treats	£682.31
	Tree Planting at Ubley	£200.00
	Trophies and Engraving	£170.85
	Computer Upgrade	£474.00
	Two Way Radios (Novice Training)	£305.00
	Hall Hire	£120.00
	Airwave Challenge Expenses	£258.89
	Videos	£54.50
	Membership Expenses	£298.41
	Expenses (Food for AGM)	£50.00
	Various	£66.50
	<b>Total</b>	<b>£3620.21</b>

## NOVA



## Gliders & Bits For Sale

**Edel Space** - Medium (70-90 kg) Excellent first/intermediate glider in very good condition - 20 hours airtime max - 1 careful lady owner. Complete with Scorpio harness (used 3 times), Apco Mayday reserve (never used!) -£ 1500 (to include Davron 100 Vario)

### Alti/Varios For Sale

Davron 100 Vario - Audible buzzer and meter display - £ 50

Pretel V6 Alti/Vario - 2 altimeters (metres only), vario -5 -> +5 m/s (audio & visual display), timer function, memory - max height/max lift - £99

Flytec 4010 Alti/Vario - 2 altimeters (m/ft), vario (m/s or 100\*ft/min) audio & visual display, averager, stopwatch, memory - records details of last 20 flights, fully adjustable settings/thresholds - RRP L289, yours for £199!

Phone Tim Pentreath on 01225 424953 - evenings

(Bath, Somerset) 01225 447003 - daytime (1)

**Discovery 195** as seen in Skywings - £1350

**Magic IV 166** Mint, sail still crisp as new, probably one of the best around - £595

**Trekking Espace 44 (Med)** 75-95kg fast, light handling intermediate. One careful owner - £950 Tel Bertie 01747 830380 (Home) (2)

*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!*

## Nova on the Web

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

nova on the Web  
HOME