

NOVA



***Flying in the
USA
Video and Slide
Show***

***Chris Jones & Mike
Bowring at next
meeting, 1st June***

June 1994

AVON



**Hang Gliding and
Paragliding Club**

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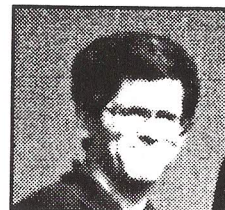
sites

Mere Rifle Range (0747) 860201
Lulsgate (0275) 474441
Crooks Peak: Phone (0934) 732730
Mr Croft to check
bottom landing field

weather

Avn, Gls, Wilt, Som 0891 500405
Glamorgan 0891 500409
Dyfed and Powys 0891 500414
Airmet South 0891 500693

Chairman's bit



I've heard lots of rumours recently, the most unbelievable being that Chris Jones is flying a non-Airwave wing. Is this the end of free flight as we know it?

As well as hordes of hang glider pilots heading for the coast from Ubley our paraglider pilots are finally starting to get in a few cross countries. I've heard of Bertie clocking up 30km+ from Mere, and Fiona doing 27km. Does this mean that the flying

season has really started?

Remember before Christmas I promised to arrange a winching weekend at the Flight Factory in Cheltenham. I met one of their instructors on the hill recently, they had managed two flying days this year! Maybe we'll try again later in the year.

A suggestion for a summer social event is that we arrange one at a pub doing outdoor barbecues. The idea being that it will be informal, take only minimal organising, and will be cheap. *What do you think?*

Pete

WUFFO Stories (as told to the editor)

1/95

5/40

A bystander noticed the APCULS certification stuff written on the wing tip of my paraglider.

9/95

6/40

They were heard to say,

2/40

7/40

"Look, it's even got washing instructions...."

3/40

8/30

4/50

Hand icon

Bag of washing, anyone?

STOP PRESS: Only two Avon pilots turn up to Airwave Challenge first round, in organisational fiasco.

Editorial

Hopefully Paul will back to take over the reins for next month, so send those billions of articles to him.

So far we have the following articles in the pipe line:

- Paragliding World Cup.
- What the well dressed skygod is wearing nowadays.

and of course!

Next month: **Nick Romanko: the truth behind the rumour III**



Is this man a centrefold?

Unfortunately Nick was too busy last month to write his article, but it should be ready for the June issue. If you want to see what he was up to, check out next months Playgirl!



It's good to see some new faces writing for Nova. What about some more stuff from the hang-glider pilots? You old timers must have something to tell! If you don't watch out it'll be paragliding articles only. Don't forget to keep a flying diary on your holidays, it will make it easier when you come to write the article.

- Jason, how about an account of your triangle from the Mendips? I'm already reserving space for your account of the first league.
- Nigel, what about an account of your early season flying in Laragne?

If you've got any photos you'd like to go in the mag then send them to Chris Jones. Faces are the best, although anything with a good contrast should be OK.

So far 1994 has been the worst year I've had for flying, ever! I don't know what flying the rest of you have been having, but I've always seem to have been at the wrong site on the wrong day. Things have got to get better... Haven't they?

Chris

Paragliding Bit



At last the flying season is definitely upon us. I've spent the last two weekends away in the Lakes and at the Nationals in S.E. Wales. You can read about our adventures in the lakes elsewhere. The Nationals proved to be an exciting spectacle, it was pretty exciting seeing several people get away on the one decent thermal of Sunday. I went to support Fiona who is flying the series and also try out the new Harley Cyclone canopy, unfortunately I didn't get to fly it myself but I'm looking forward to receiving one soon to test. Well the big news of the competition was that the UK record was again broken by that man Richard Carter with a flight of approx 106 km, I've yet to hear more details. Local instructor Dave Sollom (Par Avion) did really well coming 9th overall, indeed he beat the overall winner Richard Carter on 2 out of the 3 days.

Well the club's XC league is starting to look very healthy. Fiona still holds the lead with several flights over 10 km in South Wales, but Bertie has jumped in there and broken the Avon paragliding record with a fantastic 36 km from Mere, and this on only his second XC, or so he says. I reckon he's been secretly practising somewhere. Anyway *well done*. Now the rest of us have really got something to chase. Well - those of you that are left in the country. Fiona and I are headed out to Switzerland and Austria to the first two European rounds of the PWC. We will send Helen some reports, OK postcards, for the next mag, I hope.

That's about it for now, so I'll float off into the sunset.

Have some high, far and safe flying.

Marcus

Hang Gliding and Paragliding Competition News

The Airwave Challenges

First of a date for you diaries, The Airwave European Challenge is being held in Laragne and will run from 7th to the 13th of August. It looks like several club members will be out there again this year. It is an excellent competition to learn from and the flying in Laragne is brilliant. You too could become world famous, well in hang gliding anyway, like Rob Crane - just don't forget your red streamer. It is hoped that a hired van will be going down for two weeks so drop me a line if you want to come along, I will also be taking my van to this event and the PWC in Avoriaz the week after if anyone is interested. This is getting closer so give me a call if you want to come.

The British Airwave club challenge is being held on a slightly different basis to last year. It is going to be in the form of a knockout competition. Teams will be mixed discipline to

encourage more flying together and a greater exchange of knowledge. Richard Westlake from Wessex in organising the competitions for this area. The first of the rounds was postponed till 21 and 22 of May, but unfortunately I will be away so Pete Corcoran will probably be organising the team along with Neil Atkinson. Thanks must go to Neil Atkinson for his help in organising the hang glider pilots.

As last year I have included a Competition Registration Form with this issue. You MUST complete this form and return it to me if you want to fly in the interclub competitions!!!

Easter Cup

Provisional result in the paragliding section is that Helen Barnes has won with a 9km flight.

Other competitions

Anyone out there interested in going to the Manx Airwave TT June 11 and 12, I maybe attending depending on cost etc. Contact me if you are interested. We need 4 to form a team, but it can be mixed hang gliders and paragliders.

**IF YOU HAVEN'T PAID YOUR
MEMBERSHIP FEES FOR 94/95
THEN THIS IS THE LAST COPY OF
NOVA YOU WILL RECEIVE!**

**PLEASE PAY UP NOW IF YOU
INTEND TO FLY AVON SITES IN 94!**

Sites

Frocester

Jim does it again and gets away from Frocester when everybody else thought it was unflyable! To make matters worse, he flew nearly 40 miles to win the Easter May Bank Holiday Comp. Err.. well done Jim.

Ubley

We had one Ubley day in the middle of the month. Four pilots got away, but only Mark and Nick made any distance. Mark made 35 miles and Nick 20ish. After they had left, three in one thermal and one in the next, the winds dropped and it became unsoarable. What ever happened to those days when you could soar all day?

Westbury

Whilst Jim was flying XC from Frocester a few lesser mortals were having a scratchy time on Westbury. It was flyable though and everybody who was there flew successfully. Even the lesser spotted Ahado and Tyrers were seen on the wing, a rare site indeed over the last few months.



A rare bird: Have you seen one of these?

Mere

Whilst most of the Avon club was elsewhere in the country, a few foreigners on paragliders managed to fly to Bath over the May bank holiday. I seem to have been where it wasn't happening all weekend.

On the Monday Colin Hale made a valiant attempt to snatch the comp by leaving Mere at 4.00pm with about 1000'. He flew a credible 10 miles, but was unable to match Jim's epic performance from Frocester.

Clive Piper had a good day when he decided to go home about 30 minutes before it became flyable at the Rifle Range. That's the way it goes.

Later in May, Bertie Grotrain took the Avon paragliding record with a flight of 36 km from the Rifle Range. Bertie left at 4.00pm (just as I was rigging!) and only landed because he was approaching Bristol SRZ. After Bertie left it became crap!

Draycott

Dynamic Jason "Big Foot" Board undertook a miraculous tour of weird Somerset place names, when he flew a 35?? mile triangle, Draycott - Evercreech - Westonzoyland. The only other pilot there on the day went down (his initials are RB). Meanwhile off the Bloreng Nick Romanko and Mark Haycraft were at 6200' all day flying around the Black Mountains.

Chris

Please send me your anecdotes for this section!

XC refresher

This article was first published in Nova a last year, but it is always good to be reminded of airspace restrictions!

A bit late I know as many pilots have already flown XC this year but here is a reminder of the types of airspace that awaits you when you leave the hill. Don't treat it as "all you need to know", just as a starting place. If you spot a mistake let me know!

First timers shouldn't be intimidated, **get an airmap**, study it at home to become familiar with it. Get a 1:500,000 and maybe a local 1:250,000, which may help your navigation. The only problem with a 1:250,000 map is that it does not show airspace above 3000', you have to mark it on yourself. There is now a new type over map, a 1:500,000 low level map. This map only shows airspace that starts at or below 5000'. This is probably the one for us, although you should check on a full map for airways etc. that you may encounter on exceptional days.

We fly to VFR (Visual Flight Rules) in VMC Visual Meteorological Conditions. That is:

Below 3000'	Visibility 1500 meters In sight of the ground and clear of cloud
Above 3000'	Visibility 5km 1000ft vertically and 1500 m horizontally from cloud

The more alert of you will notice that this means above 3000' we should not be circling to cloudbase. Thankfully it is accepted practice for gliders outside of controlled airspace to circle to cloudbase. It even says so on the airmap, look for it!

When flying over towns and such like we must maintain at least 1500' above the highest object within a 2000' horizontal radius. We must also be able to land clear. You are O.K. though if you are taking off or landing. But don't go scratching at 750' above Glastonbury town centre, somebody may get annoyed and report you.

Types of airspace to stay out of

ATZ Found around runways. Up to 2000' agl and either 2 or 2.5 nm (if the runway is longer than 1,850m) radius from the centre point of the runway. Learn to recognise their dimensions from ground features shown on your airmap. Can you tell the difference between 2 or 2.5 nm miles just by judgement? I think not. The number shown on the map is the height of the airfield amsl.

TMA Teminal Manoeuvring Area. Big stuff flying around large airports. Stay away!

SRZ/CTR Special rules zones/Control Region. Controlled airspace found around larger airports such as Lulsgate and Lyneham. The zone/region extends from the surface to at specified altitude. SRZ was the old terminology for these regions!

SRA/CTA Special rules areas/Control Areas. As above but goes from a specified altitude to a flight level. SRA was the old terminology for these areas!

Lyneham and Southampton/Bournemouth CTR/CTA's are special cases. They allow us to enter provided we stay 1000' vertically, 1500m horizontally from cloud and there is a visibility of 8km.

Danger Areas Imber Ranges at Westbury and the like. They are numbered eg. D122/30. The /30 means it extends to 30,000'! amsl.

Restricted and Prohibited Areas As for danger areas, but most do not extend very high.

HIRTA High Intensity Radio Transmission Areas. It is for your own good. The transmissions can apparently be harmful.

Purple Airways/Zones Set up to protect royal fixed-wing flights (yawn!). Thankfully they don't last long. Phone 0500 354802 to find out when and where.

MRRA Mandatory radio reporting areas. To fly in these you need to be under radio control of ATC. Upper Heyford has thankfully now gone, yippee!

Airways (Rule 21) We are not allowed to cross this type of airway.

Types of airspace to be very careful in

MATZ Military Airtraffic Zones. Technically we are allowed to fly in these, although to do so is dangerous. They should be avoided whenever possible. Yeovil/Merryfield is one that you will most certainly encounter if you fly

XC from Ubley. They vary in shape but all extend to 3000' agl for a 5 nm radius of the runway. Some have a stub 5 nm long and 4 nm wide sticking out. This stub also extends up to 3000' agl but only starts at 1000' agl. They all have an ATZ inside!

AIAA Areas of Intense Aerial Activity. There is one of these on the south side of the Mendips. They are where the RAF and navy boys play, so keep a sharp look out, they will probably not be looking where they are going!

Airways (Rule 21A) We can cross these 10 nm wide corridors only at an angle of 90°, but we must stay 1000' vertically and 1500m horizontally from cloud and there must be a visibility of 8km. See the map for their starting and finishing altitudes. Light aircraft may be found flying along underneath them playing at being jumbo jets, watch out.

Set your altimeter(s) before you fly. If you intend to fly XC set your altimeter to the height of take-off amsl, QNH or altitude. That way you will be able to easily figure out our altitude with respect to any airspace you encounter. eg. You know that an ATZ extends for 2000' above an airfield. The number on the map tells you that the airfield is at 350' amsl, so you must maintain 2350' amsl to clear the ATZ.

If you have another altimeter set it to show QNE or flight level. This will help you cope with Airways, SRA etc. FL65 is approximately 6500' amsl. Using this type of measurement ground zero is taken to be where the pressure reads 1013.2 Mb. So if the pressure at sea level is less than 1013.2 FL65 will be lower than 6500' amsl and if it is greater FL65 will be higher. If you don't have two altimeters make allowances for this if you expect to encounter airspace that uses flight levels to mark its boundaries. For the most part altitude is sufficient.

Chris

Stalling in Turkey by Martin Tillet

You've probably all read about flying in Turkey recently, and having just taken an SIV course there, I can confirm that it is all true!

Jocky Sanderson and Mark Lyndon ran two SIV and XC course there this Easter. Out of the twelve days only three were not flyable. Unfortunately they were the three days when I was there; but there you go.

Anyway, what's a little unusual about Mark and Jocky's SIV is that they include a full stall, which I believe most courses don't anymore. It has also been

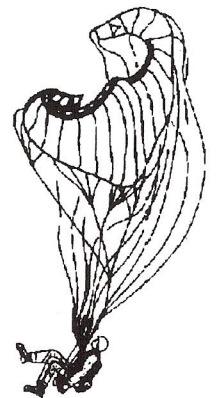


removed from the Pilot rating requirement. I thought you'd like to know what happens during one of these manoeuvres.

Having taken off from 6500' on the side of a mountain facing away from the sea, we had to fly around the mountain before heading to the beach and out to sea, a distance of four or five miles. There was quite a lot of lift from the mountain that day, so as I arrived over the beach I had about 5500'. Over the radio I heard Jocky in the boat below giving instructions to the pilot ahead of me, who was about a mile in front. He was difficult to spot, but as I heard Jocky say "right brake" about four times in a row, I spotted a spinning canopy way ahead and a long way below me. Lots more "right break" and spins! "Oh dear" I thought, "If he goes into the sea I will not be able to do my manoeuvres", but at last he came out, having spun about twenty five times during which he lost nearly 2000'.



Now it was my turn. First a couple of search for stalls, when you first experience the ominous silence of no wind just before the stall. Then a real one, brakes down more and more until your arms are straight down, and lock them so they don't get pulled up as you're thrashed around. The canopy suddenly stalls and falls back and so do you, except for your stomach. It then swings forward, then back again, then again, a bit less, until eventually it just thrashes around more or less above you. When you release the brakes the canopy instantly reinflates and surges forward. If you release when the canopy is behind you it can surge forward so much that you can fall into it! (See photo of pilot being eaten by a canopy, he deployed his reserve. Shots from Parapente Mag and will probably be a little unclear in Nova). So if you enter a stall you must hold it until the canopy is



forward on a swing or wait till it is stabilised above you.

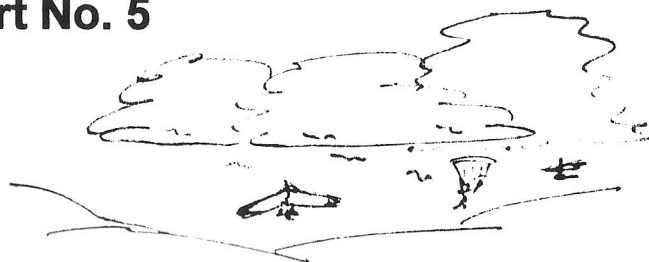
It then surges forward until it's about level with the horizon in front of you and with a little brake you make a satisfying little dive and recovery into normal flight. "Perfect" said Jocky, "Let's do it again!"

After all that I still had enough height to do some deliberate spins and then get carried away practising the wingovers we'd learnt the previous day, so that I had to land at the wrong end of the beach!

Martin Tillet

p.s. Having reread the Skywings article "Surviving the SIV course", I've noticed several things that differ from what we learnt. Maybe one club meeting we can have a discussion about it....

LAP flyin report No. 5



Sunday May 8th.

There has to be a way of combining distance driving with some kind of a charitable act or sponsored event. Particularly since Rhossili is such a bloody long way from Bristol, and although it is worth the trek if you fly, if you don't its the pits.

Don't get me wrong it was a fine day. Hot. Sunny. A little humid even. With a fine South Easterly breeze, which when you consider that Rhossili is a Westerly site, leads to the first problem. Nice wind, wrong direction. So we decide to wait, and see if the forecast is to be proved right with the wind swinging to the west.

While recovering from a bout of faggots and chips from the cafe the exclamation went up that the wind was moving around. Oh joy. Oh deep joy. Perhaps we were going to get an afternoons flying all to ourselves after all!!

8:55:00 we were! The wind moved smartly round to a tad past South West and stopped and dropped. Joint decision number 2. Lets go driving again.

3 pm and Merthyr bound. Luckily I was chauffeured around by Chris Lewis Cooper from J.S.H.G.C in his Nissan 'Armchairie' Prairie, and many thanks to him for the drive.

We do share Bridge and fuel costs so it really does make a difference to the pocket if you 'do it' with others.

4.30 arrive at Merthyr. South Westerly and naf. However, we did catch the end of the paragliding nationals and arrived just in time to watch his royal skyness John Pendry pack up and bugger off.

Not to be outdone, one of our group, namely 'The Doc', Anthony Osborne, decided to top to bottom in the farty wind now slouching about on the top at the great Merthyr, a place which can equal Quickfit for exhaust removal.

So someone did fly at a fly in, and my thanks to Paul Rollet, Chris Lewis Cooper and John 'Whistling Clubman' Hartley for meeting at Aust with the sole intention of going for it.

O.K we didnt fly but we did talk flying all day, drove around some wonderful countryside, and basically had a great day regardless. SO JUST THINK HOW GOOD A DAY WE WOULD OF HAD IF WE HAD FLOWN.

There will now be a fly in on the first Sunday of each month through the Summer, so please make an effort to come and join in, as although five is friendly, 15 would be Ace! (or Magic).

See you at clagbase. Dave Garbe.

Hot Gossip

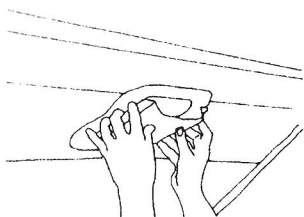
- ☺ **Dave** (*King of the Ground-handlers*) **Underhill** has a new harness. Lets hope its more comfortable than his last, then he can spend more time flying and less time ground handling. Dave would also be known as *King of the Tuckers*, if it wasn't for Marcus.
- ☺ **Fiona** has a new paraglider, and not before time. Due to a decision to go for a smaller size than originally recommended, she nearly ended up with two new gliders. Why? Ask Fiona.
- ☺ **Chris Jones** has been seen experimenting with a Yankee drogue chute on his K4. So far, the ever so shy drogue has refused to come out of its bag, even when the release pin is pulled. Watch this space for further developments.
- ☺ **Fiona** again! Due to her spectacular success in the Avon XC league last year, and the gaining of a place in the Nationals, Mrs Macaskill has been interviewed by all and sundry. So far she's been on the local radio, in the local press and on the telly.
- ➔ **Nick Bryan**, rumour has it has sold up and set off to become one of the Boys from Brazil. Was it the beautiful beach "bums", or the fact that you can get a house with a take-off on the side of a soarable hill, that made him decide? I hope we will be hearing from our Brazilian correspondent soon.
- ☺ **Mark Stewart** was spotted at the Larry Tudor do in SE wales. He now lives near Hereford and has joined the Long Mynd club. Let's hope we see him on Frocester again someday.
- ☺ Another **Mark**, **Haycraft** stood helpless on the Blorengie recently as his glider performed unaccompanied acrobatics. Thankfully the damage wasn't too much, just a bent luff-line catch. Mark even considered flying after boding a repair with one of Tony William's mini carabiners. Thankfully, as the conditions were crap he elected to not to fly, but to wait for another day and a proper repair.
- ☺ Our illustrious chairman, **Pete** had an interesting experience at Castle Morton Common, when he tried to fly with a handful of twigs caught in his lines. Apparently they induced a turn... The flight of course occurred during the most lifty part of the day, which made coming down none too easy. Twigless that day were **Richard** and **Nigel**.
- ☺ Eager beaver **Colin Hale**, had a rush of blood at a well known Avon site, and launched during what he thought was a strong thermal cycle. Unfortunately for Colin, if it was a thermal cycle, it was the sink. Thankfully for Neil, Colin's arrival in the bottom field kicked off an excellent thermal which gave him and **Dave Pilkinton** the best height gains of the day. Shame.
- ☺ Long lost editor **Nigel Fovargue** was seen at Frocester, and was due to go off to Laragne. I guess we'll be reading an article about it soon.
- ☺ Rumour has it that **Simon blank** had to smuggle his paraglider out of a well know Asian country after he forgot to pay the duty on bringing it into the country! Allegedly.
- ☺ Editor **Paul Davies** has been having a good time in California. Despite having to work he's getting some hours in at Fort Funston.

and set off after Nick who had flown out in front of the hill under a cloud street. I pulled in and whizzed away from a Cobra that was following. Yes, this glider does have a good glide at speed. I made a mile or so, climbing all the way. The air was unpleasant, not the kind of air than turns you this way and that, but the kind that has you worrying whether something nasty may be about to happen. I decided to call it a day and flew off to the bottom field, still well out past the road.

In the sinking air away from the street the glider felt better, but my back was giving me jip. I arrived above the field with 500' ato to find a big fat thermal waiting. I couldn't resist it, and climbed back up to 1800' ato. By now the sky was clouding in, so with hopes of it smoothing out, I headed for the top landing. Once again I found the glider a delight to land, making a perfect touch down within feet of the track.

An hour later after a chat with Mrs C, I was off again into the now uniformly grey sky. The air felt smoother. There was lift everywhere and I was soon climbing up to base again. The air became unpleasant as I got higher, so I resolve to go no higher than 2000' ato. I flew around trying to decide if I liked the glider.

It still felt nervous. Was it the air? I don't know. Nick said it was smooth, but others said it was rough. I gave Nick a race, easily leaving him behind and below. Yes, this is a high performance wing. I flew for 40 mins until the cold and back pains made me head for the top landing. I made another spot landing, this time exactly on the track, I was even confident enough to lift my legs at the last minute to avoid an outcrop of gorse. Why can't all gliders land like this!



I've still got the glider, so I may have a chance to fly it against my K4 on an Avon site, (oh for a Westbury day) but they want it back soon. The fittings that I first thought were industrial still look a bit industrial, especially in the A-frame area, but elsewhere they make for a very easy glider to live with. It does rig very quickly and requires no heaving and pulling. My fingers have permanent calluses from pulling on K4 tip battens!

Besides the obvious Ram-Air scoop, the glider has a number of interesting features:

- The base-bar folds in the middle and can be left permanently attached to the glider. This could be a pain if you like to use wheels for towing, but otherwise is great.
- The luff lines can stay attached to the king-post when the glider is de-rigged.
- The hang-loops are an odd design that means only original Wills Wing hang-loops can be used properly (I just extended them a bit by looping another one through them.) This is no different to the king-post hang-point hassle I've had with my K4. The Wills Wing ones are a lot easier to change.
- It's got tip fairings, yipeee. They are obviously needed for the "ram-airness", but they have a great side effect in that they keep the crap out of the double surface.
- There are only two under-surface battens. Long weird ones that go in near the centre of the wing.
- The VB cleat is a bit of metal with a groove cut in it. At first this looks crap, but it is more

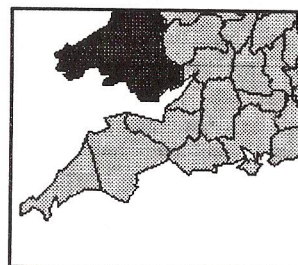
- robust than the standard sailing spring cleat. The cleat on my K4 is always coming loose.
- Sliding A-frame. This is probably the weirdest feature of the glider, I'm sure there's a reason for it, but don't ask me what!
- Tip bags. If you've ever rigged your glider on the A-frame abroad you'll know these are essential if you don't want torn tips.
- A spares kit! The glider comes with nuts and bolts, batten ends, batten cords etc. in a zip-lock bag. Why don't UK manufactures do this? I got a similar things with my Pacific Airwave Kiss.
- Airspeed indicator. The glider comes with a simple Hall ASI. It also comes with a Wills Wing hat, but anyone seen wearing it deserves to be pulled over by the style police!

Does the Ram-Air idea work? I don't know, but it is very fast, then so is an Xtralight - that seems to be the current vogue.

Would I buy one? Not yet, not a 146, I'd like to try it some more. I feel a bit like I did when I first flew a Kiss, I knew I *should* get to like it, because it is an excellent glider. There is always a worry buying a foreign glider from an unknown dealer, just ask the guys with Cobras; but if the glider has the right mixture of handling and performance, then maybe it's worth it? Now how can I get to fly a 154?

The drawings included with this article come from the Wills Wings owners manual, an excellent, comprehensive guide to the glider. Equally as good as Airwave and lots more pages.

Chris



Don't forget that the club has a sizeable collection of Ordnance Survey maps for fixing XC co-ordinates. They are available at club meetings or from Chris Jones on the hill.

You could of course do what Mark Haycraft does, and use an ordinary map to get a rough fix and then phone Chris with a description, for an exact grid-reference and distance calculation. Chris also has a rough and ready QBASIC MS-DOS program to calculate the distances between two grid references. (Available to anybody who wants it, free.)

"Once you have flown, you will walk the Earth with your eyes turned skyward, for there you have been and there you long to return."

Leonardo de Vinci

"Go for it" 94



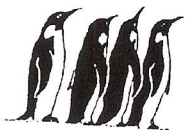
Hang-gliding XC table - as of 16th April.

Position	Pilot	Flight 1	Flight 2	Flight 3	Total
1	Mark Haycraft	30.00	13.62	20.00	63.62
2	Neil Atkinson	11.19	45.11		56.30
3	Jason Board	45.00			45.00
4	Colin Hale	13.08			13.08

Distances may be approximate! Phone Neil with exact distances or give them to him *in writing* on the hill.

Paragliding XC table - as of 17th May.

Pilot	Paraglider	1	2	3	4	5	Total
Fiona Macaskill	Trekking Miura	26.7	10.2	10.1	10	5	62
Bertie Grotrian	Trekking Espace 44	36.2	3.5				39.7
Mark Drake	Apco Supra	15.2	3	3	2		23.2
Marcus King	US.Voiles Storm 401	8	5.6	3	2		18.6
Helen Barnes	Flight Design A4	9.13	2.75				11.88
Dave Boxall	Flight Design B2	3.8					3.8
Chris Jones	Airwave Voodoo	3.19					3.19
Martin Tillet	Airwave Black Magic	2.75					2.75
Grand Total							165.12



Well claims are starting to come in thick and fast now that the weather has started to improve. It's good to see some new names in the list of flights, but there must be more of you out there doing good things. It's going to be tough catching the leaders but Bertie has shown that anything is possible with his fantastic AVON record of 36km, and from an AVON site too.

Please try to get details of flights in as soon as possible. You can either post them to me or fax them to me at work on (0225) 707880 and mark for the attention of M.King Business Services. I suggest you use the form below to make sure you get all the necessary details. We do not require witnesses or such like, we will just trust you lot not to cheat, I'm sure we would find out anyway.

PG or HG	Name	Glider
Date of Flight		
Take Off	Place	OS Ref
Landing	Place	OS Ref
Length of Flight (km)		

Tudor talks, Helen takes notes!

Larry Tudor, world hang-gliding distance record holder, gave a talk in April in Crickhowell about cross-country and competition flying. Only about 20 people turned up! Maybe because it was in Wales, maybe because you don't read Skywings or maybe because y'all know everything.

For those who don't, here are some notes I took (the talk went on until after midnight, so some of this may seem a bit dis-jointed!).

Bearing in mind that Chris reckons tips from Larry have saved his bacon on 2 occasions (once when he got sucked up into cloud and once when he was upside down, falling out of the sky), some of this might be worth remembering. They're applicable to both hang-glider and paraglider pilots. I am of course keeping the best bits a secret!



Helen

Larry says . . .

- Be patient - don't jump from one gaggle to another. The person at the top of the other stack got there by patient circling, not by flying across to it when everyone else was going up.
- Increase your 'bump tolerance' - stay relaxed in turbulent conditions and say 'I love turbulence'.
- Fly like the air - ie. be gentle in light thermals and more aggressive in stronger air.
- Fly into the core into wind - you seem to go up in the core better when flying into wind than when flying downwind
- Circling is better than figure 8s - as long as you can circle you're climbing better than when doing figure 8s.
- (Mostly for hang-glider pilots) - increase your airspeed when flying into the thermal and then bank over early.

Be prepared

- Map - keep a map on the wall of where you might want to go and look at it a lot
- Radio and good aerial
- Chewy bars
- Glider pilot sign
- Water - stay hydrated when you are flying
- Webbing cutter
- Oxygen (I think he is used to flying where cloudbase is a bit higher than the UK!)
- Spare batteries for vario and camera - and change them frequently, before they've run out
- Be aerodynamic - wear aerosleeves (!!) (but watch out for the style police!)

Met/Air behaviour

There are 2 types of thermal - bubble and column thermals.

Bubble - Need to circle quickly, stay on top of the bubble and stay in the core. It's easy to fall out of the bottom of these, and people come up quickly underneath you.

Column - People climb up these at a constant rate. You can afford to look around in these for a better bit of lift - there maybe multiple cores or one side of the column may be going up faster than the other. This sort keeps feeding itself from the ground. In the UK, we get column thermals in post cold-frontal conditions.

Before you get to cloudbase look around and decide which way to go to the next lift- it's too late when you're up there (wish I knew what that was like!!) as you can't see the undersides of good-looking clouds.

Finding thermals and lift

- Fly fast out of sink - keep heading downwind
- The following things are all parallel - wind direction, thermals, lift and sink
- Use the treacle analogy (thermals leave the ground on the bit that treacle would run from if you turn the ground upside down)
- The highest spots in the mountains are good trigger points and you should work your way towards them
- A trigger is any obstruction which deflects air on its upward motion
- Hot air holds the ground until it is triggered (because of surface tension) - so trigger points can be more important to pilots than thermal sources
- [At the Blourens, Coopers factory (??) has a big metal roof and is a good thermal source, as are the greenhouses at Abergavenny.]
- Deciduous trees trap heat during the day and release it in the evening
- Valley lift - warm air rises from the centre of the valley at the end of the day
- Tom Bradbury says the best lift is found at the centre of the cloud
- It's best to pick clouds which are building, not necessarily the biggest
- Swallows and swifts are always in the strongest lift. But don't follow vultures or condors - they can fly much more efficiently than we can (and there aren't a lot of them at Frocester, anyway).

Gliding flight

- Glide in a straight line.
- Pick a heading on the horizon and stick to it.
- Don't make sudden control inputs to correct your heading - this will cause yaw (more applicable to hang-gliders I think).
- When flying downwind, fly slower so you glide further.
- When flying upwind, add half of the windspeed to your best glidespeed ie fly faster.
- Birds always take-off and land into wind.

Team flying

- Beware of those who merit the 'Wooden Radio award' - they talk the most and say the least.
- Don't talk back unless a message is specifically for you.
- Avoid sarcasm on the radio.

Summary

- You fly better if you're having fun - you're more relaxed and intuitive - more like a bird.
- Be patient
- Don't give up - the flight's not over till you're on the ground
- Get plenty of sleep
- Stay hydrated
- Don't go into difficult areas on your own
- About one in four clouds are actually working.
- You're more efficient when you're doing nothing (ie minimal pilot input). Pilots do their best at the end of competitions - not because they've had more air time, but because they are tired and therefore give less input.

Ouch!



Dear Ed,

Your readers may want to know ...

The top crash-landing field at Frocester

In early April, the wind and rain let up for a few hours on a Saturday morning and shortly afterwards I was letting up my brakes to keep forward over the Frocester trees. Not long after I suddenly realised that I wasn't exactly forward at all, not to worry I thought, speed bars are designed for times like this ...

... The trouble was my speed bar seemed to get me to about 25 mph but not to 35 mph (bad design I say) - so I put it away and made a run for it, heading cross-wind to get clear of the down-wind pylons. Anyway I got rotated (70% right hand tuck at about 70 feet). If only the field behind the road was 50 feet lower I would have pumped my way out - but at least it was soft(ish) grass. All this proved that bystanders, paragliding spouses, ambulance crew and hospital staff are a wonderful and caring bunch of people. I'm now wearing an elastic corset for a week or two more to hold my undisplaced fracture of L1 (vertebrae).

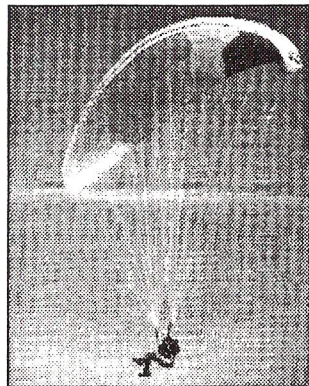
PS I would like some 'rotor-vision' sunglasses, where can I buy some?

Yours,

Angus Macaskill

Paragliding Nationals - first attempts at the first leg ...

It was only when I started to recognise faces as I walked down Crickhowell High Street the evening before the first day of the first leg of the Nationals - thinking 'that person is "famous"' did I start to think ... what on earth am I doing here! All those familiar faces - frequently seen in Skywings and having reputations for flying thousands of Kms and higher than the moon - turned out to be perfectly normal (what's normal?), friendly people - I did get the feeling some of them looked at me in as much as to say 'Who are YOU?' - but maybe that was only my imagination.



Day 1

There was (or was it my imagination again) a slight tension in the air when we arrived for our first 9.00am briefing at the Bear, Crickhowell - some had got up at 4.00am to make it, others, like myself, had set up camp / B & B residence the night before and were feeling fresh and full of anticipation. The weather forecast was not bad - this was a first for the Nationals - the first of several firsts that day, but we did not know this as we were told to go to Merthyr as it was a Westerly, 12 - 15mph. There was certainly no sun and not much anticipation of any significant thermals (=km) but we all drove to the top, laid out and assembled to be given our first task.

Task 1

It was with much relief (on my part at any rate) we were told it was open distance and no photos were required: I thought that could not be too difficult - all I had to do was follow everyone else and do what they did. And that was exactly what I did.

The clouds continued to block out any evidence of any sun, (= no thermal = no km) but within a few minutes almost everyone was flying the ridge, felt THE thermal come through and hay presto, up we all went, and up, and up, and up to could base - about 30 of us. As we got to 3350ft people started to glide and make their own way, still in small gaggles but gradually feeling their way over the back. This was definitely a first for me, I was beginning to wonder what to do next but continued to stay in lift, sometimes 8 up and go over the back. I made it over the first hill and the second and then hit the inevitable flip side of 8 up: 8 down. Seeing a lightly thermal source - a small lake with an obstruction in front of it, I decided to try and regain my now rapidly reducing height and fly over it to find lift - luck or good judgement? Neither - more sink, and I was beginning to notice that there were an awful lot of people who seemed to have managed to keep their height and were 2000 ft higher than me. It had to be a last ditch attempt at finding ridge lift and hopefully another thermal on the next westerly facing hill about 1 km away.

I made it to the hill, but it turned out to be rather more shallow than I had hoped and there was not enough compression to gain any height. A desperate attempt now: several people were now way above me and beyond Ebbw Vale that lay before me: there must be loads of

thermal sources there me thinks, so go for it. I definitely had that sinking feeling as I went over the top of the hill and finally resigned myself to a safe landing next to a main road. This was in preference to risking landing in someone's back garden in the vain hope of finding another 8 up over their roof. As luck would have it there was a garage 5 minutes walk away and after a much needed drink a drug rep who had finish his rounds and who wanted to see what paragliding was all about offered to drive me back up to the top. I did not, at that point have the nerve to mention the pot holes - I would do this after I had an opportunity the wax eloquent about the exciting flying he was going to see.

Once back at the top my depression subsided when I realised that some people had not even taken off and as it was only 3.00 I decided it might be worth another go. 10.6km was not bad for me but seeing so many get away before made me determined to get further if I possibly could. After 2 more attempts to get away another thermal came through at 4.00 and this time took me to 5,500ft. I was completely on my own this time and hugged the base of the cloud. It was quite simple really, I just kept turning. the wind was quite strong and before I knew it I had passed Ebbw Vale to my right and just kept on going. Abbagavenny did rather confuse me. Although I was still at 4500ft and there was plenty of distance below me I made a bad choice and decided to glide to Sugar Loaf beyond rather than possibly loose more height over the town by seeking out another thermal.

I hit heavy sink and before I know it was looking for a safe landing place. The top of the ridge running away from Sugar Loaf looked like a safer bet than going perhaps a further 1km over the back into what looked like a tree filled valley beyond. A good choice this time as, after a somewhat heavier landing that I expected (compression on the top was considerable) and couple of somersaults I was greeted by a friendly walker who reckoned I needed a cup of tea from his thermos and a biscuit! He then led me down the mountain to his mother-in-law's house, half an hour's walk away, gave me another cup of tea and let me ring for my retrieve. 10 minutes later I was in Steve Milson's car returning to report a 26km flight - my personal best!

Day 2

Next morning's briefing was buoyant - Richard Carter had finally broken the 100km barrier and flown 106.1km and Sarah Fenwick had broken the women's record (her own) and flown 79.1km.

Task 2

Another thick cloud base - but after yesterday we had decided to ignore everything we had learnt about meteorology and hope for the best: Race to goal - Bottom landing field beyond Pandy (32km) with photos. There was a mad scramble to photo the task board and our helmets - those were the easy ones. Three more photos: one of the big red L (sector) from the air to the right of take off, one of the wing in the air and a last one of the landing field REMEMBER! Soon after the horn we all took off together again and scratched the hill until a huge thermal lifted us all off together and took us to cloud base - thermalling with 40 other pilots, taking photos, wearing ski gloves and goggles, of what had now become a very small L is no easy task I can tell you. Photo the wing and off we go. Cloud base was at around 5,000 feet and some people seemed to scream along. I nudged the bottom of the cloud and

decided I'd apply the theory I had learnt and try and climb up the front edge of the it - result - sink, sink and more sink. Infact all that lovely lift I had been enjoying for the last 45 minutes completely disappeared so I took courage in both hands and this time decided the factories at Ebbw Vale WOULD have lift over them. Well, they did, along with a lot of sink and the sink finally won - at 50ft you really HAVE got to find somewhere to land, preferably not ON the roof. I ended up landing very sedately on a piece of scrub land inside the 10ft perimeter fence. Some very adventurous boys came to my assistance (over the fence) and helped me un-hook my wing from 3 rather tall (20ft) trees. They then told me that if I got caught there I would have to pay a £1000 fine and disappeared! I decided that to come clean was the only way forward so eventually found a lorry driver who let me jump in his wagon and drove me out through the front gate ... did any one say anything about a photo? Bother! 10% deducted from my score for forgetting that! I was beginning to dislike Ebbw Vale. If the second go yesterday worked, why not today? Dispite getting to 2,500ft and hanging around on the ridge for nearly 2 hours that afternoon there were no more thermals and I finally came down at 7.00pm, exhausted but happy after some very enjoyable flying - thank you Helen Barnes and Marcus King for your encouragement that day.

Day 3

It turned out 24 pilots had made it to goal yesterday and several had not handed in films or forgotten to take the right things so I had not done too badly - I still dislike Ebbw Vale though.

The sky promised more record breaking distances: small cumulus were forming and our hopes were high.

Task 3

Wind was sort of Easterly, but we were sent to Merthyr again - to do what no one was quite sure. Open distance, but how? I decided that if anyone was going to go anywhere it would be John Pendry, Sarah Fenwick or Judy Leden so positioned myself close to them. There were 2 thermals that day: the first got most of us off the ground and then dumped us 500m along (and down) the ridge where we prepared for the next one. The second one divided the sheep from the goats: I will never know how they did it but 6 pilots found it and stayed in it and got away - the rest of us gradually all fell off the side of what must have been a 0.5 up and eventually ended up doing a lot of walking back up the side. Unfortunately for those who did get away (up to 50km) the task was invalidated as there needed to be a minimum of 10 pilots to fly 10km to validate the task.

Day 4

Another very promising day, but where was the wind? Variable, so we were sent to Merthyr yet again.

Task 4

Another open distance - this time with photos. REMEMBER! - and this time write it on your flight deck. We did a lot of sitting around to start with - there is a strange tension that increases as the waiting prolongs - we all sat and watched - no one really talked, but we all knew what we were waiting for - perhaps there would only be one chance in the day to catch

that thermal and we all wanted to be in it. We could see it coming down the valley, it tweaked the grass, the smoke, the twigs, everyone stood up, turned their instruments on and prepared to launch. Most of us managed to do a reasonable forward launch (all those months I spent in the Alps finally paid off) and we all raced to find what lift there was to be found within what seemed a very small, bumpy thermal. Some succeeded to get to the top of the stack and find space and greater lift, other including myself gradually got nudged out and down until it became a walk back up the hill. The rest of the day we tried one side of the hill, then the other and back to the first - but there was very little of anything anywhere. Eventually, 5 minutes before the window closed at 5.30 those who remained took off and flew down to the bottom - at least we could record 1.2 km!

The final prize-giving was jubilant - three records had been broken; men's, woman's and 4 flyable days - lets hope the Dales in June proves to be another successful leg.

Fiona

Parachute repacking

A big thank-you to Colin Lark for the hard work he put into repacking the Avon Club's parachutes on 18th May.

Averaging 15 minutes a 'chute, the redoubtable Mr Lark packaged the 'chutes of 8 Avon club members at the Hang-gliding Hut near Dursley.

Make sure he gets some of your business in 1994.

(Incidentally, at least 2 members had severe difficulty deploying, i.e. their chutes were very reluctant to emerge from paragliding harnesses, despite vigorous heaving on the handle. Are you confident **your** 'chute will deploy easily?)

If you missed the evening but don't want to pack your parachute yourself then Colin does have a parachute repacking service. See his advert on the back page.

Come on guys!

Read the sites guide!

There is no excuse for -

"Oh, I didn't know the rules!"

You know who you are!!!



Off the NET



More stuff from the big wide world of free flying. If you don't wanna read it let me know. I reckon it's good reading and very informative.

French helmet testing

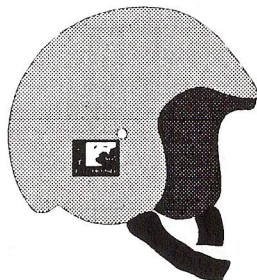
From: Richard Canant <richard.canant@toadhall.com>

Date: Thu, 3 Mar 94 08:27:00 -0700

In light of the recent helmet discussion, I remembered reading in an old HG Digest about some tests done on HG/PG helmets in France. Digging through the archives, I found it. Here's what I can piece together from various posts:

Francios said:

By the way, the FFVL (french hang¶gliding association) has asked some helmet manufacturers to send them one of each kind to perform some testing in the UTAC (cars&bikes stuff certification) labs. They sorted out a list of tests they wanted performed, and a list of preliminary results have been published in "Vol Libre Magazine" last month. There are no real conclusion since it was only a tentative test to try and tell what the norm should be for our sport, (and not all manufacturers sent their products) but the results are widely varying amongst different helmets.



Shock Absorption:

The helmets have been heated to 50 Celsius degrees (122 Fahrenheit). A helmet is said to have a sufficient shock absorption if the resulting acceleration, measured at the center of gravity of the dummy head, doesn't exceed 150 G for more than 5 ms (cumulated), and never exceeds 300 G. According to the UTAC, over this value, the skull is severely fractured and the brain irremediably damaged. Note that the 50 degrees temperature is not very realistic for our sport !

HELMET	RESULTING ACCELERATION (G)	TIME >= 150 G (ms)	OBSERVATIONS
ICARO (full face)	82 72 75 93	0 0 0 0	Passed
FLY 440 (full face)	102 106 119 134	0 0 0 0	Passed
FLY PICK UP	135	0	Passed

(standard)	139 228 149	0 0.37 0	
INTEGRAL SCORPIO (full face)	738 655 > 1000 445	0.92 1.01 - 0.98	Failed
LAZER (standard)	142 107 173 143 0	0 0 1.78 0	Passed
INTEGRAL CHARLY (full face)	88 105 102 116	0 0 0 0	Passed
PROTEC TREKKING (standard)	> 1000 test stopped	-	Failed
PANORAMIC TREKKING (full face)	91 84 92 99	0 0 0 0	Passed

Penetration Resistance:

During the test, the extremity of the style [the punching thing, in case that's not the right word...] must not approach closer than 5mm (measured vertically) to the dummy head.

HELMET	DISTANCE (mm)	OBSERVATIONS
ICARO	16	Passed
FLY 440	2	Failed
FLY PICK-UP	9	Passed
INTEGRAL SCORPIO	2	Failed
LAZER ONE SPORT	11	Passed
INTEGRAL CHARLY	6	Passed
TREKKING PROTEC	1	Failed
TREKKING		
PANORAMIC	23	Passed

Loosening Resistance:

After the test, the angle between the reference line traced before the test on the top of the helmet in a plane parallel to the dummy head's plane [?], and this reference plane should not be more than 30 degrees. A claw takes the helmet from the rear and pulls it violently forward.

HELMET	ANGLE (degrees)	OBSERVATIONS
ICARO	34.5	Failed
FLY 440	16.6	Passed
FLY PICK-UP	26.5	Passed
INTEGRAL SCORPIO	44.0	Failed
LAZER ONE SPORT	49.0	Failed
INTEGRAL CHARLY	20.5	Passed
TREKKING PROTEC	-	Failed (strap loop failure)
TREKKING		
PANORAMIC	31.0	Failed

That's all... There were also comments from the manufacturers who said that it would be nice to have a manufacturing standard, and all of them said that they will take the appropriate action to modify the helmets that failed one of the 2 first tests. The last test is not really meaningful for {hang,para}gliding, as we need some head-movement freedom that's incompatible with the test.

Remember that these tests were just meant to help define a possible standard for {hang,para}gliding helmets, and that the real standard still remains to be defined... These tests were chosen from the motorbikes and bikes helmets standards, as the most likely to be enforcing the same requirements as our sport.

Francois

There I was, I thought I was gonna die, part IV

From: David Aitan Soltz - pos <soltz@ifi.unicamp.br>
Date: Fri, 28 Jan 94 14:07:43 EDT

Net,

Since everyone is telling their almost died stories, I might as well tell mine. It was due to various errors on my part, but if it will help other pilots avoid this trouble then I suppose that it is worth the effort.



Late in the evening at the Brazilian nationals at Atibaia (November 93) a number of pilots went up to the ramp to make one last flight for the day. The wind was strong, but from the front, so most pilots took off easily. I got off after a few tries and followed the multitude towards the landing site. The wind was strong but constant and extremely smooth. As the more experienced pilots approached the landing zone they began acrobatic maneuvers such as the much famed cravette. I had observed this many times, and recieved instruction on its use so I figured that conditions were perfect to try it out.

1st error: Never try a new maneuver over an area where you would not want to use the reserve. I was over houses at the time.

I began to pull down on the center lines slowly, and the glider gradually began to fold, after the two tips touched I released the center lines and the glider more or less returned to normal shape. I then pulled slightly on the brakes to pop the sides back into line.

2nd and 3rd errors: Do not enter a maneuver slowly, either do it or don't do it, but do not do it half way.

I first realized that something was wrong when the glider appeared mushy. It then jumped forward and I pulled hard on the brakes.

4th and most serious error. I had exited the cravette in stall. The glider then wished to resume flight, and to do this it had to lurch forward. I pulled back on the brakes in order to avoid letting the glider pass in front of me. I, as I am sure all PG pilots, live in mortal fear of falling inside of the glider.

What happened then is pretty much a blurr but I will retell it as best I can. The sink alarm started blaring, and the glider partially collapsed on both sides repeatedly. I responded by pumping out the wings and compensating on the opposite side. Whenever the glider tried to jump forward I pulled hard on the brakes.

5th error: By holding onto the brakes I maintained the glider in stall.

During all of this I was spinning around and my feet were at times above my head. I soon realized that the ground was approaching, and that I was moving BACKWARDS. I looked below and did not like what I saw. Many houses, power lines, and a swimming pool under construction directly below me. I was at considerably less than 100m (300ft), and reasoned that there was still time to deploy the reserve, still this was clearly not the location to due so. I then released the controls, hoping that I could at least move some forward. This was the first correct move since beginning the cravette. The glider jumped forward to eye level, and I pulled out of the stall with great force. I even had time to find a backyard where I could land.

Upon returning to the landing zone, all fellow pilots were delighted to see me in one piece, but many criticized the fact that I did not throw the reserve. I am not sure that this would have been the correct move. A fully inflated glider in stall probably provides more resistance than a 24 m2 parachute, and there is always the chance that control can be regained. Had I thrown the reserve I probably would have landed in the cement basin of the swimming pool. At 6 m/s this most certainly would have resulted in something broken.

David Aitan Soltz

RamAirs, Klassics

From: Samantha Jo Moore <moresys!smoore@netcom.com>
Date: Tue, 19 Apr 1994 20:16:56 -0700 (PDT)

Well, I finally had a chance to fly a Ram Air this past weekend. What a wing! What a wing! Having two sizes to choose from I decided to fly the little one first. So I took the 146 up for a ride. I flew it for about 20 minutes the first time, and then for about an hour on the second flight. Both flights took place at Funston, on the same day, but under very different conditions.

On the first flight I launched into a 20 mph wind (more or less). The air was bumpy, really bumpy. After a couple of passes on the ridge, being as curious as I am, I decided to pull the VG all the way in. WRONG!!! With those conditions as bumpy as they were I had trouble keeping the glider straight, so off it came immediately! I tried some 180s, 360s, spins, I flew slow, I flew fast, I flew faster, and decided that the glider performs really nice, but it's a handful to control. It responds different than what you expect, and you have to stay tuned into it if you don't want to be just a passenger in a roller-coaster ride.

On the second flight, about an hour later, the wind was up between 25 and 30 mph. Some people were getting high so I decided I wanted to fly this thing again. I took off and found that the air, even though the wind was stronger, was smoother. Not a bump. I noticed that flying at trim speed the glider started to go backwards. The glider had this little Hall airspeed indicator that I kept my eye on all the time. It's calibrated to red-line at 60. So pulled in at about chest position and got the glider flying at +30mph and ground speed 0.

With the VG tight all the way it was very easy to pull in with one hand to about waist position and penetrate about 50 mph without any effort and with the glider steady as a rock. I decided



to play with the VG and when I tried to do the same with VG full loose I had to use both hands and exercise a considerable effort in getting the bar to my waist and keeping it there. Since it was smooth I pulled the VG all the way in again and left it there for the rest of the flight.

So no problems penetrating, but we knew that. Flotation was the same as every other glider in the air. When I got to 2,100 ft over Funston, (yes, 2,100 ft! The vario was beeping at 500 up (yes, I also took my flytec with me), and I couldn't go any higher because I hit the class B airspace) I pulled in to get down. I had to pull way in to descend faster than the 500 up so I decided to check out a full bar-to-my-knees dive. Boy! Does this thing go fast, or what!?! When I glanced at the airspeed indicator the thing was completely pegged! I then looked at my flytec and it indicated 85! Of course, I was going down about as fast also!

Then I decided to wang it. It's very smooth! All you need to do is guide the glider through the first wang and then you just let it do its thing. Since it didn't require much effort I wanged it all the way down to the deck. Very nice.

The approach was bumpy and hard to handle and the landing was no problem, but then again, the wind was really strong and that's the way it is at Funston.

In summary, the glider is fast. Really fast! Waaaaaaayyyy too fast!! It wangs easy (no, I didn't loop it). In turbulence it's a handful. Even though the glider performs it does fly very different from every glider I have flown in the past, and to get used to it it's going to take time, and time, and time. Regarding the scoop, I really don't know how much difference it really makes having it or not. I did notice the sail get puffed at high speeds, but there is a threshold when it's not quite inflated and not quite deflated, where the sail flaps. Also I decided to not even attempt at flying the big one since I had trouble with the handling.

If I had to decide right now between a RamAir and a Klassic I would probably go for the Klassic. I felt the performance to be almost as good, although I did not have a little airspeed indicator to peg when I flew the Klassic. As for the handling the Klassic leaves the RamAir in the dust and this is the key point of my argument (my argument? who is arguing?...). What good is it to be able to fly a little faster, if you can't stay in a thermal to get up and have altitude to exchange for speed?

Geez. This turned out to be longer than what I expected...

Rating: Hang IV
Glider: WW HP AT 145
Appts: '94 US Womens World Team
MCHGA Prez, USHGA/WOR Observer
Callsign: KD6PAF (Pink Air Force)
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Trim on K gliders

From: JAMES T GRISSOM <JGRISSOM@apsc.com>
Date: Tue, 3 May 94 16:48:06 MST

For anyone adjusting the trim speed on K3, K4, or K5 by moving the hang point to the rear or forward hole, I would suggest that you include inspection of kingpost bracket in EVERY preflight. Because....

I hook-in at 290+ pounds (*that's over 20 stone to you and me!*) in a K3, and had moved my hang point to the rear whole of the bracket to slow down the trim speed for better thermaling. With my weight compounded by very turbulent conditions, I basically destroyed the kingpost bracket. My next flight I noticed while setting up that the nose wire attached easier than usual. I spent 15 minutes preflighting the glider before I found the cause. The kingpost bracket had deformed considerably because the hang point was eccentric to the bolt through the bracket. Despite the bolt being as tight as possible, the bracket had deformed so much that the kingpost was free to move about causing slack in the top front to back wire which made it easier to

connect the nose wire.

This was very tough to discover due to the hang loops and the keel pocket obstructing the view. I only noticed it when I saw the gap between the bracket and the bottom of the keel.

I sent the bracket to Pac Air who immediately forwarded it to Brit Air. Their response was that they had seen this before. They made a change to the tuning guidelines, and that pilots should not move the hang point to a different hole, but should be rotating their tips to change their trim speed. While this may be true, the manuals I have seen just recently still do not indicate this.

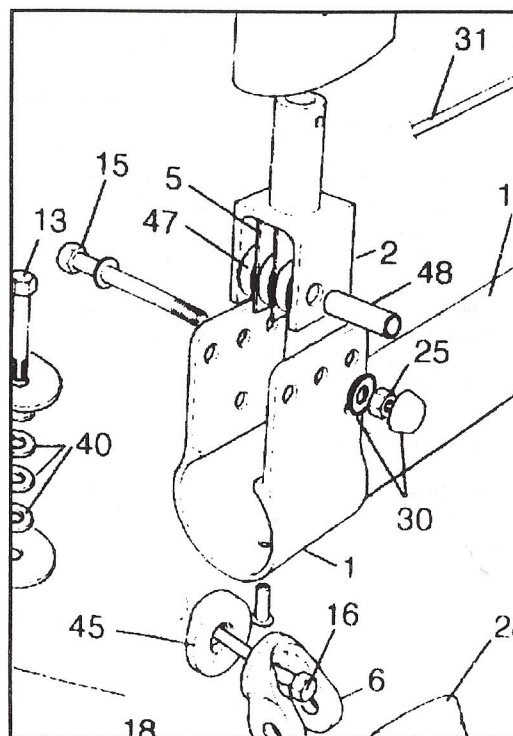
For me, adjusting the tips seemed like work, so I took my new bracket with hang point in center hole and slid the whole bracket back by drilling out old pop rivit and replacing it in a new hole.

Caution, these are stainless steel pop rivits. I also put an additional bolt through the bracket much closer to the keel. This bolt also reduces wear on the rear VG rope. A friend of mine has made a similar mod. to his K3.

You may want to talk to airwaves if you have any questions regarding this. But at a minimum, check those brackets!

One note that some may disagree on: Where manufacturers do a great deal of testing of gliders to big Gs on trucks, how much testing do they do at the component level. Where my K3 may take 6 Gs as a glider, what's to say that the kingpost bracket will take even 3 Gs at my weight. Hmm? Maybe that's why I quit doing aerobatics as my wing loading increased.

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D-Day Celebrations

Unless you have been on another planet for the last six months, you'll be aware that 1994 is the 50th anniversary of the D-Day landings. Unfortunately for us this means that many fly-pasts and airshow have been organised. Why is this unfortunate? Well, to protect these aircraft, TRAs (Temporary Restricted Areas) have been set up in various areas between Friday the 3rd of June and Monday the 6th of June. We are not allowed to fly in these areas and many cover areas in which we normally fly.



Portsmouth

- There is a TRA of 5nm Radius from the harbour, valid from the 3rd to the 6th, SFC-3000' amsl.
- There are also a number of low level routes that have TRA status. Thankfully these are all valid before 10:35 am so they should not be a problem.

Sky Surfers sites are the ones most affected by these TRAs. Pilots flying XC from Combe Gibbet should also be aware that the TRAs may force them to cut their flight short.

Westbury, Mere, Draycott, Ubley, Crooks Peak, Olivers Castle, Milk Hill

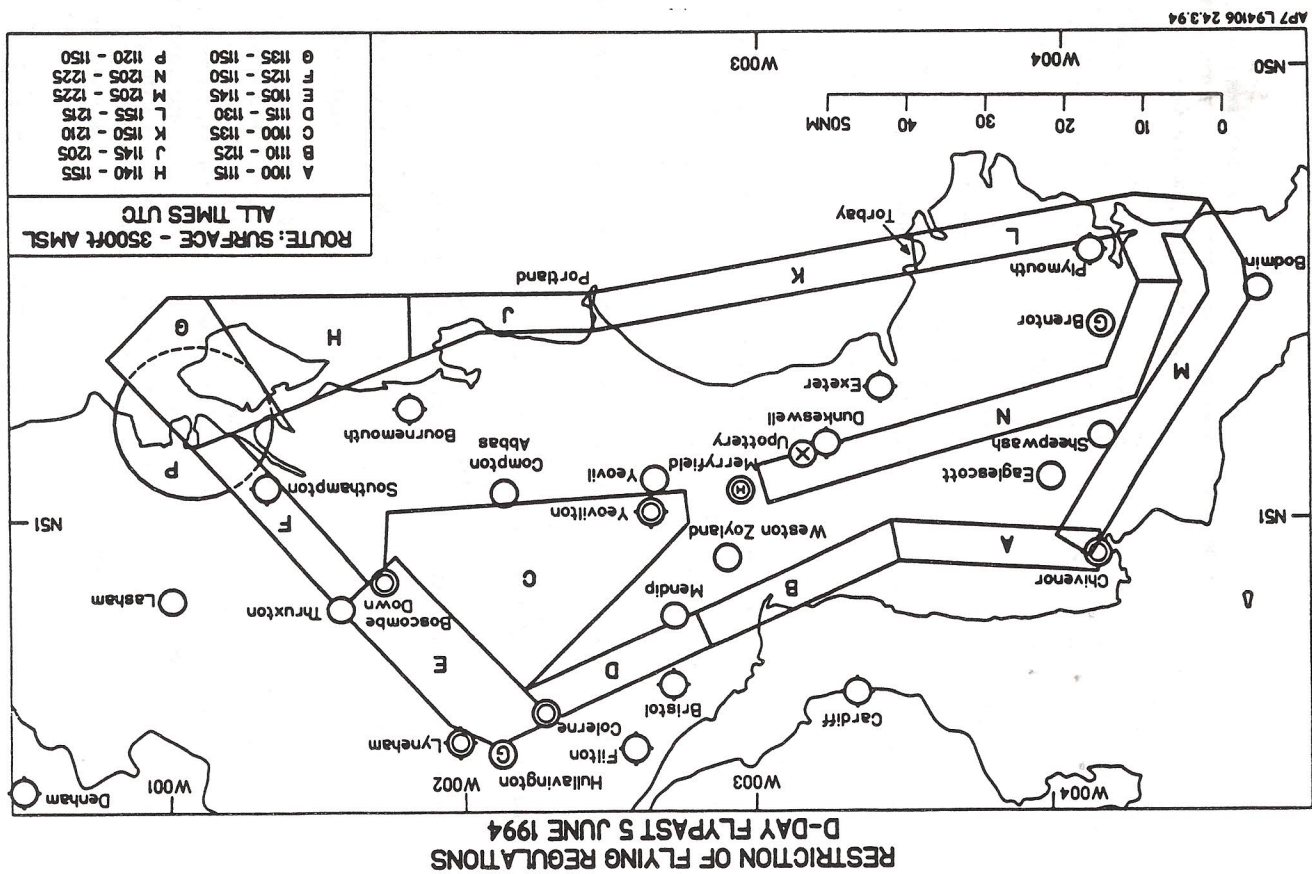
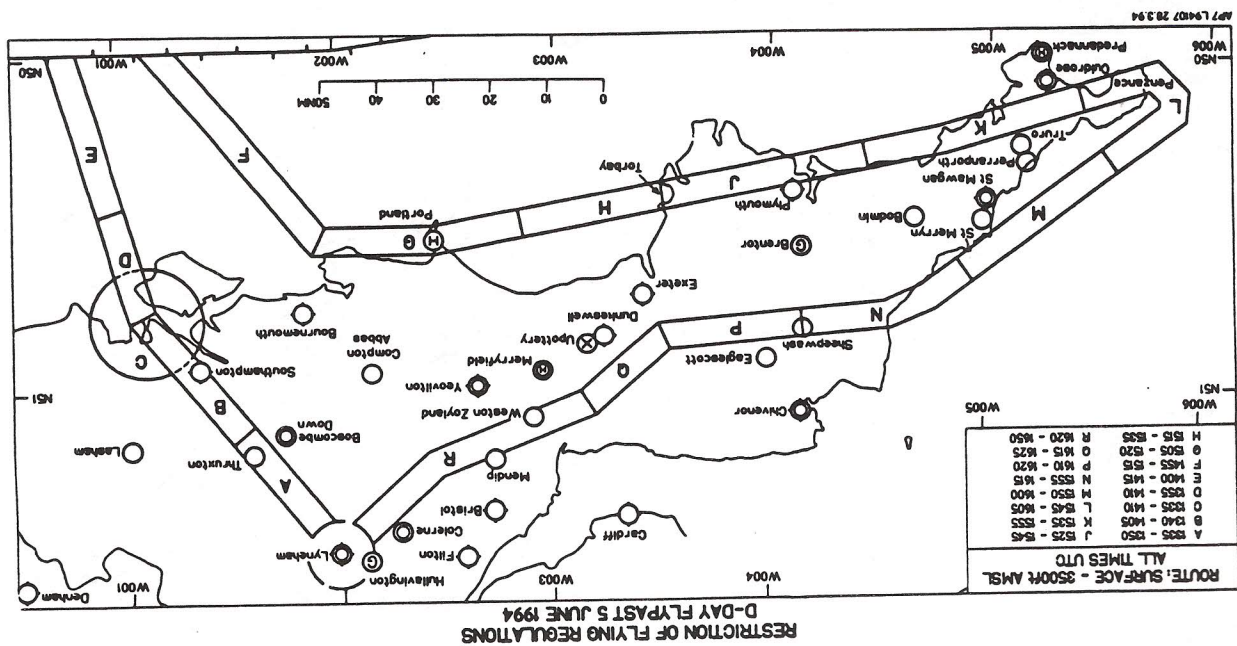
The maps on the next three pages show the TRA's that will be active over the 5th - 6th of June. The times quoted are UTC (GMT to you and me), so add 1 hour to get local time (ie BST). **All pilots flying on these two days should be aware of the restrictions.**

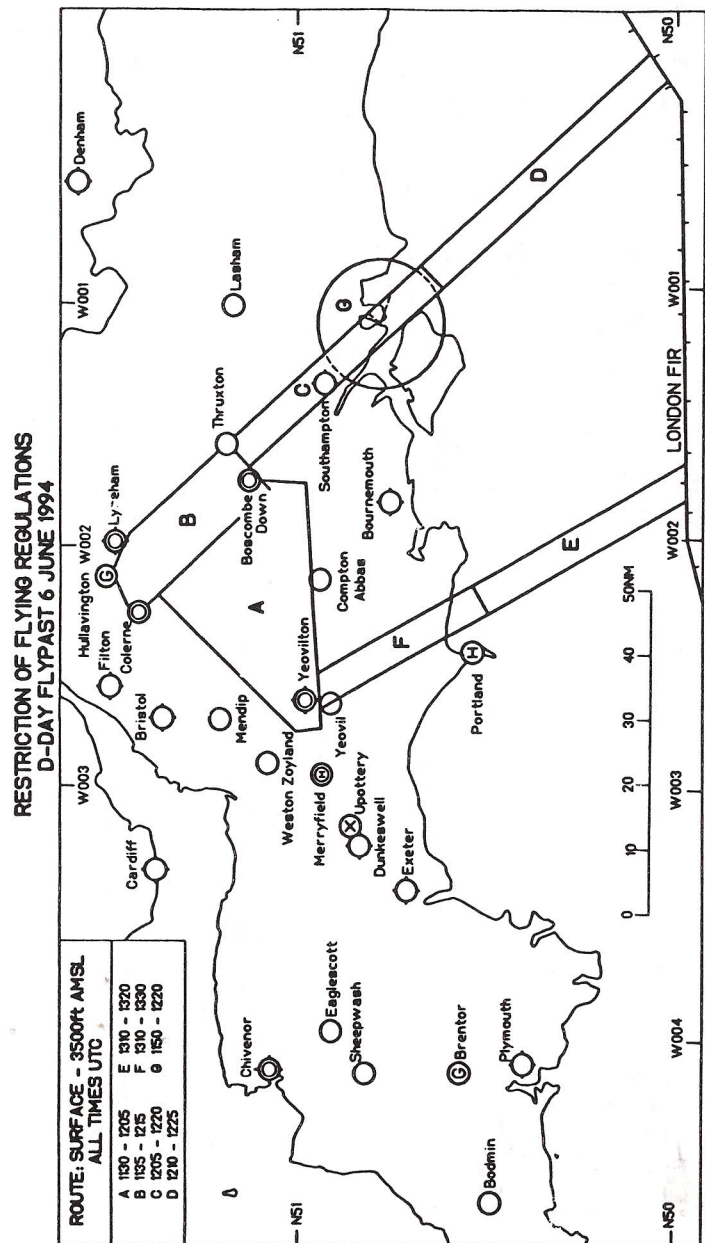
If you fly XC, then figure things out for yourselves, but for those flying locally I'll summarise.

The TRA's are from the surface to 3500' amsl.

Site (<i>but check the maps yourselves!</i>)	5 th June - Don't fly times (BST)	6 th June - Don't fly times
Westbury	1200-1235	1230-1305
Milk Hill	1205-1245 1435-1450	1235-1315
Ubley	1215-1230	
Olivers Castle	1205-1245	1235-1315
Mere	1200-1235	1230-1305
Draycott	1215-1230	
Crooks Peak	1215-1230	

Needless to say, it is vitally important that we don't screw up here. You must stick to the rules, even if your are only soaring at 10 feet. The TRAs start at the surface. Thankfully they don't last long. Please take heed!





The Laragne 4 in the Lakes

(And a few others)

Friday evening of the May Bank Holiday Weekend and goodish forecast spurred us into going away. Various people from around the country were due to be converging on Langdale campsite later in the evening for a weekend of Flying, Climbing or just lying around depending on taste. Rob had invited Tom, Trevor and myself up to the lakes for a Laragne 4 reunion. So off my girlfriend Charlotte and I went in my VW combie, a van called Gerald, to Tom's house in Bristol arriving 15 minutes late as usual. It took ages to get Tom organised and so we were about an hour late at Trevor's and so got to Gloucester, where we were supposed to be picking up two others, even later.



Well, Trevor (The climber as opposed to the flyer, you better be alert or this is going to be confusing) was still at work back in Melksham and his girlfriend had gone back to Bath to help sort his stuff, leaving a message with her landlady that they would catch us up the next day. So on we went eventually arriving in Langdale at about 3:30 in the morning, where we collapsed in our respective sleeping bags.

7:30 in the morning and Tom is knocking on the van window asking for Rob's phone number. I chuck him the number and turn over back to sleep with a few muttered words. Half an hour later someone else is knocking on the window, can't a person get any sleep. This time it's one of the campsite attendants after our fees. We dutifully pay for ourselves and the van. Meanwhile Trevor pays for him and Tom, and Tom pays for all four of us at the shop for the next night having negotiated a free stay for the first night because we got there so late. So we've paid twice for a night we didn't have to pay for, confused or what. Anyway all this stopped any chance of getting some sleep so I got up had breakfast and said good-bye to Charlotte who was off rock climbing for the day.

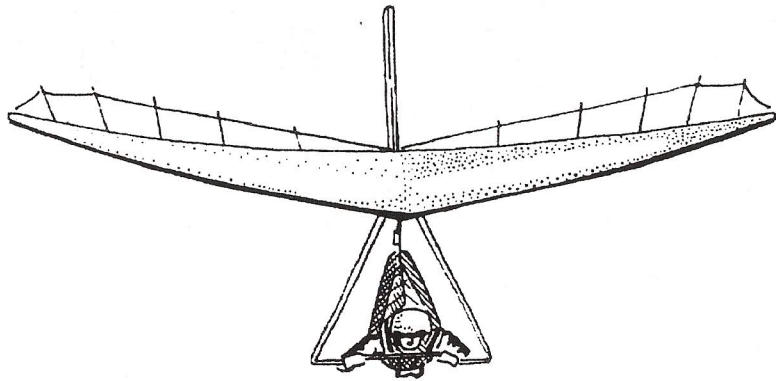
We made our way to Walla Crag as it was blowing NW. There we met up with Rob and a friend of his called Alisdair from Durham Hang Gliding Club. After some umming and ahing we decided to go down THE SICK AND THE WRONG in Keswick for some advice. Well, the nice man there told us that if he was flying he would go to Clough head. We took his advice and headed off there, after narrowly missing obtaining parking tickets.

We arrived at the base of the hill and waited for Rob who had got lost, even though he had the site guide. He told us it wasn't the track that we were parked at but one further along. We followed him only to turn round and then drive up the track we had been parked at the bottom of. This track reminded us of Laragne, i.e. rough. I did my best to push Rob's reluctant Nova up the track with 'Gerald' and eventually we found ourselves in the quarry at the top-ish.

It was a bit on the windy side so I left my glider in the van and helped the others carry their gliders up the hill, well Rob because he's a wimp. After watching three pilots take off and disappear over to the main ridge and then on up into the cloud, the four hang glider pilots rigged up, and I went to the top of the hill to check the wind speed up there. I got there to

find to my surprise that it was only blowing 18 mph, so I ran and got my paradangle thingy. We were all buoyant with the idea that if we could get onto the main ridge and the conditions were good there was a ridge run from here, past Helvellyn on down to Ambleside 16 miles away.

Tom was first off and after a few beats he sunk out as the wind died. Trevor on seeing this picked up his rigged glider and made his way to the top of the hill. I had a play around but could not get above take off and gave up as Alisdair took off on what was to be a sledge ride to two broken uprights in the landing field.



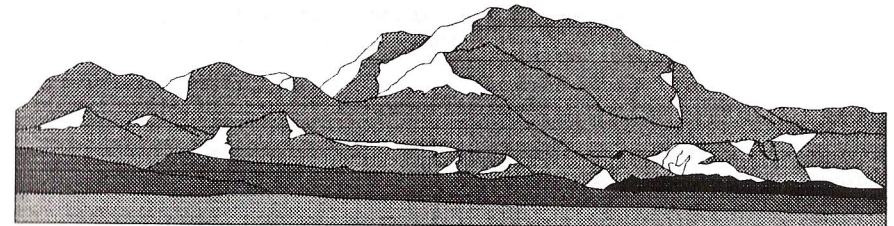
Meanwhile Trevor had walked back down to get the rest of his gear and was making his way back up. Assuming everybody was going to go down I thought I would drive down and pick them up, this proved very likely as Rob took off next and headed straight down to the landing field. I packed up as Trevor took off, I was surprised to see him make the main ridge where he proceeded to float up and down for an hour and a half before coming in to land, in the meantime we had retrieved Rob's car and packed everything. So as soon as Trev's glider was aboard we headed off back down to Langdale to a rather crowded campsite where we prepared an interesting meal before heading to a rather crowded Old Dungeon Ghyll for last orders, and so ended our first day in The Lakes.

The next morning was heralded by more knocking on the van windows and I explained we were with the two in the tent over there. Sunshine filtering through the curtains prompted me to quit my pit, so after another breakfast of cereals washed down with piping hot coffee and a certain degree of dithering from the others we headed off to look at Jenkin Hill on Skiddaw above Keswick.

As we approached Keswick we could see some paragliders skying out, so I put my foot down just that bit harder. We arrived at the hill before Rob and Alisdair who had gone off in search of an upright for the Clubman, strangely reminiscent of Laragne holiday this. At this point the size of the carry up dawned on Trevor and Tom, so lethargy set in. In took my glider, chucked them the keys and announced that I was off up the hill. I trudged halfway up the hill to where some other gliders were setting up and deposited my glider and myself down in a heap to recover. The flying was still looking good as a couple of Supras climbed up the hill. I

was soon sorted and ready to go. My first take off put me into sink so after a couple of beats I landed and waited for a bit more breeze.

Again I sank a bit before catching the thermal and S'ed my way up the hill till I popped over the top. At this point I realised it was quite windy and so got on my speedbar and headed out from the hill. At this point I made my first mistake of the day. I headed out with about half speed bar on, not really making much progress, I started to go up but instead of coming off the speed bar and following this obviously pretty good thermal over the back I stayed on my speed bar. Consequently I blew my chance of an epic XC, my only excuse is I was worried about going over the back of such a big hill in what seemed a strong wind. From here I decided to head on along the mountain towards the summit, steadily gaining height.



As I rounded a corner in the ridge something very fast and small hit half the canopy and an 80% tuck resulted, agggghghgh. I countered the turn and pumped out the tuck only for it to go back in. "This is ***** rough air," I thought, "time to get out of here." 2 firm pumps and the tuck was out and I resumed normal flight, but I made the mistake of flying towards the summit and into the compression slope. Again I was struggling to penetrate and again I pushed through rising air on my speedbar. Things started to look bad I was getting blown back and I was full out on the speed bar, and my canopy is not sluggish. I pushed out just a bit more but I was pulling down the A risers and this resulted in a front tuck, the first I have ever had, but it came straight back out.

By now I was getting lower and still going back, so I decided to turn and run and try and get as far downwind as possible. I headed off expecting to be hit by rotor at any moment, but it never came. The air was bumpy yes but not as bad as the air in front of the hill. Eventually it was time to pick a landing spot and I headed for a field devoid of sheep and close to the road. It was as rough as old boots coming in and there was a stiff valley breeze blowing, but I made it in fine and packed up.

Off to the main road and the third car stopped and gave me a lift to the bottom of the hill, and soon I was given a lift back to the parking by another paraglider pilot. I had flown a paltry 8 km when I should have flown at least 20 if not a lot more (Nigel Page flew more than 80 km to Moffat in Scotland). At least I hope I've learnt a few more things, and hopefully some of my comments will help some of you.

Meanwhile back in the world of hang glider pilots Rob and Alisdair had arrived complete with a new upright. The Laragne 3 set off to carry their gliders up a 1000 ft of fell side, they must be stark raving bonkers and other thoughts probably now come to mind. I am told it was

agony and they had to endure all the usual comments from Joe Public one of the best being "Did you carry that up here?"

They were just taking off when I arrived back at the bottom of the hill, so I lazed around and watched them fly. By all accounts they had a 'most excellent time'. Rob was first to land, the others having top landed to help Alisdair off. He had more or less a sledge ride down but made a goodish landing and had a grin a mile wide on his face. Tom as is his want was pulling wing overs over the LZ to burn height, I think the locals thought he was a bit of mad ***** , especially because he was doing it on an Ace Sport.

We all packed up and said good-bye to Rob who had to be back at college in Durham the next day, the rest of us were surprised don't all colleges tag an extra 3 weeks to any holiday going. So off we sped back to Langdale and an unsuccessful trawl round the pubs in the valley looking for grub. We ended up back at the van where we celebrated Charlotte's 21st birthday.

The next day we headed for a full breakfast at the Stickle Barn to make up for the lack of food the previous day. This was then followed by cereals with flavoured milk because they didn't have any normal milk in the campsite shop. The weather was now crap, raining on and off so we headed in to Ambleside and ambled round the shops. After a coffee, etc. in Rock and Run we headed to Castle Crag to check out some climbing but after a bit more rain and a calculation of the time it would take to get up there, do a route and get back we decided to head home. For the entire duration of the journey home it was gloriously sunny, well until it went down. Eventually Bristol loomed on the horizon and another May Day Bank Holiday weekend was over.

Back here it sounds like various people were doing good things, a few XCs were done from Mere and Coombe, is it perhaps the start of summer at last? No, obviously not, it's pouring with rain outside as I write this.

Marcus

Low Airtime Pilots
There is now a fly-in every first Sunday of the month
Contact Dave Garbe for details
Don't miss out!
Be there!

Airworthiness

OK, I know nobody has a RamAir 154, but I thought y'all might be interested. This has been sent out by Wills Wing. (Now looks like the problem may only be with Austrian built gliders).

AIRWORTHINESS DIRECTIVE

DATE: 12/5/94

TO: WILLS WING RAMAIR 154 PILOTS

SUBJECT: PRECAUTIONARY GROUNDING / ALL RAMAIR 154s

WE ARE RECOMMENDING THAT YOU DO NOT FLY YOUR RAMAIR 154 UNTIL FURTHER ADVISED BY THE FACTORY.

Background

Two weeks ago a German pilot tumbled his RamAir 154 in turbulence. He lost the base tube hit and broke the down tube and the remaining structure subsequently failed. The pilot successfully deployed his parachute and fortunately was not hurt.

Three other turbulence induced upsets on 154s have also been reported to us-two in Switzerland and one (unconfirmed) in South Africa. In each of these cases the pilots recovered without structural failure and safely flew down to land.

Following the German accident the DHV (German Certification Organization) re-tested the RamAir 154 and reconfirmed that it passed their standards (which are different than HGMA standards) at VG loose and VG tight settings. However they also found that it failed at some intermediate VG Settings

Based on these incidents we pitch tested a current- production RamAir 154. The tested glider did not meet the minimum HGMA pitching moment standards. It was slightly deficient in pitching moment in a narrow region around zero lift angle of attack.

What now?

We are evaluating modifications to regain the compliance that was lost in the transition from prototype to production.

There are no reported instances of inversions on RamAir 146s. No advisory action is being taken at this time but we will be re-testing the RamAir 146 to confirm its level of airworthiness.

Resolving this problem is our highest priority and we expect to find a solution very soon. We apologize for the inconvenience and frustration this precautionary measure causes each of you.

Rob Kells, Mike Meier, Linda Meier, Steve Pearson

Wills Wing inc.

Pilot Profiles

Marcus King came up with the bright idea that it would help people to know their committee better if we published *Pilot Profiles* of them. Here's the first, the evergreen Paul Ellis - current club secretary & treasurer, who has been on the committee longer than I can remember!

Photo withheld by Police pending investigation.

<i>Name:</i>	Paul Ellis
<i>Age:</i>	Older than most paraglider pilots, younger than most hang glider pilots!
<i>Marital Status:</i>	Yes, with three kids
<i>Born:</i>	Yes, and with both parents
<i>Where do you live:</i>	Wanstrow, nr Shepton Mallet
<i>Occupation:</i>	Builder
<i>Previous Occupation:</i>	Brain surgeon
<i>How and When did you start flying:</i>	In 1988, after watching the worlds at Spencers Bowl back in the 70s
<i>What gliders have you owned:</i>	Polaris, Typhoon
<i>What are your personal records:</i>	Landing in the bottom field at Westbury twice in one day!
<i>Which pilots have influenced you:</i>	The Italians from "Those Magnificent Men in Their Flying Machines"
<i>What is your favourite site in the UK:</i>	Westbury
<i>What is your favourite site in Europe:</i>	Westbury
<i>What is your favourite site in the World:</i>	Westbury
<i>What was your most memorable flying experience:</i>	Flying into the hedge at Ubley
<i>What is the trait you most deplore in yourself:</i>	Being too modest and nice
<i>What is the trait you most deplore in others:</i>	Being too modest and nice
<i>When not flying what do you do for recreation:</i>	Chasing cats off my sand pit
<i>What is your favourite piece of music, book, film:</i>	Give Me Shelter - Rolling Stones, The Hotpoint washer/dryer 1000 deluxe manual, any by Mary Millington
<i>What is your greatest fear:</i>	Being burnt to death
<i>What is your idea of perfect happiness:</i>	Throwing stones at John Major
<i>What would be your motto:</i>	Jump off it, jump from it, jump on it!
<i>How would you like to be remembered:</i>	Jumping on!
<i>Finally, do you have any tips to pass onto club members:</i>	The chairman has got some Mary Millington videos!

Soaring and shredding

This is a bit past its sell by date. It somehow got overlooked in earlier mags. oops.

WELLLLLLLL,

Yesterday, I skived off in the afternoon and went to Coward's Bowl with CJ.

Although it seemed windy at the back when we got there (1.45pm), when we got to the front it was blowing about 12 mph, from the SW into the bowl.

After a short lecture on where to land, where to not land, which bowl not to fly into, which bit of fence to traverse if bottom landing etc etc, I went for it.

5 mins soaring and a top landing in front of the fence. No worries. Another 5 mins soaring and I'm over the gully - the wind is picking up. I prat around with the speedbar, and I'm now being blown backwards. I try to fly sideways out of the lift above the gully, but CJ is making violent 'go backwards' gestures, as he sees a battle with barbed wire on the cards.

I fly back over the fence, above a field which is sparsely grassy and mostly flints - no soil in site. (How on earth do they ever grow ANYTHING here?!!)

Touch down, my feet are on the ground! Oooooohhhhhhhh no they're not - my whole body is on the ground being dragged backwards at an alarming rate.

Eventually the canopy stops acting like a sail. I attempt to stand up. MISTAKE - hhhheerrree we go again. Another 30 yards of flint later I've hauled in the risers enough to get the canopy in a state of submission, but it's me who's whimpering.

A brief survey of the scene reveals that if I'm going to continue to land and allow the canopy to turn upside-down, I'd better start doing it on grassy knolls. My lovely (almost) shiny flying suit is shredded by the sharp edges on the flint. Luckily the canopy has sustained no damage, and I'm only bruised in a few places.

Lesson: even when both feet are on the ground, the canopy is still flying. Make sure it's not only down, but subdued, before anything else!

We carried on flying, as the wind swung through over 90 degrees, usefully indicated by the smoke out front. We traipsed over to the grassier slope, but it was off. Chris flew the point, but it was off. We went back to the main slope, where it was on, and smooth (by now it was 4:15pm).

I flew for a 10 and a 5 min flight with no further untoward happenings. When I called him this morning, the nice man from O-Zee remembered me, and is sending me some mauve material, compliments of the company.

Shredded regards,

Helen

Membership List

Name	Town	Mid-Week Flier?	Phone	Type	Rating	Coach etc.
Dhyan Ahado	Chippenham	N	0249 660611	HG	CPC	Club coach
Neil Andrews	Bristol	Y	0272 736306	PG	CP	
Darren Arkwright	Calne	Y	0249 815172	HG	P3	
Neil Atkinson	Trowbridge	N	0225 754152	HG		
Monica Baird	Bristol		0272 721839	PG	CLUB	
Helen Barnes	Bath		0225 319052	PG	Club	
Roland Bashford	Grove	Y	0235 765407	HG	P2	
Raymond Bass	Shiphham	Y	0934 843684	HG	XCPC	
Andrew Billingham	Bristol	N	0272 715514	HG	P2/Tow	
Andrew Blair	Bristol	Y	0272 732862	PG	CP (S)	
Jason Board	Weston-Super-Mare	Y	0934 510404	HG	P3	Senior
Gary Bond	Bath	N	0225 46860	HG	CPC	
Mike Bowring	Cotham	N		HG	XCPC	CLUB
David Boxall	Bristol		0272 721839	PG	CLUB	
Robin Brown	Stroud	Y	0453 753002	HG/PG	P2/P	
Jon Buckingham	Bristol	N	0272 698708	HG	P2	Club coach
Philip Burgess	North Bristol	Y	0454 618978	HG	CPC	
Adrian Burrows	Bristol		0272 730731	HG	CPC	
Tony Chalmers	Basingstoke	N	0734 813473	HG	P2	
Simon Chippindale	Bath	Y	0225 311062	PG	CP	
Nigel Chivers	Chippenham	N	0249 659318	HG	CPC	
John Christie	Gloucester	N	0452 830141	HG	CPC/Tow	
David Clelland Smith	Chippenham	N	0249 448794	HG	P2	
Derek Collin	Yate	N	0454 318972	HG	CPC	
Guy Collinssplatt	Salisbury	N	0722 714660	HG	P2	Club coach
John Connell	Bath	N	0225 852674	PG	CP(S)	
Robert Cook	Clevedon	N	0275 879126	HG	XCPC	
Peter Corcoran	Bath	N	0225 335301	PG	CP	
Phillip Cox	Andover					
Stephen Cox	Andover					
Paul Croote	Clevedon	N	0275 463936	HG	CPC	
Paul Davies	Bath	N	0225 338636	PG	CP	
Ian Dibble	Weymouth	N	0305 783110	HG	P1	
Alex Dick	Bath	N	0225 483475	PG	CP	
Trevor Dixon	Bristol	N	0272 240963	HG	CPC	
Mark Drake	Whiteshill	Y	0453 765136	PG	Club	
Paul Ellis	Wanstrow	Y	0749 850674	HG	P1	
Richard Ellis	Redland	N	0270 246841	PG	CP	
Paul Fido	Bristol	N	0275 842187	PG	CP (S)	
Karl Ford	Nr Tidworth	Y	0980 46696	HG/PG	CPC/CPC	TI
Nigel Fovargue	Swindon	N	0793 643748	HG	XCPC	Club coach
Allan Gale	Swindon	N		PG	CP(S)	
Dave Garbe	Bristol					
Tom Geake	South Stoke	N	0225 833323	HG	CPC + Tow	
Alan Gibson	Bristol	N	0272 622827	PG	CP	
Mark Godwin	Seend Cleeve	Y	0380 828136	HG	P1	
Nicholas Gough	Nr Bristol	N	876366	HG	CPC Tow	
Nick Green	Corsham		0225 74461	HG	CPC	
Philip Greenwood	Heywood, Westbury	Y	0373 823965	HG	P1	

Bertie Grotrian	Nr Mere	Y	0747 830380	PG	CP(S)	
Paul Guilfoyle	Bristol	Y	0272 551346	HG/PG	CPC/CP	
Paul Gurling	London	Y	081 7648301	HG	CPC	
Colin Hale	Chippenham	Y	0666 837574	HG	P1	
Michael Hammill	Avening, Tetbury	Y	0453 836207	PG	P(S)	
Brian Harrison	Henstridge	Y	0963 363375	HG	XCPC	
John Hartley	Bath		0225 333876	HG	CPC hill end	
Mark Haycraft	Bristol	Y	0272 730575	HG	3	
Nigel Higgs	Bridgewater	Y	0278 683394	HG	P3	
Nigel Hopkins	Chippenham	N	0249 653226	PG	CP	
John Horbury	Clevedon	N	0275 875140	HG	EPC	
Chris Jones	Bath	Y	0225 319052	HG/PG	APC/CP	Senior Coach
George Keeling	Swindon	N	0793 617402	HG	P1	Tow
Simon Kerr	Yeovil	N	0935 25991	PG	Club	
Marcus King	Trowbridge	N	0225 782516	PG	P	Club coach
Edward Knight	Stone, Dartford	N	0322 270684	PG	CP(S) CPT)	
Raymond Kyte	Marston, Devizes	N	0380 723274	HG	P1	
Colin Lark	Coaley, Dursley	Y	0453 890767	HG	P3 Tow	Observer HG
Judy Leden	Camberley		0276 28649	HG/PG		
Chris Lewis-Cooper	Upavon	N	0980 630285	HG	CPC	
John Longstaff	Midsomer Norton	N	0761 416102	PG	Student	
Raphael Lytton	Redland	Y	0270 731078	HG	P1	
Angus Macaskill		N	0454 613788	PG	P(S) P(T) P1	
Fiona Macaskill	Olveston	N	0454 613788	PG	P(S) P(T) P1	Club coach
Karen Magee		Y	0278 452813	HG	XCPC	Club Coach
Justin Matthews	Little Sodbury	N	0454 323919	HG	EPC	
John Maynard	Bristol	N	0272 537825	HG/PG	CPC/SP	
Dave McCarthy	Warminster		0985 847702	PG	CP	
Jim McMackin	Spaxton	Y	0278 671862	HG	P1	
Ian Medlock	Uley	N	0453 860832	PG	CP	
John Morris	Winscombe	Y		HG	P2	OBS
Chris Mosley	Bristol	N	0275 855744	HG	P2	
William Niblett	Frome	Y	0373 462125	HG	P2	
Derek Pavey	Littledean	N	0594 823153	HG	P2 Tow	Tem. low coach
Tim Pentreath	Bath	N	0225 424953	PG	P	
David Pilkington	Radstock	Y	0761 435130	PG	CP	
Oliver Piper	Bath	Y	0225 427260	HG	P1	
Jonathan Powell	West Swindon	N	0793 881964	HG	CPC Tow	
Madeleine Raven			0453 836207	PG	P(S)	
Anthony Richards	Shepton Mallet	Y	0749 860433	HG	2	Observer
Geoffrey Rogers	Chilcompton		0761 232096	HG	TOW	
Paul Rollett	Marlmesbury	N	0666 840626	HG	CPC	
Nicholas Romanko	Bristol	Y	0272 248722	HG	P2	Club coach
Paul Russell	Chippenham					
William Scott	Surrey	N	0483 577808	PG	CP	
Barry Seeley	Stonehouse	Y	0452 740757	HG	P2 Tow	
James Seward	Cheltenham		0691 772635	HG	CPC	
Rodney Smith	Salisbury	Y	0722 325464	HG	P1	
David Sollow	Manton, Marbo'gh	Y	0380 859097	HG/PG	APC/AP	
Chris Strong	Stoke, Andover	Y	0264 738370	HG/PG	P1/Club	
David Summers	Combe Down	N		HG	1	
Hugh Swan	Marshfield	N	0225 891314	PG	P	

Timothy Swann	Bristol	N		HG	CPC	
Derek Targett	Wells	N	0749 675418	HG	2	
Alan Taylor	Bristol	N	0272 245471	HG	P2	
Mike Trevarthen	Marlborough	N	0672 515381	PG	CP	
Julian Treweek	Bristol	N	0454 318175	HG	P2	
Frank Trunks	Gloucester	Y	0452 523542	HG	2	
David Tyrer	Ashbury	N	0793 710254	HG	XCPC	
David Wallace	Bristol	N	0272 268284	HG	P1	
Andrew Webb	Bridgewater	N	0278 722201	HG	CPC	Club coach
Martin Webb	Longmore	Y	0452 831081	HG	1	
Robert Wheeler	Bath	N	0761 233049	PG	CP	
Kenneth Wilkinson	Bristol	N	0272 620455	HG		
Anthony Williams	Bristol	Y	0272 248230	HG	2	
Stephen Wills	Bridgewater	Y	0278 452813	HG	APC	SC T1 C2

Gliders for sale

Ace Medium, one careful owner, good condition. Must sell due to lack of space. Bargain £250. One of the very few gliders to reach Cornwall on XC from Avon. In the care of Jason "Big Foot" Board (0934) 510404

Airwave Race 2 harness, suit 5'10" pilot, as new, £250. Ray Bass (0934) 84684

Magic IV Half Race 166, excellent condition, low air time, blue leading edge, rainbow under-surface, £650 ono. Rob Cook (0275) 879126

Rumour I, medium, very good condition, less than 100 hours flying time, £800 o.n.o. Tony Williams 0272 248230

Paraglider Pilots: Double your airtime with an **Airwave Magic IV 166** hang glider including stirrup harness with parachute. All for only £475. Tel. Mark Joyce 0380 830195

Fun Air Tonic 27 square metres. Pink/yellow, 3 risers, excellent condition, one owner. Grade one - safe - ideal first canopy. Bargain £450 including Sky Systems XL rucksack. Tel. Bertie Grotian (0747) 830380 (Mere).

Ace 160, excellent condition, low air time, v.b., white with lime green double surface, batten profile £500 or offers. Romer open face £15, phone Shaun O'Neill on (0453) 822187

Bits for sale

Thunderbird Mk 3, still the best vario on the market, £120. Neil Atkinson (0225) 754152.

Liquipak for sale, 1.5 Litres, like Camelbak, used twice only, £20. Fiona Macaskill 0454 613788

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!

NEW & USED HANG GLIDERS - PARAGLIDERS - FLYING ACCESSORIES

Solar Wings Fever Mk 2	£2966	Rumour 3 13,14 & 15mtr Rush	£2966
Solar Wisper	£2073	Avian Amour Large (159)	£2350
Harley Sirocco's		From £1745 - £1945	
Polaris Small	£250	Med S4	£200
Wills Wing Spectrum	£1250	140 Clubman (as New)	£750
Clubman El60	£900	Vision 5 Large (as New)	£999
Calypso	£1100	Whisper	£1450
Ace 160's	from...£375	Ace 160 RX	£400
M4 155 FR	£550	M4 166's	from £400 - £750
M4 177	£400	Santana	£600
Rumour One 13.5 & 14.5	From £700	Rumour Two 14 mtr's	From £1400
Fever	£1850	Kiss	£750
HP AT 158	£1300	K2	£1000
K2 Composite	£1200	K3	£1300
Used Paragliders		Free Spirt Mk1's	From £475
Harley Typhoon	£500	Hot Dream Small	£800
Flylight	£295	New Harnesses	
The Design by Scorpio	£464	The Edge by Solar Wings	£465
Used Harnesses		Paragliding Scorpio Sandwich	£344
Stirrups P/container	£30 to £65	Airtime Pods	From £125
Airtime Podlight 5'8"/9"	£170	Charly front loader 5'10"	£180
Scorpio 90 5'7"-8"	£180	Bullett Side chute 5'7"	£160
Keller Mk 1 5' 5"	£180	Hiway Pod 5'10" - 6'2" (red)	£150
Scorpio Design 5'10 - 6'	£300	Scorpio Design 5'8 - 5'10	£375
New Parachutes		Metamorfosi P/A H.G & P.G	£359
Apco Hayday Pulled Apex 16'	£337	Apco Mayday Pulled Apex 18'	£352
PARACHUTE REPACKING	£15	New Instruments	
Hini Vario Worlds smallest	£115	Fairhaven AV10 vario/alti	£199
Davron 200/600 Range From	£99	Davron 801/808 Range from	£385
Brywatch A.S.I.	£49.95 & £79.95	Wind Wizard A.S.I.	£33
Weather Monitor Wizard Mk 3	£188		
Cross Country Magazine (keep up to date with the rest of the World)	£24		
Flying SuitsOdds & Ends....		Gloves & Glasses	
Scorpio Gloves	£27.50	Scorpio Flying Glasses	£32.50
Scorpio Aeroleaves	£26.50	Scorpio Flying suits	From.. £143
Base Flying Suits From	£61 - £165	Anabatix Flying Suits	£205
In Flight Liquid Pack	£23.95	Eglar Radio Head Sets	£105
Padded Bar mits	£23.00	New style H.G. map holders	£12
Toy Release H.G. (Webb)	£69.00	Paragliding Tow release	£36
Glider Rider Single/Multi	£35 & £50	Spinning Wind Socks	£12
Alpspeed Wheels	£30	X.C. Glider Bags	£33
Parabrisse	from £9 - £12	Glider Ties	£3
Boat Back Tie	£2.80	Back up loops	from £5
Air Bags (laminated)	£10.50	Ball Compasses	£30

AUTHORIZED SERVICE CENTRE FOR SOLAR WINGS - WILLS WINGS - AVIAN
 If your buying a used glider be sure to know it's service history, if not, make sure you have it fully serviced. £60 + parts.
 The H.G & P.G Hut, West End, Coaley, Glos. GL11 5DX
 Just off M5 Junction 13
 Tel: 0453 890787 - 0860 670605 - Fax 0453 890075

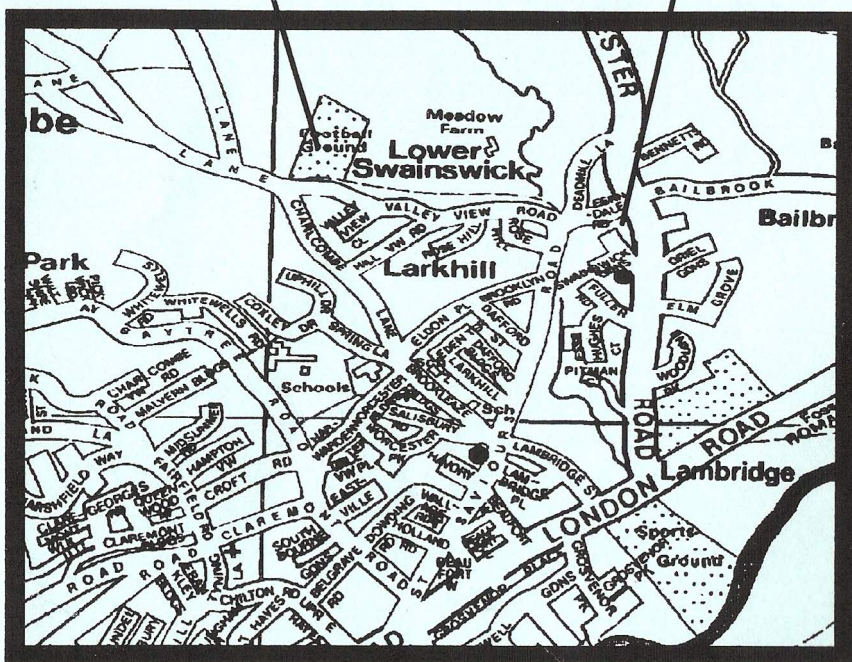
How to find the venue for the monthly meeting, held on the first Wednesday of every month at 8.00pm.

- From the A46, turn into Ferndale Road by the Bladud Arms pub.
- Go straight across the junction into Valley View Road.
- Go up the hill for about 300 yards until the road narrows by the derestricted speed limit signs.
- The football club is another 100 yards on the right past the signs.

Larkhall Football Club

Bladud Arms

A46



A4

NOVA

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