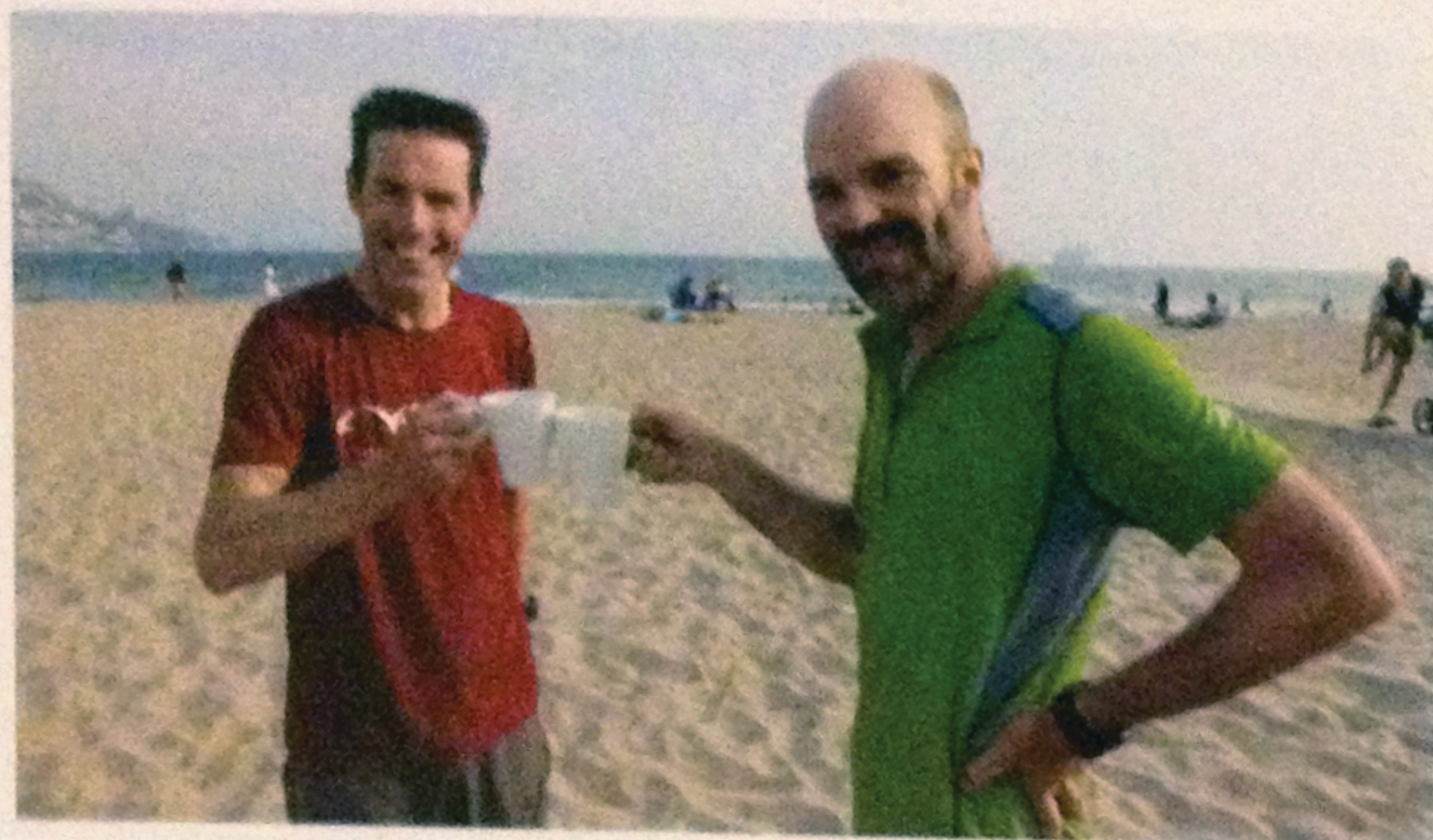


## Pyrenees bivvi trip

Steve Nash and UK Nova importer Dean Crosby recently completed an 18-day unsupported hike-and-fly crossing of the Pyrenees. Starting in late August at Hendaye on the French on the Atlantic coast, they arrived at Roses in Spain on September 8th. Along the way they slept in refuges, church gardens, a horse showground and a cave. Both were flying Nova's ultra-light Ion 2 Light. Despite setting off at the right time of year the pair were unlucky with the weather and hiked a significant amount of the route, being able to fly only 118km of the 438km total in just nine flights. Although the hard walks were balanced by some amazing flights above 3,000m, despite being a super-fit X-Alps veteran Steve is said to have lost six kilos during the trip.



## Robin Hamilton wins Santa Cruz Flats

After seven tasks in seven days, ex-pat British pilot Robin Hamilton won the annual Santa Cruz Flats Class 1 hang gliding event, this year doubling as the US Nationals. Robin led the race-to-goal competition by 392 points on his Moyes Litespeed RS from last year's winner Jeff O'Brien (Wills Wing T2C) and Ben Dunn (Litespeed RS), another US-domiciled Brit. Only three pilots flew in the Class 5 comp, won by US pilot James Yocom (Atos VR10), and three Swifts flew in Class 2, won by former US and world champion Brian Porter (Bright Star Swift). Photo shows (L - R): Robin Jeff and Ben.



## Gran Paradiso first

On September 6th Squash Falconer and Annecy climber and fly-guide Irwyn Jehu launched from the summit ice slopes of Italy's highest peak, the 4,000m Gran Paradiso after some tough early-morning climbing. Her film of the flight has attracted over 18,000 hits on YouTube. Although a French lady made the



flight in 2007, it is thought that Squash is the British first woman to have flown from the summit, and possibly the first British pilot. "Squash is tough and worthy of the claim," said Irwyn after the flight.

## St Hilaire report

The 39th St Hilaire festival attracted huge crowds despite rain and high winds. Jean-Baptiste Chandelier's *Light Line* was voted Best Film Achievement and won the Critics Award at the film festival; the public's choice was Olivier Bonnjing's *Karakorum Highway*. There were a few new gliders on show, and Bruce Goldsmith was able to clarify the position regarding Airwave. Bruce and former partner Roberto Galera did not agree on some things and no longer work together; Bruce is to put out his designs under his own name as Bruce Goldsmith Design (BGD), leading with the imminent release of the Tala new-technology EN C he has been developing for some time. Elsewhere the PMA and CIVL met to discuss a CIVL request for a new competition class for 2014. No firm proposal has been made, but ideas being considered include prescribing parameters such as maximum span, wing loading, aspect ratio or speed. Excluding pilots from Category 1 competition without the skills needed to recover out-of-shape top-end gliders was also considered. Serial Class will remain the Category 1 norm until any new class is implemented (CIVL's 2013 Plenary meeting takes place at Lausanne from February 14th - 17th). Although most pilots go for the trade fair, gossip, night life, flying and the craic, most visitors - a reported 85,000 this year - are locals and their kids from Grenoble and the surrounding area who go for the Coupe Icare spectacle alone. In fact, most impressive of all are often the hired theatre troupes, such as last year's *La Swing Car de Monsieur Hole*, and this year's *Poésie Mécanique* "Atelier des Inventions Géniales," pictured here by Ilan Ginzburg.



## Dolomites warning

Late last year there were serious problems in the Dolomites, particularly the Canazei-Col Rodella-Pordoi-Marmolada area, involving conflicts between search-and-rescue helicopters and paragliders and hang gliders (see November 2011 Skywings). Nearly 70 free fliers were rescued by helicopter in the Canazei area between September and October, and helicopters were also in action to rescue climbers and bikers, etc. The presence of hundreds of pilots from all over Europe hindered many of these evacuations, causing considerable animosity from the rescue services and risking the closure of the area for free flying. Luca Basso of the FIVL has advised us of new rules designed to improve the situation:

- There is only one rescue phone number - 118
- If a red or yellow rescue helicopter appears, free fliers must clear the area for a radius of 2km or land immediately
- If a rescue helicopter appears, pilots have a responsibility to advise others in the air by radio