

Thames Valley Hang Gliding and Paragliding Club

VOLPLANE

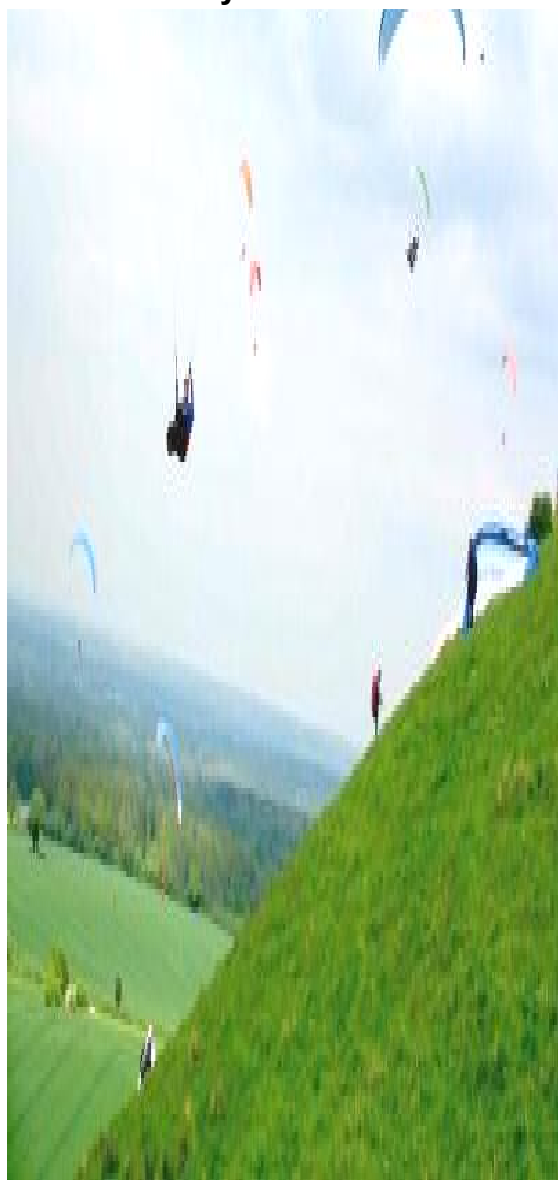
JULY 2005 EDITION



www.tvhgc.co.uk

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Chairman's Intro

Has the Season Really Started?

It's the end of July, the seasons half over and what have we achieved. Looking at the Cross Country league very little from our sites, Combe has not been joining in on many days when pilots are out, but well done to those who got away, and had a good Cross Country flight.

Combe has however, bitten back and we have had a couple of accidents, and damage to trees and cars with pilots bouncing off them, so please do be careful. We also had a reserve deployment a few miles back from Combe, thankfully with a safe landing but thank you to Jeff who landed to assist.

Away from our sites, we have been a lot more successful, both free flying and in competition. Congratulations to our BCC team, who are in the finals, and to all Club members who are doing well in the BPC & Open Championships.

To the rest of the season, lets hope for some good days on Combe before it closes for the season and some good flights from the Milk Mountains, remember the flights featured in Cross Country Magazine were made in late August.

We have our summer party to look forward to (more details inside) and the monthly social meetings get better and better.

Finally thank you to all the Committee and Members who do all the work to keep the club going.

Richard Jennings
Chairman



Summer Party

Thames Valley Club will be holding a summer party on the evening of Saturday 20th August at 18:00 onwards. Please get the date in your diary now. The party is open to all TVHGC members and family. Children are very welcome, but they must be supervised at all times due to the swimming pool. The venue is a member's house with very large party room close to Combe Gibbet.



Features include: -

- Hog roast and other foods provided
- Swimming pool
- Field for Camping – bring your own tent so you can drink
- Radio control helicopter flying display
- Paramotor landing field
- Game events.

Admission will be on a ticket only basis. Tickets must be purchased in advance so that we can cater for the correct numbers. Price is 5 pounds per adult and children are free. Please complete the form below. Cheque should be payable to TVHGC. Post to:

John Terry
12 Field Gardens
East Challow
Wantage, Oxon
OX12 8SE

Get your application in as soon as possible and you will receive tickets, more details and a map of the location in early August.



Cut out or photocopy

Name	
Address	
Town	
Post Code	
Number of adults at 5 pounds each	
Number of children Free	
Camping	YES NO Please delete as appropriate
Total Pounds	

THE COUNT OF MONTENEGRO

Robin Brown - Montenegro

Montenegro is a small country, part of the former Yugoslavia, due to become completely independent in about 18 months time. The flying site at Becici has been flown for many years by eastern European pilots but Robin Brown was probably the first UK pilot there, discovering the site during his winter tour of Eastern Europe.

As a holiday destination it has many advantages. For paragliding it has a 2400ft top to bottom with a tarmac road direct to take-off. Landing is on the beach or on the hotel lawn; however this is not a coastal soaring site. The lift is thermic, so for low air time pilot's thermal flying practice was easy. Once height was lost it was easy to fly out in smooth sea air and pilots could practice wingovers and tight 360s etc. Acro queen Orla Dunn treated us to a spectacular flat spin, a surprise to us all, including Orla; her scream clearly audible on the beach several hundred feet below.

Serious XC flying is possible from this site but seemed, from my limited XC experience that careful planning is needed due to the terrain over the back. Hugo Makin achieved the best flight buzzing off northwards towards Tivat never below 4500ft then returning after 25km to land on the spot, on the beach. Some days a light back wind blew, which converged with the anabatic flow and although a bit lumpy, provided loads of lift over the beach. This convergence provided several pilots with a height gain of 3,000ft above the beach, a big surprise and bonus when you thought you were on your way to the deck...Once again Hugo showed off and landed on the posh beach of sveti Stefan to the south.

Others made tentative out and returns, but I think after a few more trips some good XC flying will be made from Becici. The current XC record we think is 35km by a Slovenian pilot.

This holiday was an organized by Airtopia, so it was CFI Robin and instructor Hugo on radios for the three guy's still under training, and also acting as club coaches for the low air timers. I was the driver but still managed loads of flying every day. In fact we flew for 15 of the 17days we were there.

For non-flyers this is as good as it gets. Most flying holidays are a disaster for partners who don't fly but this is a beautiful resort with nice hotels. Budva is in the same bay as Becici, and is a busy resort with beach, bars and restaurants. A nobby train takes tourists along the coastline; pedalo's, Jet Ski's and water skiing are also available. Pilots land on the beach so little reunions happen all day!

Montenegro currency is the Euro and almost everything is cheap except minibus hire, which is so expensive we drove the airtopia minibus through Europe for transport and for transfers from the airport.

This is a story in it's self. Robin, Hugo and me drove together for 45hrs and never had a cross word! One drove, one slept and one read the map. Robin was best at driving Hugo map reading, sleeping was my special skill. In Becici two Montenegro guys fly tandems for the tourists, price wise a little out of reach for local people.

Robin did his bit for English Montenegro relations by taking a member of the hotel staff up on his tandem each day. Strangely the first to fly were most attractive young ladies and by the end of week two, he had the night porter strapped on the front!

One flight Robin forgot his vario; luckily the young lady on the front had natural flying ability. She squealed when in rising air, giggled on a glide, and was silent when going down.

One of the local tandem pilots wore knee and elbow pads, but no helmets so I did my usual "not shy to say something" but apparently 'he never lands on his head, so it would be a waste of money'.

On the last Sunday when everyone had gone home the three of us wanted one last flight. We set off to take off, but an hour earlier I had been stung by a hornet. On the way up I turned into a blind strawberry. Robin and Hugo thought I was going to die, so decided it wasn't worth abandoning a decent flying opportunity. Then it looked like I may survive so they reluctantly took me to hospital where I got a jab in the ass that was as painful as the hornet sting.



We found the people of Montenegro very friendly it was an absolute pleasure to have such nice people around; the waiter in our favourite restaurant kindly refereed our knockout Buckaroo competition. Amazingly buckaroo is not as popular as chess, although similar (it has horse's in both) but unfortunately, Dave Ogle was unable to transfer his chess skills to buckaroo and let us down badly in the final. Montenegro waiter winning by a shovel in the final.

We met a few Serbian pilots in Becici all of them from the EOL club in Serbia and we were invited to visit on our way home so we packed up and drove 10 hours to Kraljevo arriving on the Monday evening. Our Serbian friends turned out to meet us. The next day the entire EOL club took the day off to take us flying meeting at the EOL clubhouse. We then drove to the mountains where we climbed into the clubs old 4x4; 15 people in the 4x4, 15 gliders in the trailer. Light thermic flying over spectacular mountains, very remote. Hugo shouted at me for going the wrong way in MY thermal when everyone knows I turn right when thermalling.

As the thermals died in the evening we all squeezed into a tight landing spot.

The fantastic guy's from EOL got the Serbian Jamie Oliver doing a BBQ and beer for us. We just left 6000 quid's worth of kit at the side of the road to be picked up later by our friends.

Holidays that end on a high note are best. To meet so many friendly generous kind people, and a great day's flying topped off with a BBQ, I thought I had died from the hornet's sting and gone to heaven.

We said goodbye and promised to return. Sadly the bad roads had ruined the shock absorbers on the minibus so we spent the next few days inside a mad kangaroo. This made me sleep like a dog, and somewhat amusingly made Robin as sick as a dog.

I will return to Montenegro and to Serbia both having huge potential. Robin is also in the process of buying a property in Montenegro and also hopefully buying a bit of mountain to make a better take off...watch this space.

CLOUD 9 AIRSPORTS

Tel: 0118 9882968 / 07990646126

Email: <mailto:cloud9airsports@btopenworld.com>

Summer/2005

Summer Time...

And the flying is easy...Well it is for some people. Gerrit (Groenswold) flew 62km (11/5/05) on his first XC!! Since buying his **Swing Mistral 3** from us a year ago, he has been 'Top of the Stacking' consistently. He finally broke away from the hill after agreeing with Paul (Longman), his flying buddy, NOT to try XC that day! Congratulations Gerrit. Paul's turn next on his new **Nova Mamboo**. Go for it, Paul.

Talking of Nova – I've had a rush on them recently, with Paul's and Belinda and Graham, both buying **Nova Primaxs'** this spring.

As I write, I have just picked up a demo **SWING ARCUS 4**. It has all the promise of being a great wing for novices and XC hounds alike. A guy in Norway has just flown 84 km on his new Arcus 4!

Look out for John Terry on his Mistral 3 too. And, of course, Tim Guilford on his new Astral 4!

Summer Bargains !!!!!!!

- **GRADIENT GOLDEN 24 (S) DHV 1/2 ex Demo – only £950 (sold)**
- **Paratech P43 (M) DHV 1/2 ex Demo – only £1100**
- **SWING ASTRAL 2 24 (S) DHV 2 ex Demo - £695**
- **Nova Carbon (L) DHV 1/2 excellent condition - £650 (sold)**
- **FREEX SPEAR (M) DHV 2 £350**
- **PRO DESIGN Pro Feel (M) £500**
- **Gradient Aspen (M) – Best offer secures.**
- **Also Mac Aegis 33 reserve £295– NEW**
- **Mac 38 reserve £195 – repacked at BFR this Spring.**

All the above can be test flown and are at very attractive prices. In fact ,if you can tell me of the same wing at a lower price, I will match it for price and give you a new helmet free of charge!

With regard to new wings, many pilots don't realise that we sell ALL UK imported paragliders

Part-exchange is also available if requested. We pride ourselves on giving an excellent service at the right price. Why not call us – we're local.

Trips Abroad

We already have a lot of interest in our trips to the South of France – even though we don't go till January. One guy signed up already. Contact me for more details. This will be our fifth trip there.

SOMETHING A BIT DIFFERENT

We hope to have a demo Bionic 2 in the near future. If you haven't read the review in last Octobers Skywings, have a look at it now.

For those of you who have seen my van, you may have noticed the sign saying: CLOUD NINE – PARAGLIDING & PARAKARTING. So what is our sister activity - parakarting?

Well the more common name now is Kite Buggying and it's tremendous fun. It can be fast and furious and is an ideal adrenaline sport for windy days. If you fancy having a go this summer, then we can offer FREE tuition (normally £99 per day). So what's the catch? No catch, but if you like it and want to buy your own buggy and kite, then we would expect you to buy it from us.

- **PETER LYNN COMP XR BUGGY- £250 complete. OZONE FRENZY 04 5 mtr.**
- **KITE - £425 complete with bar, lines and rucksack. Ex Demo. Up wind capability is incredible! As seen at TVHGC social this year.**
- **GIN YOZ 3.8 mtr. KITE - £275 complete with lines, handles and rucksack. Ex Demo.**
- **FIREBEE Force 2.3 mtr. - £90 complete with lines handles and rucksack. Great beginners kite or F8 flyer!**



Above:- Mike's drawing of a launch from a air balloon.

Further information from Mike Hibbitt at
<http://www.cloud9airsports.com/>

Editor's Page

The first half of the year has been dampened by poor weather, hence the lack of pages in this issue but since going to print we have found that the BPC and the BCC are going very well. We have had no results as such but heard that Gerrit has won the DHV 1/2 class in Larange. Perhaps Richard B will send in a story for the next issue and it looks like our club will be in the finals for the BCC. Even now we have several pilots in Piedrahita competing.

Also in the news is our local school "Paravion" which has had a face lift and club members who attended the opening BBQ were treated to food and drink laid on by CFI Trevor McLoughlin, and Bob Johnston was there giving a well oiled display of night flying with his remote controlled helicopter. Also our club night has a new venue at the Three Swans in Hungerford thanks to Andrew Larkins and most club nights have a guest speaker due to the hard searching by John Terry. With 300 members approx we still get about 10% turn up each month.

And now we have the Summer Party at Jeff Lynes house/grounds to look

forward to. Members who went last year know they are in for a real treat.

Since the last issue we of course had the "Big Fat Repack" which was attended by pilots nationwide and the brilliant feedback we got went on for days. Everyone is looking forward to next years BFR. Well done to Rob Fish and Chris Hines and helpers.

The TVHGC.co.uk web site also has had a tidy up in recent weeks due to the hard work of Mark Chamberlain and other committee members so if you haven't been online lately its worth a look and of course you can download the latest July Newsletter.

Above is a round up of large events but as a club we do not forget the new club members joining us just post CP. I, like many were there ourselves. On the hill we have Club Coaches for the practical help and confidence booster that you may need and on Club nights you only have to approach and ask any member for advice. Remember we are in this sport for the fun so lets enjoy ourselves.

Happy flying

Mike Silvester Ed



The 2005 Committee

		Phone	Email
Chairman	Richard Jennings	01264 790718	themighty.Jennings@virgin.net
Secretary	Paul Hutton	01344 872266	membership@tvhgc.co.uk
Treasurer	Jonathon Hitchman	07811 865512	jonty@the-hitchmans.net
Membership	Paul Hutton	01344 872266	membership@tvhgc.co.uk
Sites Officer	Alexander Kirk Wilson	01672 513861	aleckirkwilson@onetel.com
Web Officer	Mark Chamberlain	01869 350228	mark@cageuk.co.uk
Coaching	Trevor McLoughlin	01672861380	Trevor@skygypsy.co.uk
Safety Officer	Ken Hammond	01635 827059	k.Hammond@reading.ac.uk
Social Secretary	John Terry	01793 790769	jzterr@hotmail.com
Competitions	Richard Bungay	01635 202251	Richard@cloudbase.me.uk
Volplane	Mike Silvester	01252 372120	mikesilvester@compuserve.com
BHPA Exec rep	Andrew Larkins	01793 790769	tvhgc@anabatics.com
BFR Co-ordinators	Rob Fish Chris Hines	07917 231916 0118 9667512	rob_s_fish@yahoo.co.uk Chris@chris-hines.com

Safety

London Ambulance Service have launched a national "In case of Emergency (ICE) " campaign with the support of Falklands war hero Simon Weston.

The idea is that you store the word "I C E" in your mobile phone address book, and against it enter the number of the person you would want to be contacted "In Case of Emergency".

In an emergency situation ambulance and hospital staff will then be able to quickly find out who your next of kin are and be able to contact them. It's so simple that everyone can do it. Please do.

For more than one contact name ICE1, ICE2, ICE3 etc.



For more information, please visit:

<http://www.icecontact.com/>

Dealing with accidents

Unfortunately our sport sees a number of accidents and injuries each year. Over the course of a long flying career the chances are that you will be present at an incident. Most accidents occur on our flying sites

The first rule is to always keep an eye open for people who might be in trouble. On a hill you will often see people being dragged. If you see a hard landing, spot someone being dragged or are unsure of someone who landed out of sight take a couple of minutes to go and investigate. If, while flying around, you spot someone who has is lying / sitting and waving frantically without having their wing fully under control you should suspect that they might be injured; fly over and check they are OK. Look out for everyone else, one day it might be you!

If you see an accident or an injured person you should alert others and go over to help.

Make sure that it safe to approach, check for hazards such as road traffic, downed power lines and falling or drowning risks. **Don't make it two casualties.**

Your first task is always to stabilise the wing to ensure that it does not drag the pilot and cause further injury.

With paragliders you should grab a wingtip and run with it down to the pilot, then bundle the wing up next to the pilot.

With hang gliders you should carefully secure the edge of the wing that is facing into wind to prevent the glider from flipping over. When securing the hang glider you must ensure that you don't move the pilot.

Next you should make a quick assessment of the casualty's condition. Are they Conscious or Unconscious? Obvious injuries? If they're conscious ask them what hurts. Hopefully, by now, other pilots will be arriving to help.

Unless the pilot is uninjured, or definitely only has very minor injuries, the Emergency Services should be called.

Detail the nature of the injuries and the location of the casualty. Make clear to the emergency services how far from the road the site is; they will send a vehicle appropriate to the location of the site.

If in any doubt make the call. With best intentions, too many people have been helped home with serious injuries (broken backs in some cases) that are not discovered for weeks.

Hopefully other pilots will have arrived to help by now. If a first aider is present they will take charge of the situation. However, if no-one else is around to help, or no-one is a first aider you will need to deal with the situation yourself. Our First Aid talks will cover the basics of dealing with an incident and we strongly urge you to attend one.

If an air ambulance is going to arrive you must get everyone out of the air and make them stay out of the air. A large H symbol created with wings on the hill is the official symbol for "all land, air ambulance on the way". Clear all kit and people from any potential landing areas. Even a loose stuff bag can seriously damage the Helicopter engine(s). Signal to the Helicopter to attract attention and make sure that obvious landing areas are kept clear. Once it has landed do not approach it, the crew will come to you. They may land some distance away and move closer later. Keep everyone on the ground until the helicopter has left.

All accidents should be reported to the BHPA. If you see an accident you should make a factual note of what you saw and heard ASAP. It is best that you should make your notes before discussing the incident with anyone else. Be very wary of tainting your report by listening to the views of others. The loud opinionated types are often wrong. Write down what you saw and heard, only the facts.

Today's first aid talk covers the very basics. We would like to encourage all pilots to participate in practical, hands on, first-aid training. If members are interested, the club will organise first-aid training. This will be in groups of about ten lasting a day. If you would like to organise one of these in your area please let us know.

For Sale

A member recently, and unexpectedly, passed away (not paragliding related) leaving a wife and eight year daughter.

She has asked us to help sell her husband flying kit that he purchased towards the end of last year. This equipment would suit a new pilot/ low airtime pilot. The equipment consists of: -

* Airwave Wave Medium 80-100KG red and white, go to <http://www.airwave-gliders.com/en/paragliders/wave/index.html> for details.

* Gin Gingo Medium harness with reserve, go to here for picture. <http://207.234.168.87/tvhgc/harness.jpg>

* A white medium Icaro open faced helmet, go to here for picture. <http://207.234.168.87/tvhgc/helmet.jpg>

Since the equipment is almost brand new she is looking for offers in the region of £1900 - but is willing to consider offers. Please circulate details of this onto anyone who might be interested, particularly new pilots.

If you are interested please email me on Chris@chris-hines.com or phone me during the daytime on 01256 748736.

Many thanks

Chris



Not actual glider



Comp News

The year got off to a very slow start with very few XCs flown, particularly from club sites. We all eagerly awaited the opening of Combe Gibbet but we don't seem to have had many of the classic NW'ly days that we long for.

The competition scene seemed to get off to an even worse start. The BPCup visited Snowdonia in April, Tasks 0 Bad weather 2, then moved on to the Yorkshire Dales for a four day round over the May Bank Holiday, Tasks 0 Bad weather 4. We next met up in SE Wales at the end of June with a slightly more promising forecast. Again, Saturday was poor, but on the eighth day we got a task in at last, so in total so far it has been Tasks 1 Bad weather 7. No one made Goal at Aberdare from the Blorenghe but the task was reasonable with Andrew Larkins coming in in forth place. The rest of us were sprinkled over the welsh valleys. Lets hope the upcoming round in the Scottish Borders brings more luck for the tasks. (www.bpcup.co.uk)



The BCC also got off to a very poor start due to the weather. The final from last year never happened and was scheduled to take place early in the year but again was dogged by poor weather. In the end the 2004 winners were Avon based on the semi's rather than actually having a final.

The 2005 BCC eventually got off the ground when we, TVHGC, hosted a round in SE Wales at Talybont. This is a great mountain site suited to light S'ly winds. As a club we did not score very highly but we were fielding a fairly inexperienced team, but at least we got some points. Since then things have improved rapidly with two good weekends in SE Wales. On the 3rd July we finished 2nd overall, on the 9th where we finished in 1st place and the 10th when we finished in a close 4th place. Then we actually hosted a round at Combe Gibbet on the 16th July where we again finished in a close 4th place. All in all this currently leaves the TVHGC team lying in 3rd place overall with a pretty much guaranteed place in the final. It has been a

great learning experience with many pilots flying their first XCs or beating previous personal bests. Currently the final is scheduled for the weekend of the 6th and 7th August at Llangurig so lets hope we get a good team together for this. (www.flybcc.co.uk/)

TVHGC also had an extremely large presence at the Ozone Chabre Open in Laragne, France with somewhere in the region of twenty members attending. This was an extremely well run competition which I suspect will be a sell out next year, this year was the first time it was run, so get you names in early (www.flylaragne.com). The competition was cheap for what you got with transport to TO, retrieves, some meals and drinks and talks from Russell Ogden, Nicky Moss, Judy Leden and Chris Dawes, Jocky and Bob Drury and displays of Acro flying and the Ozone Renegades. Overall it was scored as a handicapped event and Gerrit Groenswold was top scorer from TVHGC in 9th place with the rest of us spread through the field, all had a great time though.

Renegades at the Ozone Chabre (Photo by Tony Blacker)

I have just got from a great week at the British Open in Piedrahita, Spain having missed the first round in Mayrhofen, Austria. Austria gave 6 tasks but we only managed 4 tasks in Spain. These were however great tasks ranging from 75km to 119km races to goal. After these two events TVHGC's Adrian Thomas is in 3rd place overall in the British Championship with Abigail Barr in 25th overall and 2nd placed female. For me it was a great week with cloudbases up to 14,000' giving a personal best on height and height gain, a personal best on distance at 91km and a personal best on distance to goal at 75km. The rest of the Thames Valley crew also had a great time with some good flights around the area. Lets hope the round coming up at the Long Mynd in August is as kind with the weather and our top pilots can hold onto their places or do even better. (www.pgcomps.org.uk/)



Good Luck All

Richard Bungay
TVHGC PG Comps

Changes at ParAvion



Well, I'm sure most of you will know by now of the major changes that have taken place at ParAvion. We had a great re-opening party on the 18th of May. Once again many thanks to those of you that came along. If you missed it, don't worry; we'll be having many more parties.

The good news for all local flyers is that there is now once and best of all its on the way to the majority of the TVHGC flying sites.

We sell ALL manufacturers' kit, not just the ones that make us the most profit. We will sell you what you want – just ask and we'll get it. We'll also do our very best to give you the best price too, so come and talk to us.

Thanks to those of you that have already come to us and bought equipment, books, gliders or DVDs. Without your support we couldn't survive. It's so good to see you all coming back.

Don't forget, the kettle is always on, the tea and coffee are free and EVERY pilot is welcome to join us for either a fleeting visit or a long chat. Use our classroom as a meeting place and feel free to browse our books or watch our DVDs and videos. Broadband internet access should be enabled very soon and will be available for you all to check on the weather or to do your email on those wet or windy days.



We have lots of demo gliders either in stock or on order, so if there's a particular glider you'd like to try, give us a call. Most can be available within a few days.



Trevor has invested best part of £30,000 in re-vamping the building, stocking the shop, buying a fleet of new gliders to teach on, a new minibus and a new Range Rover (well the vehicles are new to us anyway). There are even plans to move to bigger premises. By winter, we should have a winch operation up and running for the school and all being well, next summer it should be open to TVHGC club members too.

There will be a series of Pilot Lectures held at the school throughout August & September – details will be posted on the website as soon as the dates are set.

We will also be running lectures for new and low airtime pilots on a regular basis. Keep your eye on our website for details. If there's anything you'd like to see discussed or taught, just let us know about it.



Dave Cox, Trevor and their TIs will be doing trips abroad and around the UK regularly too. A lot of you will be familiar with Skygypsy Tours, this is to be incorporated into the ParAvion set-up over the coming months.

We have three trips abroad coming up – Slovenia, St Hilaire and Greece. Places are filling fast so if you want to join us, please register your interest now by either phoning or emailing us.

ParAvion Paragliding Centre ♦ Elm Tree Park ♦ Marlborough ♦ SN8 1PS ♦ 01672 861380 ♦
office@par-avion.co.uk ♦ www.par-avion.co.uk

And Finally!

Beef, lamb and pork off the hill

From time to time for some time past I have touted for private customers for Andy Orton, who grazes sheep on Liddington Castle. His lamb and pork are extraordinarily delicious. The meat is properly butchered and comes cut into joints, chops etc bagged and boxed.

It transpires that Bill Daw does the same sort of private kill from time to time with the Welsh Black cattle (and the sheep) that graze on Rybury and Tan Hill, They are traditional beasts, properly raised, humanely killed and hung as they should be. At rather short notice I learn a bullock has been killed and is currently hanging. Beef will be in 10kg packs at £75 and available in about a week.

This is very short notice, but anyone interested please let me know – Alexander Kirk Wilson 01672 513861 or AlecKirkWilson@onetel.com

Lamb will be available in about a month at about £45 for half a beast, butchered and jointed. Any takers?

