

The Magazine Of  
The Dales Hang Gliding  
And Paragliding Club  
In North Yorkshire

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SEPTEMBER 2004

COVER PHOTO

Craig Richardson Takes Off On Lijar (Algodonales) By Pete Logan

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## **WHAT'S ON**

**OCTOBER 7th.**

Club Night

**NOVEMBER 4th.**

A. G. M

**DECEMBER 2<sup>nd</sup>**

Auction Night

**JANUARY 6<sup>th</sup>**

Club Night

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# CHAIRMANS CHAT

## FROM THE OZ REPORT

Dan Armstrong <[dan.armstrong@baesystems.com](mailto:dan.armstrong@baesystems.com)> writes:

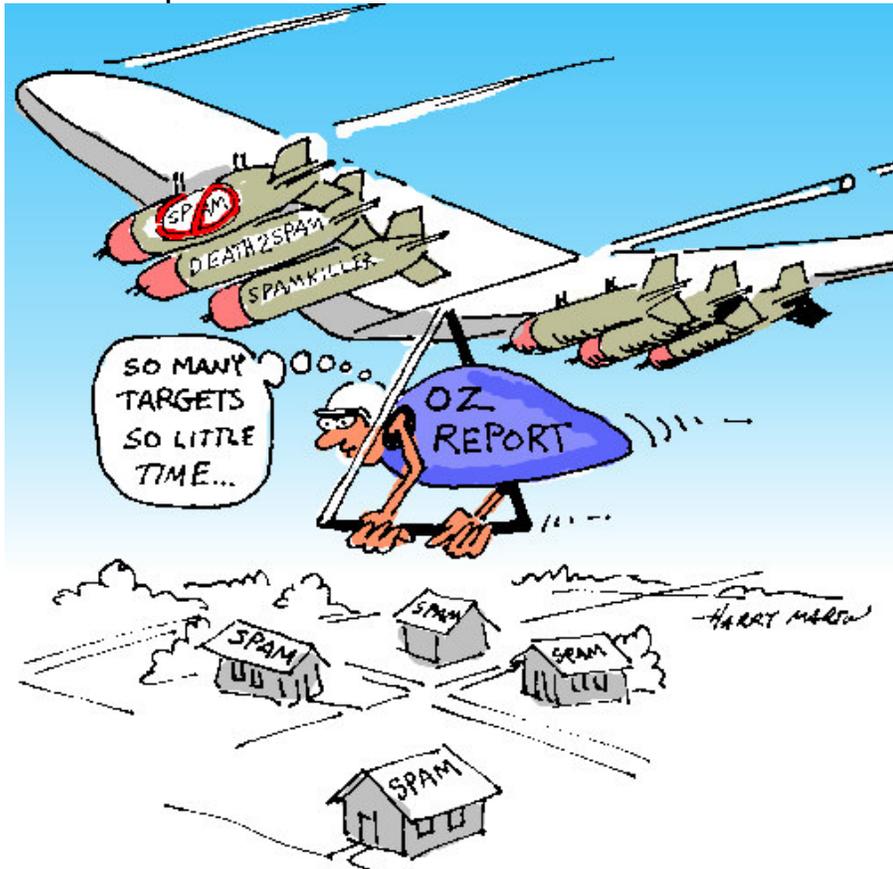
Doug Fronius, Floyd's brother was in Tehachapi on Saturday performing maintenance on his glider. He said that Floyd had experienced a towplane upset while towing a paraglider last Wednesday. An upset occurs when the towed glider kites upward lifting the tail of the towplane until the weaklink breaks. Doug said that he talked with Floyd in the hospital on the evening of the crash. The upset occurred at about 75' agl and happened very quickly, with the Condor towplane diving straight into the ground.

Floyd suffered serious back injuries and his left heel is also badly injured. After surgery on Friday, he has feeling and motor control below the affected area of his back, which is encouraging.

Floyd has been involved in many pioneering activities in hang gliding, ultralight soaring and towing

Oh dear, sounds like aero-towing paragliders is not too good an idea.

## Oz anti-spam



### **British Open Series final at Crickhowell**

A total of 3 tasks were carried out during 5 days with Sunday being showery and Monday being too windy.

Final placings for the year were as follows:

<b>Pos</b>	<b>Name</b>	<b>Glider</b>	<b>Total</b>	<b>Best 6</b>
<b>1</b>	<b>Gordon Rigg</b>	<b>Litespeed S</b>	<b>3566</b>	<b>2871</b>
<b>2</b>	<b>Grant Crossingham</b>	<b>Litespeed S</b>	<b>2647</b>	<b>2595</b>
<b>3</b>	<b>Dave Matthews</b>	<b>Litespeed S</b>	<b>2556</b>	<b>2556</b>
<b>4</b>	<b>Graham Phipps</b>	<b>Wills Wing Talon</b>	<b>2793</b>	<b>2381</b>
<b>5</b>	<b>Justin Needham</b>	<b>Litespeed S</b>	<b>2641</b>	<b>2632</b>
<b>6</b>	<b>Rich Lovelace</b>	<b>Aeros Combat L</b>	<b>2533</b>	<b>2290</b>
<b>7</b>	<b>Johnny Carr</b>	<b>Airborne Climax</b>	<b>2694</b>	<b>2237</b>
<b>8</b>	<b>Malcolm Beard</b>	<b>Wills Wing Talon</b>	<b>2510</b>	<b>2190</b>
<b>9</b>	<b>Bruce Kavanagh</b>	<b>Wills Wing Talon</b>	<b>2566</b>	<b>2162</b>
<b>10</b>	<b>Tony Stephens</b>	<b>Litespeed S</b>	<b>2400</b>	<b>2095</b>

Nick Pain came in at 15<sup>th</sup>, I came in at a lowly 35<sup>th</sup> (missed the last comp as I was brownie point gathering in Paris), Andy Hevs at 41<sup>st</sup> and Kev Gay at 45<sup>th</sup> (both of whom also missed the final comp).

### **Trevor Birkbeck**

## **LIBRARY UPDATE**

### ***Never Ending Thermal***

Celebration of paragliding lifestyle as experienced by two Venezuelan pilots. Follow them on a journey of a lifetime flying around the world.

**Early warning for February's club night. We'll be holding a flying photo competition so dig out the Hasselblad while there's still some sunlight.**

**Email your photos in to either  
webmaster@dhpc.uklinux.net  
anthonypaulpickering@hotmail.com**

**Ideal format would be a jpeg of between 1MB and 3MB in size. If you can't email them because they're on slide or print, contact Tony or myself and we'll scan them in for you. (07720 425146 or 07740 459888). Send a few photos if you want with some words of discription like where and when but let us know which one you want in the comp.**

**We'll project photos anonymously on the night and everyone there will have a chance to vote. Between now and then we'll think up a decent prize for the winner.**

**Pete**

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## ***More Pies Required...***

Relentless rain for two weeks solid and I was beginning to go nuts. Last weekend we all managed to dive over the back of Windbank / Knipe Scar but cloudbase was so low around three thousand feet amsl that all anyone could manage was a straight glide for six or seven km.

A glimmer of hope for the weekend as weatherjack was giving Saturday a 4, no a 3, no upgraded on the Friday to a 4 with the words '...best day in ages, possibly a 5...' Come Saturday and I was quite giddy setting off for Wether Fell, the air was cold, winds were light and the sun was out. Less giddy was I on the drive over the tops from Otley as cloudbase was quite clearly very low again and not surprising with all the rain that had been dumped during the week.

Arriving at Wether there was already ten gliders or so in the air and more unpacking their kit as I rigged my trusty vibe. Earlier in the year I had managed three decent XCs but since June nothing. I had been wondering what I had been doing wrong or maybe I had just been unlucky. I had a lucky t-shirt at one point but that got a bit smelly so I changed it and broke my pb and besides all that superstitious crap is crap isn' t it? Today before I took off I treated myself to a pork pie, maybe that' s the missing ingredient?

Off into a building sky the XC potential didn' tdok great as the gliders on the ridge didn' t seem to be doing that well, I was worried that the wind would pick up and blow us out and that it would fully cloud over and shut down. Lovely, lovely Wether Fell, I flew straight into weak lift and S-turned a couple of times before throwing in a 360. This was it, I was climbing and soon I was settled into my own personal thermal straight over take off, no ridge soaring for me! As I climbed it got smoother and stronger until I hit base around 4100 feet amsl. There was quite clearly different heights to the clouds and I was under a high one, I could see other clouds below me.

So when to go over the back and when not to? Well given my previous misgivings about the weather deteriorating then that' s a good reason for going, the position I was in was just behind take off and with the height I had I could easily get back to the hill, but hang on 2150 feet above take off on Wether Fell it doesn' t get much better does it, an easy decision time to glide.

I had already made my decision on the way to base and set off for the Raydale forest three kms or so back, to my left a yellow glider was heading for Stalling Busk but he was low and looked down to me. Great, more lift over the forest and back to base, now a crossing of the moor and as I wasn' t that high I would stay near the Wharfedale valley in case I needed to glide out there to land, besides it was early having taken off at 11:05 and there was a good chance of a lift back to Wether if it all went wrong.

8 km out and I was very low and cursing myself for not being able to get 10 km the minimum for the national XC league when I managed to glide over the footpath up Buckden Pike. 100 feet climbed but I lost it I flew along the side of the valley when Jake came on the radio from the shop below. A few words of encouragement and the promise of a lift from Jake but I didn' t need it as I was very slowly gaining height, 50 feet at a time as I flew down the valley towards Starbotton and Kettlewell. I stayed on the side of the valley for an age, not as high as the top but not going down either but I did think that I was just delaying the inevitable.

Never getting high I had at least managed to get my XC above 10 km and in the league, I was still going up and down a couple of hundred feet when I spotted two birds just to my left going up. A quick glide and I connected with some lift. A couple of 360s and I was going up although very slow, but now I knew there was lift there I was confident enough to search upwind for the stronger stuff and there it was, don' t you just love it when a plan comes together? The thermal turned into a really good climb averaging 8 up and peaking at 11 up on my vario (feet per minute), arriving at base again I found it was up a couple of hundred feet at 4300 amsl.

I was so convinced I would be landing in the Wharfedale valley I hadn' t got a plan for this so a quick look at the sky and I took a glide straight over Conistone and Grassington Moors towards Grimwith reservoir. Topping out in that last climb I had at last been able to see Grimwith in front, Angram and Scar House behind and the Aerials way in front at Menwith. On glide into the boonies I was praying for a climb at some point but with my gps giving me 50 kmph plus I was at least covering the ground well. The long-term plan was to fly Grimwith to the aerials and then south-southeast missing the Leeds control area on the right and the ATZs on the left. Short term the plan was not to have to land on the top of the moor with a big big walk out in front.

Halfway over the moor I connected with another climb, which got me to base again, and I could relax, from here I could easily reach a road. What to do now as I was approaching a big blue hole? This situation has put me on the deck three times this year and I' m not sure what I could have done, perhaps I should have gone back under my cloud and tried to stick with the drift but there was a definite difference in the weather at this point, behind me the hills and some quite scary looking clouds, in front mostly blue skies with a few cu's dotted around. Oh well so far so good, take a glide and get the camera out again.

Over the Greenhow quarry again although no monster thermal like last time I was there, and heading for Pateley Bridge. Getting low now my groundspeed was still showing 50 kmph plus and I was getting a bit worried about the landing. It may have been possible to glide off the end of the high ground into

Nidderdale but I didn't want to be kicking the trees at that speed with limited options so I put it down in a field next to the road on the tops, 35.5 km my fifth best flight ever, not bad. I packed up and it took me an hour to walk into Pateley but from there I phoned the girlfriend to rescue me from the Crown on the high street.

Later Chris phoned me on his way home from Wether where it had started raining again and had even hailed, I was glad I had set off when I did.



**JAMES GLODSBOROUH**

## **New Thrill for the Bored- With-Just-Parachuting Set**

August 23, 2004  
By COREY KILGANNON

GARDINER, N.Y., Aug. 20 - From 5,000 feet up, a parachutist glides gently to earth, destined for a soft, feathery landing in the grassy airfield here at the Blue Sky Ranch, at the base of the Shawangunk Mountains.

But suddenly, at about 500 feet, the jumper abruptly begins plummeting in a downward spiral and seems in a free-fall

death plunge. At precisely this unnerving moment, though, cheers erupt from a crowd assembled around a small artificial pond below, and the jumper deftly pulls out of the plunge by banking a turn toward the water.

In a steep, swooping approach, he hurtles toward the pond at about 70 miles an hour. The parachute bleats loudly and the jumper controls it like an airplane wing, `kilful`g himself off and flying low and steady and horizontal just above the pond surface.

It all culminates in a moment of graceful parachute control, as the jumper dips one foot into the water - or two feet, like a barefoot water-skier - and skims the length of the 240-foot pond before slowing to a gentle touchdown on the far bank.

It is called pond swooping, and the Pond Swooping Nationals began Friday at the ranch, a parachute club just south of New Paltz, a 90-minute drive from Manhattan. Ranch regulars claim to have invented this extreme form of high-speed, high-performance parachuting, now popular with a growing subset of thrill-seeking adrenaline junkies bored with simply plummeting to earth as plain old sky divers.

The tournament, in its sixth year, attracts the world's best pond swoopers, competing for about \$7,000 in prizes.

On Friday morning, they began their runs, swooping down to the water every minute or so - first Sonic, then The Punisher, then Fruitcake - flying over the water in a narrow buoy lane, first curved, then straight.

Just as many competitors in the weekend event skimmed along on their bellies or buttocks, or lost speed and control and splashed unceremoniously into the muddy water, to hoots and jeers from spectators. This is called chowing, and it is as integral to pond-swooping fun as the perfect surface glide.

Splashers get flagged down by the chow judge, Bruce Chapman, which means a big deduction of points from the judges sitting lakeside in lawn chairs. They assess a swooper's approach, skim length and swoop control. In other events, swoopers try to land on a raft, and show their freestyle skills in an event called canopy expressions.

The crowd watched intently as Clint Clawson, 29, from Perris, Calif., drifted down from the clouds and swooped down on the pond. Mr. Clawson, a top pro on the national Pro Swooping Tour, has won the event at the ranch the past two years. With his black Chuck Taylor hightop sneakers, he traced a graceful arc in the water before landing on the far bank, while mugging for the crowd.

The son of skydivers, Mr. Clawson said he began jumping out of planes by age 9 and eventually started swooping for the thrills and the emphasis on `kilful maneuvering.

Swoopers use a small parachute called a canopy, which allows them to drop out of the sky much faster than a

larger chute. At 84 square feet, Mr. Clawson's canopy looks like a picnic blanket, made from densely woven nylon for minimum air seepage. During a dive, its riblike pockets fill with rushing air, turning the chute into a stiff wing that jumpers can steer like a high-performance glider. The swooper dives to gather speed and then converts it to lift, to sustain a long horizontal flight above the pond.

Another contestant, Eldon Burrier, 38, a landscaper from Seattle, said he began conventional parachuting in the 1980's as an Army paratrooper. After taking up swooping three years ago, he is now on the pro tour.

"I'm a speed freak and this is a serious taste of speed," he said. "Swooping is like doing a high dive, but with a parachute."

But it is also dangerous. There are the occasional newspaper articles about tragedies like swoopers dying while using recreational drugs, or the dive center in Chicago that recently had six deadly plunges in a year's time.

In the 2001 nationals here at the ranch, Lisa Gallagher, 41, of Columbus, Ohio, hit a wind gust during her approach. Her parachute collapsed, and she slammed into the ground and died.

A rescue captain for the Gardiner Fire Department, Dot Bailin, watched that and the deaths of two conventional sky divers at the ranch. "I'm just watching human beings bounce themselves around," Ms. Bailin said, as she leaned against the first-aid equipment in the back of her Dodge pickup and watched each landing closely.

She treats a steady stream of sprains, cuts and bruises. People with broken legs and arms go by ambulance to a local hospital. Those with broken backs or necks, or worse, go by helicopter to Westchester Medical Center, she said.

Swoopers and tournament officials say that safety is their first concern and that all competitors have completed thousands of sky dives. They welcome critics to compare the dangers of swooping to driving a car or swimming in the ocean.

"Yes, you have to dive to pick up speed, and if you mess it up, you're going to die," explained one ranch regular, Rick Graham, a 43-year-old computer consultant from Queens who said he sky-dives, surfs hurricane swells and has bungee-jumped off the Manhattan Bridge.

"It's dangerous," Mr. Graham said, "but for some of us, it's the only time we're in control of our own destiny. If this sport was totally safe, most of these guys wouldn't be here."

<http://www.nytimes.com/2004/08/23/nyregion/23swoop.html?ex=1094240829&ei=1&en=delc0718fac047fc>

**Mick Bolton**

The rechargeable battery pack recently gave up on my Alinco DJ190 radio. Infuriatingly the importers are unable to supply replacements because the packs are not made / available any more. They were helpful though which eased my anger at having an otherwise useable and not very old bit of kit made useless. They suggested a company which specialises in opening and re-packing the battery packs. I got in touch, sent off my pack and had it back by return of post all for a sum of less than £20 including P&P. I now have a usable radio once again saving me about £150 for a new radio (which the importers could have easily sold me). There must be plenty of pilots out there with DJ190' s and other radios with the packs about to go so no need to chuck it out - get the battery pack seen to. The name of the battery packing people is "Strikalite" Laurel Drive, Rugeley Road, Burntwood, Staffs. WS7 9BL Tel 01543 683122 or [www.strikalite.co.uk](http://www.strikalite.co.uk) or [info@strikalite.co.uk](mailto:info@strikalite.co.uk). They can re-pack just about anything rechargeable it seems.

TONY PICKERING

## SPOTLIGHT ON PULE HILL

PULE HILL	
SITE CODE	8.062 Used for Notam's mid week
GRID REFERENCE	SE 033 104
WIND DIRECTION	W (080 – 100)
HEIGHT	1440 FT. AMSL
TOP TO BOTTOM	252ft.
GRADE OF FLYER	Paragliding – Soaring, Hang Glider - Expert



Parking is on the Manchester road at the foot of the hill, in the car park at the junction of Manchester road and Mount road, or in the Pub car park.

If the hill is soarable there is an easy take off below the top, but it is advisable to walk to the top first to check the wind strength. Beware of the cables running parallel to the road. Take off from the pimple is permitted, but stick to the path through the SSSI, and then try to pick different routes so as to minimise erosion.

No more than eight gliders allowed at any time.

Hazards to note are the power lines running parallel to the road, and the small top landing area that is renowned for a viscous rotor.



The site is shared with the Pennine Club. Check latest issue of relevant airspace maps for up to date airspace information.

Paragliders if caught out in increasing winds, the best bet is to fly off south over Mount Rd. rather than risk top landing on flat area to the North.

**AIRSPACE** Manchester CTA at 3000ft. alt. Just 1500ft. above take off.

If going XC beware of danger zone just beyond Marsden, Standard fireworks have a testing range, thermalling off a roman candle is not recommended.

**Website Writer Required**

Much in the same vein as Mark Ashcroft, with a second baby on the way (probably here by the time you read this) I' m going to have to stop writing for the website. What I' m after is someone (or a few people) who is quite happy to put a few words down about their experiences and maybe opinions as well as a bit of photography. No huge technical experience is needed (well a little bit helps) as I can still do any bits of programming / technical work. You don' t have to be an old hand at flying either, often new attitudes and good writing come from those experiencing things for the first time. If you' re interested give me a call on 07720 425146

Thanks  
Pete Logan

# e-BAYGUM

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Coming to an eBay near you ?

The latest folly online:

Paramotor only 3 steps forward and you could be flying !

No license is required and learning to fly is simple.

If anything goes wrong you just let go of the controls and have a parachute.

(To quote the famous American philosopher McEnroe, ' You cannot be f\*\*\*\*g serious man!')

Ok so perhaps you still need to spot a safe place to land away from power lines and trees but given a safe height and little thought this is not that challenging. Compared with motorcycles, motor sports etc these are extremely safe and I doubt if you have ever heard of anyone coming to grief using one of these.

(Duh ? is someone out there burying all the bodies discreetly ?)

Restrictions exist as to where and what height you can fly in some areas, so you can' t land at Heathrow, but I will give you a set of maps to get started, and even some books and videos on flying them.

Common sense, is the main requirement, ie don' t try and fly it when raining or snowing, and choose a place to take off from and land that has no wires or trees near.

' Common Sense' a quality you are sadly lacking pal [Mick](#)

## **PARLICK WEB CAM**

At last, you can torment yourself in the comfort of your place of work by logging onto:

<http://www.bfgc.dynalias.com/>

Its at Bowland Gliding Club, enjoy it while you can because apparently it may only be a temporary arrangement.

The webcam image can also be seen on the homepage of the PSC website at:

<http://www.pennineweb.pwp.blueyonder.co.uk/>

# ***FLYBUBBLE*** ***PARAGLIDING***

For those that might be interested, Flybubble Paragliding still have some places left on the following paragliding coming XC trips and SIV courses, led by British Paragliding Team member and BHPA Senior Instructor of 10 years, Carlo Borsattino...

FLYBUBBLE PARAGLIDING CALENDAR 2004...

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FLYBUBBLE SIV COURSE IN OLUDENIZ, TURKEY

Dates: 25th Sept - 2nd October

1 week SIV and XC flying course in Oludeniz, Turkey

There are still some places left on our SIV and XC trip to Oludeniz at the end of September 2004, with SIV instruction and XC flight guidance by Carlo Borsattino, British Team 2004. The SIV course will focus very much on the individual, with group sizes kept small, and aim to build a pilot's glider control skills and confidence, with an emphasis on a more personal instructor-student approach.

Cost: 400 pounds. ONLY A FEW PLACES LEFT!

For more info see: [http://www.flybubble.co.uk/xc\\_trips.asp](http://www.flybubble.co.uk/xc_trips.asp)

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FLYBUBBLE PERU - CHILE PARAGLIDING EXPERIENCE

Dates: 30th October to 20th November, 2004

Site and flight guidance by Spanish speaking Carlo Borsattino.

Three week 'Xploration' trip, flying at the very best sites in Peru & Chile, fly-guided by Spanish speaking Carlo Borsattino, working together with local pilots. We will be flying in to Lima, in Peru, travelling down to world famous Iquique, in the Atacama Desert region of northern Chile, then working our way down to Santiago, visiting and flying the pick of the crop of Peruvian and Chilean flying sites along the way!

Cost: 1,300 pounds. ONLY TWO PLACES LEFT!

For more info see: [http://www.flybubble.co.uk/xc\\_trips.asp](http://www.flybubble.co.uk/xc_trips.asp)

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WESTERN CAPE, SOUTH AFRICA XC

Dates: 4 - 18 December 2004

Two week advanced thermalling and XC flying trip, fly-guided by South African born Carlo Borsattino, with local pilots, flying at the best flying sites in the Western Cape province of South Africa.

Cost: 900 pounds. BOOK NOW FOR CHEAPER FLIGHTS!

For more info see: [http://www.flybubble.co.uk/xc\\_trips.asp](http://www.flybubble.co.uk/xc_trips.asp)

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To find out more about Flybubble Paragliding's coming trips and courses, take a look at our brand new Flybubble Paragliding website:

Flybubble Paragliding - [www.flybubble.co.uk](http://www.flybubble.co.uk)

<http://www.flybubble.co.uk>

Or contact Carlo or Nancy on 01273 812 209 or [info@flybubble.co.uk](mailto:info@flybubble.co.uk)

Best wishes, Carlo

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Carlo Borsattino, Flybubble Paragliding



# WINGS & THINGS

Podlite H.G. harness, in excellent, as new condition. Blue with yellow trim. Size: 5' 6" to 5' 8". Including: 2 karabiners, bridle for reserve chute, carry bag. £85.  
Contact [jim](#), 01629 56452.

Airwave Sport (s) for sale. Blue white. Lovely condition. £800. Time for a change.  
Email for details.  
Contact [Peter Batey](#), 01768771456..

For Sale: Aeros Stealth KPL 2, 14-metre. Excellent condition. 4 years old, £1500 ono.  
Contact [Gordon Moss](#), 01484 687156..

Airwave sport 2, DHV 1/2. Small. 30hrs, blue and white. 4 months old. offers.  
Contact [chris scammell](#), 01900 826138.

Mosquito type powered hang glider harness. Engine only done 30hrs.  
£800.  
Contact [chris scammell](#), 01900 826138.

Nova taxi tandem paraglider. DHV 2. 150hrs.  
£400  
Contact [chris scammell](#), 01900 826138.

Apco contour paragliding harness. small. side and back protection, good condition. £75  
Contact [chris scammell](#), 01900 826138.

Frantic Free X plus dv1-2 med Only 40hrs Mint con  
with Sky Systems harness £495  
Contact [Ron Freeman](#), 01670 816924..

Firebird G-sport dv 1-2 med  
only 50hrs very stable Sky Systems Harness all in good con £395  
Contact [Ron Freeman](#), 01670 816924.

Aeros Target 16m2. Excellent condition, low hours. Mint green L/E, white sail. Email for photo. Ideal for powered flying.  
Contact [Pete Jones](#), 07968561849.

Airwave K2, regularly serviced, excellent condition. Spare uprights, basebar, nose cone. £325.  
Contact [jim](#), 01629 56452.

Apco Fiesta 2 paraglider. Medium, red, DHV 1, 40 hours, excellent condition, just serviced by Aerofix, £750.  
Contact [Geoff Wilson](#), 079666 03757.

Podlite harness, 5' 3" to 5' 7", very low airtime and in excellent condition, includes 2 karabiners, reserve bridle, and carry bag, 85 pounds ono. Tel: 01629 56452  
Contact [Jim](#), 01629 56452.

## Flying Gear Wanted

Radio wanted - Alinco DJ 190, preferably with charger. ( note this is the correct phone no. this time !!! )  
Contact [pete swanborough](#), 01765 606479.

Just starting my training for CP this week and will be looking for a first glider shortly. I' m 5ft 8ins tall and 13.5 stones. Also need harness, helmet, etc etc. What have you got lying about???  
Contact [Vince Gledhill](#), 07736 202101.

# **EDITORIAL**

This is the first issue of Skywords to be published by E-Mail, please bare with me until I get it into a layout that I am happy with.

If you have any suggestions or comments then please feel free to contact me, my E-Mail address is [skywords@dhpc.org.uk](mailto:skywords@dhpc.org.uk).

Also if you have any articles for publishing in Skywords then please don't be shy!! Send them into me. Let's hear about your flying, either from this season or from the past. If you have any articles that are not flying related then don't be shy **SEND THEM IN!!**

Some of the longer standing members of the club must have some old articles, send them in and I can start a section concentrating on old articles, a blast from the past if you like.

**DON'T FORGET SEND THEM IN**, I can only make Skywords as interesting as the articles that I have.

Happy Landings.

Craig Richardson

Skywords Editor