

SKYWORDS

The Magazine Of The Dales Hang
Gliding and Paragliding Club

NOV 2006



Picture I. Newis

WHERNSIDE (Ellerbeck)

From 1 Sep 06 all pilots are asked to refrain from driving their vehicles up the track leading to Ellerbeck Farm.

Background.

The track is actually part of the property at Gill Head (the house half way up on the left) and, although it is a public bridleway, motor vehicles are specifically excluded. Frank Brennand owns Ellerbeck Farm, although he no longer lives there, and has access up the track. In the past we may have claimed to be 'visiting' Frank but this is no longer viable. Whilst Frank remains supportive of our needs he is also sympathetic to the new owners of Gill Head.

New Owners.

The new owners are concerned about security, and to a lesser extent about congestion, noise and further damage to the badly eroded track. Although sympathetic to our needs and generally 'flyer friendly' our vehicles are our downfall. In order to maintain their security they would like to be in a position to report

'unknown' vehicles to the police, and intend to ask their neighbours to do the same.

Negotiations.

During my negotiations we discussed various possible solutions including: a gate with a combination lock; members carrying identification; daily notification of use and even fees, but for various good reasons these were all deemed unacceptable.>

Concessions.

The new owners are currently renovating Gill Head and do not intend to move in until early Sep. They have agreed that we can continue to use the track until 31 Aug 06. In addition they are happy for us to use the track for competitions or 'events' say 2 - 3 times per year on the strict proviso that we give prior notification and use a minibus to transport pilots to and from Ellerbeck Farm. This will at least ensure that we do not lose access for competitions such as BPC, BCC etc.

Current Situation.

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COMITTEE

Chairman –

Trevor Birkbeck

Newsletter Editor –

Craig Richardson

Membership secretary –

John Edmonds

Treasurer –

Tony Pickering

Club coach -John Ellison

Safety officer – Mick Bolton

Librarian – Liz Addy

Sites officer Southern –

Sean Ogi,

Sites officer Northern - Martin Baxter

Paragliding competition secretary – Pete Balmforth

Hang gliding competition

secretary – Kevin Gay

Club secretary – Peter Logan

Social Secretary – John Ellison

Web site officer – Peter Logan



Probably little change for Hang glider pilots! Members are still free to fly Whernside but are strongly advised to park below the sign reading 'PRIVATE ROAD, ABSOLUTELY NO MOTOR VEHICLES' and walk from there. It is acknowledged that this turns and arduous walk into an epic. It remains unclear how the police would respond, but there isn't much of an escape route, and frankly it would be far better if a non-DHPC member tested the water first!

Flying Activity.

We never actually had permission to park or land on Scales Moor, but this is probably less of an issue now. The area is also a designated SSSI but English Nature and The Yorkshire Dales National Park Authority don't seem too concerned about our activities at the moment.

Alternatives.

Frank Brennand has asked us not to use the road leading to Bruntscar. This is on the increasingly popular Three Peaks Walk and would encourage non-flyers to do the same. However, if anyone can suggest an alternative route or compromise I would be more than happy to investigate/negotiate further.

Martin Baxter DHPC Sites (North)

Hi Martin,

Has anyone thought of using the alternative walk up from the Deepdale side of Whernside? The walk is longer but flatter and after the flight, in all but the strongest conditions, it should be possible to fly over

Frank Brennand has asked us not to use the road leading to Bruntscar. This is on the increasingly popular Three Peaks Walk and would encourage non-flyers to do the same.

the back back to the car, Looking further west the Gragareth ridge is just as much fun to fly and is consistently more flyable than Whernside.

Regards,
Fred

Hi Fred,

Many thanks for your advice. Pete Logan came up with the same idea and also suggested that we could fly the W face. The climb up from Deepdale looks, from the map, to be about twice that from Ellerbeck: I promise to try it out when I get my new lightweight harness!

I guess that flying 'over the back' to get back to your

car is possible in the right conditions but we would have to warn novices about the danger of rotor. Also the implications of sinking out in front would be a trifle inconvenient.

Dean Crosby controls Gragareth and has asked anyone contemplating flying there to give him a call first. I haven't managed to get in touch with Frank (or William) Brennand to discuss dropping kit off on the road to Bruntscar yet but I promise that I will.

Martin Baxter
DHPC Sites (North)

Hi All,
The back of Whernside & Gragareth are Active Edge school sites, I have no problems with people wanting to fly there, if they contact the school! Walking up from the back of Whernside is no easier than walking up from Chapel le Dale, plus we shouldn't be encouraging anyone to fly over the back in rotor to the cars in Kingsdale/Deepdale! Regards Dean Crosby

Active Edge
Unit 153, The Mill
Glasshouses
Harrogate
HG3 5QH

The tarmac road leading up to Bruntscar is public but the land either side is not so we can legally drive up as far as the 'Private Land No Parking' sign but we cannot park.

If you can find a flying buddy, Frank Brennand's brother, William, is happy for you to drive right up to the top of the track (SD 739790) to drop off or collect kit. Whoever draws the short straw will then have to drive the car down to the area of The Hill Inn to park whilst the other(s) guard the kit.

The path up to the shoulder is pretty obvious. I haven't had chance to check out the best take off yet so chose your spot with care. The best landing field is the one just short of the 'Private Land No Parking' sign but if you can't penetrate that far the first field that you walk through on your way up is flat near the bottom; just watch out for boulders and pot holes!

Please, please do not park anywhere on this route. It is used by literally hundreds of walkers each day and if they see one car parked there they all think that they can do the same. We may also have to

apply other limitations during the lambing season, but that is some way off yet.

The Hill Inn car park is for 'patrons only', but there are a couple of laybys just above it.

Hardly a perfect solution but the best that we have at the moment. Perhaps a taxi from Hawes/Ingleton is the answer.

Martin Baxter
DHPC Sites (North)

We have recently taken over responsibility for Addleborough from SunSoar Paragliding. All the landowners are happy but I have only just found out that a fifth party owns the shooting rights over the area. He got in touch after a paraglider pilot scared away all their grouse last Saturday!

I have agreed a general rule that we will not fly the site during the months of Sep, Oct and Nov; but that if pilots want to fly there during these months they can give him a call, and if no shooting is planned, flying can take place.

His name is John Ellerby 01642 724739.

Please pass this new restriction on to all pilots.

***Martin Baxter
DHPC Sites (North)***

Upcoming Club Nights:

Dec - Bognor Birdman Presentation
Jan - Film Night.
Feb - First Aid Night/Incident Demonstration.
Mar - Weatherjack
Apr - Aiden Toase (X-Alps) Presentation
May - BHPA Executive Member Presentation
June – XC hounds
July – flight simulator

Site Name	Addleborough
Grid Ref	SD 948880
Wind Direction	NE-E (040-100), N (340-020), SW (200-260)
Height	470m AMSL, 50m top to bottom
Grade of Flyer	NE-E All Grades; N & SW Experienced
Parking	From the sharp/steep bend in the A684 at Bainbridge take the minor road heading south. Fork left at the radio mast and drive almost to Carpley Green. Park just before the barn on the left keeping clear of the gate.
Access	Enter the field signed BW Thornton Rust and follow the path keeping the wall on your right. After about 150m the wall bends right and takes you through a gate. Leave the path and walk directly up the hill now keeping the wall on your left. You soon lose the wall as your handhold but keep going in the same general direction towards the right hand side of the outcrop. Once above this outcrop look for the purpose built stile, marked on the map, to gain access to the E/NE face. Access to the N face is via a further stile also shown on the map. Do not climb any walls.
Telephone	Good mobile reception. Phone box in Worton (SD 955900).
Owners	John S Cloughton, Carpley Green - 01969 650327 (Route up/SW) Mr Harker, Punchard Farm, Arkengarthdale (E/NE T/O & Landing) Dennis Mudd, Noble House, Cubeck - 01969 650232 (NW Landing) A B Spence, East Scar Top, Thornton Rust - 01969 650289 (N T/O & NE Landing). Shooting rights - John Ellerby 01642 724739. No flying during the months of Sep - Nov unless prior approval obtained.
Capacity	Probably about 2 on E/NE face. More on N face.
Hazards	The N and SW faces are rocky outcrops with sharp edges: beware rotor! The enclosure marked 'Hukermire Moss' is used for cutting peat and can be very boggy.
Rules	Do not climb any walls. If you bottom land to the E do not attempt to walk S to join the public footpath, as this will force you to climb at least one wall. You must walk back to the top and cross the stile. Bottom landings should be on the fell, not in the enclosures to the SW that are cropped. There is no route from the NW bottom landing field back to the top (you will have to walk NW to join the road) so better to land to the E of the wall where you can walk up the footpath (not marked on map). Try not to startle livestock near the sheer face: a fall is likely to prove fatal.
Comments	For many years this isolated hill has been limited to a paraglider training slope. However the E/NE faces are soarable and have XC potential. Since Wensleydale runs predominantly W-E the promising looking N face is often out of wind. In a SW wind it may be better to drive to Staggs Fell or Nappa Scar.

Dales Club AGM

Folks, its the Dales Club AGM on Thursday the 2nd November at the Riverside Pub in Ilkley from 8pm.

There are two issues up for discussion so far, please reply by email if you have one you wish to put before the club. 1, The club should pay British Challenge Cup travel costs to competitors from the club. 2, The club sites guide should be published and kept updated on the DHPC website www.dhpc.org.uk

All committee posts are up for re-election every year and its a great way to contribute to the club. Any club member can stand for any post so don't be shy! Its not usually too much work and you benefit from the odd free beer and never ending respect of your fellow flyers. OK maybe not the latter but the beer is guaranteed. There's a description of all the roles below but this year we're definitely in need of people to stand for Newsletter Editor, Safety Officer, Southern Sites Officer, Chief Coach and Hang Gliding Comps Secretary.

To help get the social side of the club back up to where it has been we've moved committee meetings to a different night than the club night and also lined up some great guest

speakers including Steve Elkins in December who'll be talking about his Birdman of Bognor exploits. Aiden Toase will be visiting in the new year to talk about his great walking / flying performance in the X Alps Vol bivouac competition and Weatherjack is also booked in to come and give the best of his flying weather knowledge.

See you at club night
Pete and the rest of the Dales cmte.

Chairman

Would suit someone who can get up in front of people and call things to order. Attend and help minute meetings, propose toasts at the dinner dance.

Club Treasurer

Keep a hold on the clubs accounts and prepare the end of year accounts. Be at club meets to reimburse any expenses. A pretty important job since the accounts have to be correct. Steve, the previous incumbent is prepared to give full advice to the new treasurer.

Membership Secretary

Manage the club database and be the point of contact for new members. Post out members packs and handle membership renewal once a year. Liaise with local schools.

Club Secretary

General dogsbody really. Be a club contact for the BHPA, put people in contact with each other. Be club contact for any enquiries.

Newsletter Editor

A crucial role, producing the monthly newsletter, currently half on email and half posted out so a lot less work than it used to be. Handle any advertising, distribute important sites information & squeeze stories out of members.

Hang Gliding Competitions Sec

Sort out a team for the British Club Challenge and help organise any British nationals or Open rounds that visit the Dales. Get sponsorship for the Dales HG XC League.

Social Secretary

Setup the Annual Dinner Dance, get club night events organised and whatever else you feel is sociable to do. BBQs, Go Karting etc...

Club Chief Coach

Encourage and help pilots pass their Pilot exam. Be a general good egg. Be a contact with the BHPA for coaching matters. Assess pilots attitude to flying and recommend them to the BHPA. This is the one role where coaching experience is required previously.

Paragliding Competition Sec

Sort out a team for the British Club Challenge and help organise any British nationals or Open rounds that visit the Dales. Run the PG XC League and sponsorship for it.

Safety Officer

Organise First Aid and Parachute Repack sessions. Try not to have any accidents yourself and pass on any safety matters to the club in general. Be the safety contact for the BHPA.

Librarian

Hold the stock of books, videos & DVDs and bring them to club meets. Maintain the lending records so we don't lose anything.

Sites Officer

Liaise with farmers and NT over sites, access, temporary closures. Deal with any Site conflicts diplomatically. Negotiate any new sites members may propose. Distribute whisky and Dinner Dance invites to farmers.

Website

Publish stories and news on the website, think of new features to add to the website. Liaise with the newsletter editor over stories. Deal with email enquiries. Manage the DHPC smartgroups email list.

Hello all,

Recently, the BCC team attended the final in SE Wales, coinciding with the Bloreng Bash. We had a full team, despite the poor weather outlook and the commitment from everyone was fantastic. Pennine and CSC did not even turn up.

The weather, however, did not play ball and, this being the second time we had travelled to SE Wales for the final, everyone felt it would be best to accept the current ranking. Other teams felt similarly and this is how the final result was decided.

Hence, the final results were:

1st Avon A
2nd Kernow PG1
3rd Cumbria Border Raiders
4th SEWPG A
5th Pennine A
6th DHPC

On behalf of the club I'd like to thank everyone who participated this year. Maybe next year we will have better weather.

Best Regards,
Peter Balmforth

Club Night
First Thursday of
the month, held at
the
Riverside Hotel
Ilkley

DINNER DANCE
Tempest Arms Elslack
FEBRUARY 3RD 2007

WINGS & THINGS

Mercury fleece lined flying suit. Made for microlighting but I've used it for hang gliding. This suit is as new condition and very very warm. Thanks John

Ozone vibe MS,DHV 1/2,75-95kg, blue & white.Excellent wing to fly around 3 to 3 1/2 years old served in February hasn't been flown since April. £400 Contact Steve Truwick, 01915236886.

Contact John Wallis, 07918082902.

Red Sport 2 with white underside and purple stripe on top. Glider has 20 hours on it, 12 by me this summer and 8 from the importer as a demo. It was only opened last autumn so its about as new as a 2nd hand glider gets.

Contact Pete Logan, 07720 425 146.

complete pg kit in v.g.c. for the smaller pilot.gradient onyx 24 (standard SHV),supair evo top harness, Aeros 18 reserve. £499 ono.(pilot wanting to lighten the load!) Also silly offers for Firebird Barracuda and APCO Mayday 16 reserve { for ground handling and practise purposes only) tel Liz 07775690925 N.Yorks Contact liz addy, 07775690925.

Moyes Litespeed 5, mylar, excellent condition, blue undersurface, spare upright/tip wand, dream to fly. Urgent sale as moving o/s. GBP 1690 Contact Mark, 07709833331.

FOR SALE
Gradient Golden(26)DHV 1/2
Contact Kitt Rudd, 01539
727913.

Full flying kit plus lots of extras!!!! £900. So what do you get? Advance Epsilon 3 (90-105kg)80hrs supair evo harness, LARA reserve, verio (sol 15) mlr gps and pc/car power cable, flying suit, mini compas, radio, charger and radio vest/bra! helmet, gloves and other bits and bobs. Not only that but i will get the wing serviced with aerofix before you buy.
Contact Dave Buxton, 01325367552.

Apco fiesta 2. small 73kg-90kg all up. DHV 1, ROYAL BLUE/WHITE. Bought new september 2002,From npg 40 hrs careful flying, 550 pounds ono

Contact Alan, 07962247029.

Moyes xtralite 147.Orange leading edge. Good condition.No repairs to sail but needs one upright. Batten profile and oldish harness in the deal for 5'10-6'0 pilot. Any sensible offers considered it needs to go???
Contact Harry Harrison, 07979 942054.

Rare Chairman's Chat

Friday the 14th July and I'm as keen as mustard to get some miles in from a Dales site – I'd been working in the Borders the day before and the sky there was just to dream about, 5 to 6000 ft cloudbase for hour after hour – had to have been a 100 mile day!

Off I went to Semer and met Neil Cruikshank for a chat at the road – “Perfect for hangies, bit too windy for the PG's and, although a couple had gone over the back earlier, they didn't get far”. Met Mike Sunter at the wall and he volunteered to help me up the hill with my glider, an offer I couldn't refuse – what a hero.

Rigging on take-off and up strolls Ian Miskin and John Miller, both paragliding though Ian was keen to get hang gliding again when his leg was fully recovered from ligament damage. Chatted to them about the fact that Liz and I were out to dinner that night at Digby Rolf's with Nick and Lyn Pain and that if I went over the back, the brownie points might take a bit of a nose dive. Ian lobbed me off and, although there was one PG soaring now, I started to go down – Jeez, here goes my reputation!

After a few beats below the lower take-off, the Gods were kind and I got up OK; there seemed to be plenty of lift about so I started heading out from the ridge and hooked a climb which developed into a tasty 5 up though, typical with high pressure, the climb rate diminishes as cloud base is approached – now at 4 grand, I had to decide whether to risk the BP's and be late for dinner. After 1 second pondering over this no brainer, I set off over Hawes and found that there was lift everywhere.

The flight showed all the signs of being a very easy XC – just popping from cloud to cloud. After The Moorcock Inn, Baugh Fell looks substantial to cross – you wouldn't want to land in the middle of that with a hang glider – but, no worries, still lift everywhere so I sailed on to The Howgills. Worked climbs at the edge but it was a bit thin so moved over into the middle of the hills where the lift was better – the last climb off The Howgills was a lee-sider, a tasty 5 up to start with.

Crossed the M6 and now came to the decision time – all the clouds were continuing downwind over the Lake District and Ian Miskin's comment “Have you got your bucket and spade with you?” was fair, as the coast was on. However, I could kiss goodbye to the evening appointment if I crossed The Lakes so I turned right and headed North along the west side of the M6, where there were very few clouds, eventually landing North of Shap. 45k of fun.

Liz was still at work so I rung Digby and he set off to get me – 2nd hero of the day – we even went by Semer to collect my car and still got in for dinner by 2000 hrs. Great afternoon's flying.

Trevor Birkbeck

XC LEAGUE

2006 Dales Paragliding League



<u>Pos</u>	<u>Pilot</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>Total</u>
1	Jake Herbert	59.3	113.7	115.5	54	92.8	82	517.3
2	Dean Crosby	64.7	49.1	171.4	52.5	113.9		451.3
3	John Ellison	82.2	55.7	40.9	8.5	85.4	63.2	335.9
4	Chris Fountain	90.7	55	21.8	29.3	16	81.6	294.4
5	James Goldsborough	51.2	48.5	33.8	17.5	11.5		162.5
6	Kate Maddison	66.4	19.4	7.64				93.44
7	Neil Cruikshank	73.6						73.6
8	Mark Elliott	7.3	6.3					13.6
9	Pete Logan	11.1						11.1
10	Sean Ogi	7.3						7.3

2006 Dales Hang Gliding League



<u>Pos</u>	<u>Pilot</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>Total</u>
1	Trevor Birkbeck	45.2						45.2



Sponsors & Prizes

Thanks to Active Edge for sponsoring the 2006 Dales Paragliding XC League.

There are 3 prizes this year:

1st: 15% discount

2nd: 12.5% discount

3rd: Two line kite

Call Dean on 0845 129 8286 for paragliding, kite sports and airtoys or email dean@activeedge.co.uk.



Thanks to Flylight for sponsoring the 2006 Dales Hang-gliding XC League.

There is a three prize format again:

1st: 15% discount

2nd: 10% discount

3rd: Goody bag of useful Hang-gliding paraphernalia

To purchase anything from their wide selection of flying accessories, please contact Flylight on 01604 494459 or info@flylight.co.uk.

DHPC Dinner Dance at the Tempest Arms Elslack FEBRUARY 3RD 2007

The Warm Up Act

MUSHROOM AND STILTON CASSEROLE

Button mushrooms cooked in a light creamy sauce of Stilton and port

A WARM SALAD

Crispy bacon sauté potatoes served with crisp salad oatcakes and fruit chutney

The Main Show

LAMB THINGY ME BOB

The one and only famous joint of lamb born at the Tempest served on the bone
Topped with a real gravy of mint and redcurrant

SALMON BLUSH

Fillet of salmon served on a pool of sun blushed tomato sauce enhanced with basil

The Encore

A STICKY TOFFEE MERINGUE

Crisp meringue loads of cream and warm runny caramel

OPEN LATTICE APPLE PIE

Served warm with ice cream

The Drive Home

FILTER COFFEE

With mint chocolate

£25 per ticket

Disco after the meal.

Hurry and get your tickets, this is a night not to miss, contact committee members for details on how to buy your tickets

ANNUAL GENERAL MEETING

Held at the Riverside Hotel, Ilkley at 8.30pm on Thursday the 2nd of November 2006

AGENDA

- 1) Apologies for absence.
- 2) Chairman's opening address.
- 3) Minutes from the previous meeting.
- 4) Matters arising from the minutes.
- 5) Reports from officials.
 - a) Newsletter editor
 - b) Membership secretary
 - c) Treasurer
 - d) Club coach
 - e) Safety officer
 - f) Librarian
 - g) Sites officer
 - h) Paragliding comps. sec
 - i) Hang gliding comps. sec
 - j) Club secretary
 - k) Social Secretary
 - l) Web site officer

6) Nominations are invited for all of the above posts - some existing post holders will be standing down but if you have an interest in being involved in the running of your club, then please put your name up for election; the precise post can be sorted out later.

- 7) Election of officers
- 8) Debate of proposals
- 9) Any other business
- 10) Date of next meeting

PROPOSALS

1) That the DHPC would, if required, offer the use of Dales Club sites to the PG Nationals, HG League or to the British Club Challenge, as the Committee sees fit, as a venue for a competition in 2007

Proposed T.J.Birkbeck, seconded P.Logan

2) That the DHPC gave a subsidy (discretionary at the committee's choice) of 10 to 15 GBP per competitor conveyed for BCC rounds based more than 120 miles from the driver's home to be paid to the qualifying drivers. This will encourage car sharing and entry into the BCC.

Proposed Pete Balmforth, seconded P.Logan

3) The club sites guide should be published and kept updated on the DHPC website www.dhpc.org.uk

Proposed P.Logan, seconded John Ellison

3) That the DHPC give a vote of thanks to Kristine for being an excellent host at the Riverside Hotel.

Proposed T.J.Birkbeck, seconded P.Logan



Catch up with the latest club news.
Log on to
www.dhpc.org.uk

Firstly I would like to apologise for the lack of editions of Skywords this year. This has been due to the amount of time I have been spending setting up a new business. Due to this I now feel it is an appropriate time to hand over the editorial duties to someone who has more time available to spend on the magazine.

Over the last Five years I have produced the magazine and have enjoyed doing so, I hope you have enjoyed reading it.

The magazine has changed over the last couple of years, and the vast majority is now sent out on E-Mail, this has cut down the work load considerably.

In the past the magazine was produced on a PC, printed out, copied, stapled and folded, placed in to envelopes and posted out.

All that time consuming work has now been replaced by electronic mailing.

The actual producing of skywords is not a time consuming job, the hardest part of the job is obtaining articles from members to place into the mag.

I would be willing to give any assistance to whoever takes on the role of editor if it is required.

So now it is thank you and goodbye.

See you on the hill sometime.

Craig