

Dales Hang Gliding &



Paragliding Club

**NEWSLETTER
APRIL 07**



APRIL NEWSLETTER—BIGGEST EVER ISSUE

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CHAIRMAN'S CHAT

It started Monday. I was hard at work, phones , emails, people, all vying for my time and attention. In amongst the daily office mayhem I unusually had my private mobile on the desk, quiet and innocent looking until it happened....

Bip bip bip Beep Beeeep Bip bip bip.. text message

Casually I opened the text message

'Wednesday record breaking day'

This small sentence ate at my subconscious all that day and all the next. Finally, a call from Jake Herbert "are you coming out tomorrow?" was the straw that broke the camels back and I was soon on the phone begging the day off from my boss!

That evening I excitedly ran round, checking the batteries on vario, GPS, vario, telephone all charged. Credit cards and cash in wallet, change for payphone just in case, sandwich made, camelback full, weather checked and re checked, car full of fuel and finally off to bed, excited at what the next day would bring.

Phone calls in the morning saw us all meeting on Wether Fell....No wind – no flying!! Doh!!

Oh well, that day John Kennedy flew 114km flight to goal from the Long Mynd area– a new record for the UK - and now leads the XC league with just 1 flight!



On another subject there was fantastic news from Manilla, Australia. Brit Bruce Goldsmith won the competition and has been crowned World Champion!! Well done Bruce.



Don't forget, the next club night on the 5th of April sees a visit from Aiden Toase. Aiden is the UK's entrant for the X-Alps competition. Aided competed before in 2005, survived, and is mad enough to do it all again!!



Last month we had a fantastic turn out for the appearance of the legendary WEATHERJACK. It's been a long time since club night has been so packed—so SEE YOU ALL THURSDAY! Get there early, get a beer in and settle down for some exciting tales of BIG XC.



Lastly, spring is here. The clocks meddled with and an extra hour of daylight to play with. Spring thermals can be gnarly, bullet like and pack plenty of punch. Whatever level of experience take extra care polishing off your wing wustiness

John Ellison.
Amazing April



CLUB NIGHT 5th APRIL



Aidan Toase - Red Bull X Alps

Aidan was the UK entrant for the X Alps in 2005 and is completely mad as he has applied to compete again in 2007! (the race is held every 2 years)

Red Bull X-Alps is a competition for international teams. The task is to cross the Alps as fast as possible by flying with a paraglider or by walking, starting in the East (Dachstein Mountain Range, Austria) and finishing in the West (Monaco).

A team consists of the paraglider pilot and his supporter. For the athlete mobilized transportation of any kind is forbidden. The supporter can use any means of transportation except for flying and helps his teammate in supplying food, equipment or information.

The athlete must always carry and fly his minimum equipment. The Red Bull X-Alps minimum equipment must consist of at least one paraglider, one harness, one emergency parachute, one helmet, one GPS logger and one GPS-Tracking-Device.....

Aidan will be visiting our club on Thursday 5th April 2007 so don't miss this fascinating tale of skill and endurance.



As we bang on the door of spring and hopefully an improvement in the weather....settle back and read of.....**AMAZING APRIL!!!**

This season had been pretty poor early on but that changed in April. Unfortunately if you have a proper job and only get out at weekends then you missed some of the better days.

Wednesday the 5th:

Forecast was pretty good with a westerly wind but probably too much wind for the Dales. Itching to get out the usual suspects Chris Fountain, Jake Herbert, John Ellison, Kate Maddison, all convened down at the Long Mynd in Shropshire for some red hot XC action.

The wind was a 45° off the hill and it wasn't possible to soar and stay up however there were thermic cycles coming through. John left early and low with local cracks Neil Roberts and JFK, the rest of us had to wait. During one of the cycles I took off only to miss the boat and go down to the bottom landing. While I was packing up at the bottom a gaggle of about ten gliders got away from the hill including Jake and Dean Crosby.

After walking up the day was almost done, Chris disappearing over the back made my decision and rather than fly again in not very epic conditions I elected to start the retrieve process. Chris went down early, John stayed away all day for an impressive flight of 91 km (his pb in the UK I think) and Jake covered 70 km to land in the Malvern area.

Verdict: You have to be in the air to get the thermal but even then it can be hit and miss. A good sky if you got away with Dean putting in a 100 km flight.

Monday the 10th:

A fabled "Weatherjack 5" and a north westerly meant an early start at the mighty Wether Fell. Over the years I've come to realise that if it's any good for XC's then the thermic cycles get so strong at Wether that it's often virtually unflyable around lunchtime and for the rest of the afternoon. Well that is to say "untakeoffable".

All the gang were there on a very cold day, hand warmers and mitts on but still painful on the fingers. A quick half hour was all I could manage before I had to land and cry for a bit. Finger feeling restored we were off again, I climbed out almost straight away just in front of take off. Jake was already nearing base above me but waited for me to catch him up. John, Chris, Kate and Neil Cruickshank all joined in and we all convened together at cloudbase just over 5000 feet.

We all took a glide towards the next likely looking clouds towards Buckden stopping on the way to top up in weak climbs. The plan as always was to get high, stay high and fail to land until tea time however I always think the first 10 km of a flight are the hardest. To go down just over the back ruins your day and the walk out of the boonies is not something to look forward to. We climbed again just before Buckden and while not getting to base we never really got low staying above 4000 feet for the next 15 km or so.

Around this time our gaggle split, myself Kate and John got left behind slightly with Neil and Jake pushing on towards the south end of Gouthwaite reservoir. Dave Smart and Simon Greenwell had arrived as we were launching, Dave must have been in race mode as he was already in the gaggle with Jake. Simon and Chris were also on their way catching my gaggle up all the time. I tried a slurp from the camelbak only to find that my tube was frozen solid from being so high for so long. John's XC trainer had logged the air temperature at cloudbase as -8.5°C!

As Jake's gaggle seemed to be struggling John and I took a glide towards Harrogate and didn't really lose much in the buoyant air. That was the beginning of the end however and the I failed to climb again going down just before Beckwithshaw landing at 14:20! Kate stuck to the task and flew over my head for a pb busting 66 km.

Jake must have got out of bed the wrong side as he too was down around Harrogate, same goes for Simon. Full marks to Neil who made it on to Tadcaster for 73 km, John squeezed a bit more out for 82 km and Chris made another UK pb flying 90 km to York. Flight of the day must go to Smarty who managed to block out the pain from the cold and stay in the air long enough to get to Driffield, 133 km with turnpoints but just short of the Wether Fell site record of 128 km held by Jake.

Verdict: A mega day out but if it had been warmer then I'm sure we could have all gone further, 100 km plus was possible as proved by Smarty. On the subject of records, with 65 flights and 3450km flown, April 10th was the most successful paragliding XC day in the UK ever!

Thursday the 27th:

Almost a repeat of the 10th but with slightly more north in the wind, avoiding the corner of Leeds Bradford airspace would be key to making a big flight today. Thankfully it wasn't as cold as two weeks ago but it certainly wasn't warm. Another early start to avoid the thermic blow out and we left the hill around eleven o'clock. Chris and I out front were high but not really climbing, John and Chris seemed to go over the back low but were in a nice core.

We all joined up and went on glide again trying to top up in anything that would keep us high over the boonies. It was very early in the day and if you could stay airborne for the rest of the afto you were sure to go a long way. Personally I was struggling for height and made a run for Buckden Pike. I've arrived low here before and you can get ridge lift from the hill while waiting for a climb.

I was down to below take off height with only 8 km on the clock and worried about bombing when just before the Pike I was rewarded with a solid bit of lift. I wasn't mega strong but the vario was tweeting all the way round the 360 and as I gained height I relaxed slightly. I made my way along the bumps towards Kettlewell finally climbing here with Chris to meet up again with John and Jake who were waiting patiently at base.

The daunting bit here is to follow the roads and civilisation or make for the boonies and the big big walk out if you go down. Well it's obvious isn't it? The sky looked good downwind so we all took a glide into the blue towards Grimwith reservoir. It was around this point that we hit some pretty broken but strong lift. My glider pitching forwards a long way it was active flying for five minutes just to keep the thing above my head. No need for real worry, the worst I got was a tip rolling in as the glider flexed above me. The others managed a small collapse each but when you are over 5000 feet there's no need to panic.

We were conscious of the airspace and had to keep Menwith Hill on our right but the drift was continuously pushing us towards the control area. On the glide to Menwith there was much radio chatter about the position of the edge of the airspace but subsequent flight analysis showed we missed it by a good 400 m. This all meant we weren't concentrating so much on the sky and the next move. The good cloud streets were well into the airspace and so we had to glide for the blue.

What we should have realised was that this was the time to chance gear and slow down, the day still being relatively young. Unfortunately I was going on final glide over Menwith and was having to pick a spot. The same field in Beckwithshaw was again available but I elected to fly cross wind to try and get a low save over a caravan park. John was also on a final glide getting a few km further on, Chris flew over my head when I was packing up to land he made it to Beckwithshaw! Jake seeing us all struggle had taken a slightly different track and it paid off with him getting another climb all be it slow back up to base.

He stayed in the air for a few more hours and got to Doncaster for his third UK XC of over 100 km. John, Chris and I all landed in the fifties and we later heard that Smarty had taken off later and put in a 94 km to York.

Verdict: Another top bombing day but we should all have gone further. We need to know when to speed up and when to slow down, I landed at twenty past one!

Saturday the 29th

With the BPC off to Grove in a northerly, Jake, Chris and I elected to travel to the peaks for a flight from Lords Seat. Conditions on launch were fruity to say the least and you had to wait for a significant lull to launch. I was off and pretty quickly climbed out in a great thermal with another pumper and a hangy. The boys were still on take off but with the height on that I had I couldn't wait for them I had to be off over the back.

Taking a glide for the quarry to the east of Buxton I met up with a couple of local pilots and we flew as a gaggle the rest of the flight. Climbing to base over the quarry was a real hoot topping out at over 5000 feet. Around this area the airspace restriction above your head goes from flight level 45 to 55. I thought we were well into the 55 stuff meaning we could go to 5500 feet and as I was with Andy Wallis a local I thought we were OK. It turns out later that we were still right on the edge of the 45 and so infringed airspace. That invalidated our flight for the league but no complaints from me, rules is the rules. Navigating can be quite difficult, they don't mark the ground features with the airspace in the peak district!

Mind you we didn't know this back then, we were just having a good day out. By this time Jake and Chris were away with another local pilot John Stevenson. Like me they were using John to stay out of the airspace, Jake especially had to be careful as his gps had packed up straight after take off.

Myself, Andy and Helen Gant continued to work together climbing again at the quarry near Chelmerston. Another slow climb at Warslow got us back to base but soon we were gliding for our lives to the east of Leek. Down to a couple of hundred feet Helen found us a climb and we dived in working the weak lift. Eventually we got it going up all the way round and talking to myself I was really hopeful of climbing out. It was not to be however and we all went down within 1 km of each other around the 30 km mark.

Chris, Jake and John were only one thermal behind but they too got decked in our area for similar distances. We had a short walk to Butterton and a shandy la in the sun outside the pub waiting for a lift and swapping stories. Big thanks to Robin for the ride then back to take off at Mam Tor for a flight at half five. Still fruity on launch the wind had gone more NW, as we walked up a gaggle was just leaving the hill well after five o'clock.

We cruised Mam and Lords just enjoying the evening when it started going up everywhere. Chris, Jake, John and I all worked the same thermal which according to Chris was nearly 5 metres per second. It was at this point I looked at my vario and as I out climbed Jake (there's a first) the averager on my vario which is set to ten seconds showed 6.2! Mega thermal at twenty to six the strongest, smoothest most consistent climb I've had in the UK.

We had to leave it well before base to avoid the airspace and all took a glide. I went for the sunny hill and the cloud and the boonies. The others all watched me, laughed a bit and followed the road. I got nothing more but still did 11 km. The others got a weak one and extended their flight to 15 km. I had a hefty walk out but got a lift after half an hour or so into Hathersage where I got the bus back.

Verdict: A fantastic sky and again we should have gone further. Not knowing the area does make it more difficult but then next time it's good northerly conditions we'll be back.

We did fly some other days in April but those were the best. Full marks to the BPC pilots who made distances from Green Bell, and Whernside in conditions I found very difficult. Persistence can get you a long way.

So at the end of April I've now got 115 km logged (not counting the Lords flight which was dsq) in the league, last year I had only 160 km at the end of the season. Off to France for a week soon and feeling on a bit of form, lets hope the rest of the year is as good.

JAMES GOLDBOROUGH

Around the Clubs



This year's **Cumbria Soaring Club 'Annual Party'** will be held on the shores of Buttermere (lake) in the beautiful Buttermere valley in the North West of the Lake District. We have gained unique access to a large beautiful flat and dry field on the shores of the lake surrounded by stunning hills and scenery.

On the evening of Saturday 2nd June the **CSC Annual Party** will be held on the field right at the lakeside and 1500ft below the Buttermere Moss flying site. Pilots will have the chance to fly down into the party, perhaps even showing off a few acro manoeuvres over the lake (!!!) before landing on the beach right next to the 'Gin' beer tent! A big barbecue / cold buffet meal is available (£5 per person) whilst the band plays some chilled out tunes to help you relax into the 'Beach Party Atmosphere'. The bar will be serving real ales, carrying on the 'we can pull a pint anywhere theme' and will be improved and more female friendly this year with also pops, wine and soft drinks for you all to drink your way through! The Lakes Charity Classic 2007 prize giving event will take place at around 9 p.m. giving everyone plenty of time to fly as much as possible and after this the band will crank into full gear for a two hour set for you to rock your socks off too. When the band are worn out D.J. Sharman and D.J. Slate (works at the local slate mine) will crank the decks, keeping your legs wobbling until the early hours of the morning with 3a.m. being the final cut off point - so be prepared. This year's event therefore will be a flyers party for you and your friends. We have moved on from the all night doos and wanted to have a much more 'beach party' feel this year. The venue is amazing and is one of the most beautiful locations in the whole of the Lake District. Please come along bring your friends and help make this year's event be as successful ever.

We look forward to seeing you share in the fun.

There is no charge to turn up and join in and, if the conditions are right, you can get a fly in as well and land right at the party – **HOW COOL IS THAT!!**

If you would like to eat then we will be making a charge of £5.00 per person for BBQ food (vegetarian option available) – all we ask is that you pre-order and pre-pay for your food (BEFORE 30th APRIL) - just to help us with the organisation.

NOTE: If you have entered the LCC 2007 and have been confirmed as having a place then you will have already ordered any BBQ meals so no need to complete the form.

Please complete the attached ORDER FORM and return it to the address shown (BEFORE 30th APRIL) with a cheque made payable to 'CUMBRIA SOARING CLUB'

GET YOURSELF ALONG – IT'S GONNA BE FAAAANTASTIC!!

CUMBRIA SOARING CLUB ANNUAL PARTY

Your name: _____

Address: _____ (your address is required so that we can return your tickets to you prior to the event)

Post Code: _____

I would like to pre-order and pay for the following number of BBQ meals at **£5.00** per meal

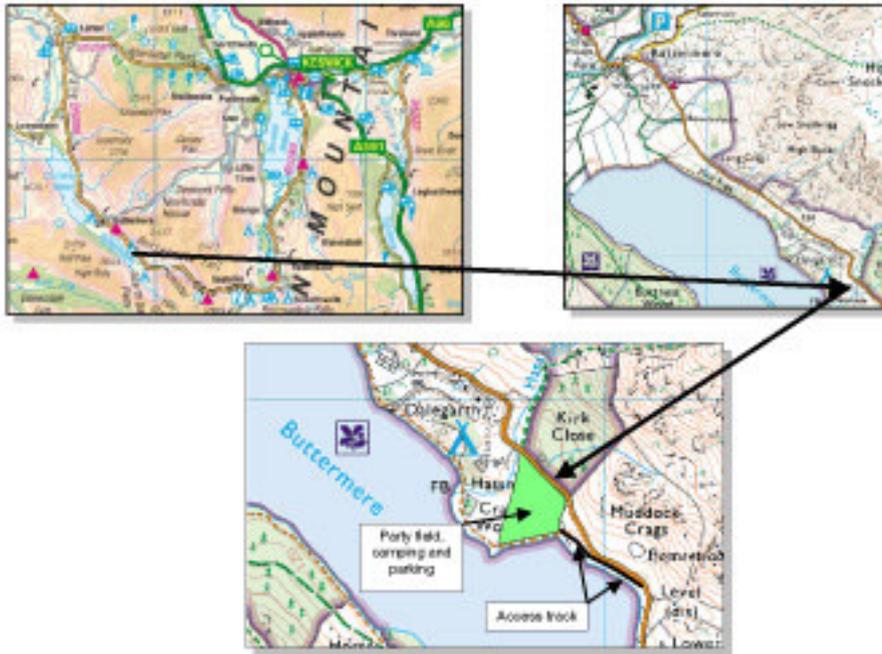
Number of meals _____ of which _____ are the vegetarian option

I enclose a cheque (payable to 'Cumbria Soaring Club') for £ _____

Please return this form (before 30th April 2007) to:

Simon Raven
5 Moorside Road
Low Park
Endmoor
Cumbria
LA8 0EN

Around the clubs (continued)



CONGRATULATIONS TO ALEX COLBECK

XC NEWS

XC NEWS

Alex is the Congratulations to Alex Colbeck, the first Dales club pilot this year to enter a flight into the National XC league. Alex completed a 17.2k ridge run from Reighton Sands on the east coast. You can view his flight and download the track log from <http://www.pgcomps.org.uk/>

SITES NEWS

Cam High Road to Wether TO

Has been filled in by the national park authority. Stone chippings so its still a bit rough for cars and probably won't last too long. We'll have to see how it goes.

LAMBING

Spring time means LAMBING—so please check the web site for site updates—usually from now until the end of May.



Tony Blacker continues his report on his exploits at the Paragliding Accuracy Competition

Day 5

More snow this morning at 08.00hrs, but the organisers were confident that the heavy fall would be over within an hour. They were right & we were flying by 10.00hrs. The weather has been a bit overcast during the day, with some blue sky starting to show through by the end of the day. The weather was extremely mild by the standard of previous days – no gloves or hat for much of the day. That combined with the much improved flying results has improved the mood of the British camp considerably. There was a theory suggested that we flew better if we had had one or 2 beers the night before. Given that the bar ran dry early in the evening before we had our worst day, perhaps there is something in this.

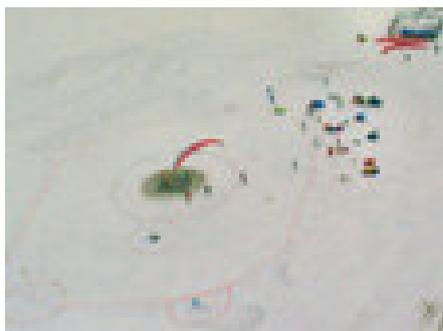
As previously mentioned, there are a maximum of 12 rounds possible. We have now completed 9 rounds, so if it is flyable tomorrow, I would only expect to do 2 rounds so that there is something left to do on Friday & Saturday, unless the forecast is awful for Friday. There is a festival of free flight apparently to be held on Friday, so this may push the organisers to complete the competition tomorrow if possible. The team results are enclosed below, Andy Webster has been pushed from his third place to 5th at present, but there are still 3 rounds to go & all to play for!

The hotel Trasalis is looking after us well, with a good breakfast each day to set us on for the day & they have not yet complained about the gliders being left in the corridors to dry! This evening our hotel is putting on a valentine's party, that is compulsory for all pilots. Each team is having to put on a few minutes show – we are doing paragliding-related Shakespeare, should be interesting...

There have been a number of paraglider stalls this week for various pilots both on takeoff & landing. In a stall the glider stops flying, the pilot pivots beneath from his (or her) forward momentum, effectively tilting them backwards. They then fall vertically to the ground fairly quickly. In this situation it is often not possible to get one's feet down first to protect the fall. There have been 3 people stretchered off in the last few days for this reason. Fortunately no serious back injury, though that is normally my main concern. One man has broken his arm, but only bruised his back. More people have been laid low by a flu bug doing the rounds, but fortunately none of the Brits have been affected. It also does not appear to have affected the results (yet).

Place	Team	First/Last Name	Total	Rounds									
				1	2	3	4	5	6	7	8	9	
1	SVN	Matja Feraric	45	0	6	31	2	14	4	4	12	3	
2	SVN	Rafael Kerin	64	161	5	5	8	24	5	6	8	3	
3	BGR	Tzvetan Tzolov	68	3	24	0	2	5	399	16	3	15	
4	SRB	Zoran Petrovic	103	3	47	10	139	15	7	6	8	7	
5	GBR	Andy Webster	105	15	8	0	11	6	47	33	26	6	
17	GBR	Andy Shaw	294	5	5	1000	42	79	2	135	5	2	1
18	GBR	Nicholas Simmons	318	75	5	0	34	117	83	92	15	14	
25	GBR	Anthony Blacker	436	134	5	39	143	35	89	108	13	13	
26	GBR	Don Bodill	562	13	6	173	49	154	5	158	386	4	

Tony Blacker—Final report from the British Paragliding Accuracy Team at the 4th World Paragliding Accuracy Championships.



A couple of days struggling with the laptop & time pressures prevented me from emailing at the end of last week.

Friday saw a non-competition day, but lots of flying as part of the Lithuanian Independence day festival. There were paramotors, parachuting, microlights, as well as paragliding. I was lucky enough to get 2 flights, with the aim of flying the Union Jack. On the first attempt at deploying it, it simply fell to the ice, with the attached half brick fortunately not hitting anyone! It was reassembled for the second flight, with improved deployment system that worked beautifully, and was apparently well shown off by my wing-overs.

It was nice to see Mum & Peter that morning they stayed to watch my first flight – I think the first time she has seen me fly.



Saturday was the last day & the last (12th) round of the competition. It was held in reverse order, and made for an exciting morning. The leader (Matjaz Feraric) was in an unbeatable position, but every score counted for the team results. Andy Webster was in second position, but not far in front of the third placed pilot. Even at this late stage in the competition, there were some big changes, with a few of the top 10 pilots losing significant places.



Andy Webster managed to keep his second place & silver medal with an excellent 10 cm score, given the pressure on him. Nick Simmons worked his way up to 10th, and I improved my position to 19th. Overall the Brits came 3rd, and actually put in the best score for that round, but not good enough to overtake the Czechs or Slovini-ans. Thanks to those of you who pointed out that I should have mentioned at the start of these emails that my pilot number was 24 – even I struggle to recognize myself otherwise!

Throughout the week, I was asked to see a number of pilots with fever. A few did not fly because of their colds. Fortunately the lurgy did not hit our team until the competition was over – my cold started on Sunday (set aside as a reserve day to complete the comp in case of poor weather during the week), and is just starting to improve now.



The weather was flyable every day, with most days clear & blue. The coldest was about -25 with wind chill, and the warmest about -5 C. The competition organization was excellent and the winching team superb.



The entire team are extremely grateful to our sponsors: Trekwear, Buff and Eye Level Optical, who all helped with equipment and boosted our team identity. Thanks also to Mic Shaw our manager, and Joanne who enjoyed being a judge for the week. As impartial observers, Nikki Spence and Liz Lawrence played an invaluable role.



Kind regards,
Tony

XC Paragliding League



Northern Paragliding have agreed to sponsor the paragliding league this year and there are some great prizes on offer. Its time to dust off the cobwebs and get your kit out. The weather is improving and the first DHPC XC flight is still to be made!

Check out the prizes.....

1st Prize: Sup'Air [AltiRando](#) Airbag harness

2nd Prize: U-Turn Acro Team Stretch Jacket

3rd Prize: [Quick Pack Stuff Sack](#)

In addition to the great prizes above there is a brand new Trophy to be claimed by the pilot who makes the best single *defined* flight during the season. This is a flight to a pre-defined goal, out and return (out of ridge lift), triangle or similar. This is the "Northern Paragliding Trophy" and will be awarded along with a pair of Paratrekking II boots!

But wait.. we're still not finished yet.

For the pilots who have never made a total of 100kM in any single season there is the 100k XC Challenge to be won. Is this the year that you could total 100k ? The reward is the respect of your fellow pilots and a pair of really nice [Jubilo Sunglasses](#) with interchangeable lenses.

If you need any new kit for this season then Northern Paragliding will have it. Check out their [online shop](#) or call into [Dalefoot](#) for help and advice.

Kevin McLoughlin

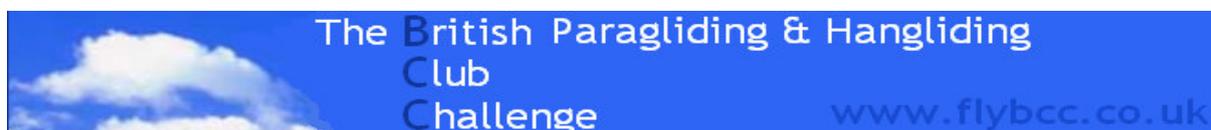
BRITISH PARAGLIDING CUP

BPCup dates and entry is open now including the Dales round - there's too much info for the newsletter so you can find all the words here.....

www.bpcup.co.uk

Also, don't forget the **British Paragliding and Hang Gliding Club Challenge**. Training opportunities exist for those wishing to take part. Full details:

<http://dhpc.wordpress.com/2007/03/25/103/>



ZILLERTAL—AUSTRIAN ARENA

Kelly Farina writes

Hope you are well! I'm writing a quick mail to all UK clubs to let you know about our new offers this season.

For UK club/BHPA members we are offering a 5% discount on all courses based here in Mayrhofen, Austria.

Should 4 or more pilots wish to come the on the same course then there will be a 10% discount, (excluding the early XC weeks, they're now full).

When you have time look at our website to find some details of our XC, intro to XC and thermal/Ahorn soaring courses. Also check out March's Skywings for more info on the latter.

Thanks for your time and hope to see you in the future.

All the best & see you at the Championships this year?

Kelly, www.austrianarena.com

SAFETY NOTICE

From—Neil Cruickshank, Northern Paragliding Ltd
neil@northern-paragliding.com

Carbon Seat Plate Safety Notice

Hello all

Please can I draw your attention to a recent safety notice issued by Sup'Air regarding carbon seat plates in harnesses and the possibility of them creating wear to the leg straps.

Full details on our website at:

<http://www.northern-paragliding.com/content/view/49/2/>

We have velcro repair strips available free of charge if you need one - just call or email.

Note that Sup'Air have been very proactive in recognising and rectifying this potential problem, but it can apply to all harnesses with a carbon seat plate regardless of manufacturer.

Cheers

Neil
Northern Paragliding Ltd
Tel: (0044) 17683 71021

FREE STUFF

Check this out

<http://www.metoffice.gov.uk/education/resources/weatherbytes.html>

- says only playable on a PC, but works fine on two of my DVD players. I had been struggling with various weather books and DVDs for a while, so was pleased to find something that really helped make it a bit simpler with animations and nice graphics etc. - and for free...

This is aimed at GCSE and A level (School aged around 16-18), and after watching this the books actually started to make some sense!

Anyway, hope this might help another weather newbie like me.

"Weatherbytes is an exciting series of short films to support the teaching and learning of five key weather topics. The films are targeted at both teachers and students of Geography at GCSE and A-level."

Presented by television weather forecaster Martyn Davies, the films enhance classroom teaching of weather and climate by making extensive use of television weather graphics, animations and video footage.

Sections covering:

- Weather fronts
- Precipitation
- Hurricanes
- Air masses
- Depressions

Liam Ford

AIR SPACE ISSUES

This came in after publication of last months mag—so please liaise with Pete if you can help!

Folks,

There's a bit of a problem brewing with the Robin Hood Airport Air-space proposal in that they want to connect it with Leeds Bradford and Manchester at a level that means XC flight for most of the lower east Pennines is going to be impossible. This will affect Dales members since we do have XC flights that go down that far.

I'm not going to be able to get involved in joining with other clubs and trying to get the interests of free flying represented due to having quite a lot of personal stuff on for the next few months. I would be very grateful if someone (or a few) would step forward and represent the club's interests along with the other local clubs.

Regards, [Peter Logan](#)

Response to Robin Hood Airspace Expansion Proposal

Club Presenting Response: Derbyshire Soaring Club
Club Contact Details: Kathleen Rigg, Chairman
Windy Ridge, Summer Cross, Tideswell, Buxton, Derbyshire, SK17 8HU
01298-872190/07768-961971
chairman@derbyshiresoaringclub.org.uk

Background Info on Derbyshire Soaring Club (DSC)

This club was formed in the 1970's and represents around 500 hang glider and paraglider pilots launching from sites around Castleton, Hathersage and Curbar. Pilots launch from these sites and use thermals to fly cross country downwind from the Peak District to the east coast. On good thermal soaring westerly days around 50 club members will be flying cross country beyond the M1 out towards the east coast.

Background Info on Cross Country Soaring Flight from DSC Sites

Hang glider and paragliders have low airspeeds (20 – 40mph) and of course no engine so are very dependent upon travelling downwind when flying cross country to make good distances. The current British distance record on a hang glider is 165 miles. Flying cross wind is limited to around 5-10 degrees at best so attempting to fly around large obstacles such as the proposed Robin Hood airspace will severely limit and prevent cross country flying from DSC sites in future.

The areas of airspace to the west of Robin Hood airspace, although they do not extend to the ground will also cause us significant problems when flying cross country. We fly cross country by flying to cloudbase in one thermal before gliding downwind to the next thermal. With airspace ceilings above us between 3000-4500' this would prevent us from reaching cloud-base and with less height above the ground when setting off on glide, we would be unlikely to reach the next thermal and so land.

****bit about type of weather conditions pilots go XC in – VFR, good visibility, CBase heights****

Whilst it could be argued that hang glider & paraglider pilots can transition through class D airspace by contacting the ATC at Robin Hood on airband radio, in practice this would not be practical as it would take several thermals and around 20-30 minutes for the pilots to transition across the airspace W -> E. Pilot's height would vary significantly during this transitioning time from 1000' below cloud-base to ground level.

Attached are diagrams of the westerly DSC sites which will be significantly impacted by the proposed Robin Hood airspace expansion.

Objection to Airspace in Principle

The DSC Committee objects to the expansion of the Robin Hood airspace as it will effectively prevent all cross country soaring from club sites in the prevailing westerly wind directions (W -> SSW). This will bring to an end a leisure activity which has been taking place for over 30 years from the Peak District.

The DSC also wishes to challenge the airspace expansion in the following areas:

- Current levels of arrivals and departures at Robin Hood do not justify such a significant airspace expansion;
- Future increases in arrivals and departures are only proposed levels and cannot be guaranteed;
- Currently airlines are decreasing in size, amalgamating and consolidating their position NOT expanding;

With large airports already in existence at Leeds/Bradford, Manchester and Newcastle the need for another large airport in the area is not justified;
Adding large blocks of airspace may protect the airlines flying within them but actually reduces the safety for General Aviation flying in and around the airspace. ie pilots are forced into the narrow gap between Leeds/Bradford & Robin Hood and will all funnel round the south end of the airspace to stay within uncontrolled airspace;

Proposed Amendments to Airspace to Enable Limited Cross Country Flight

- A Reduce the overall width of CTR-1 hence minimising impact on General Aviation operating outside the controlled airspace. eg. Remove the narrow strips running N/S in CTA-1D. Airspace should be designed for minimal impact to airspace users rather than to align with existing lines on airspace maps.
- B Raise ceiling of CTA-1 to 3000' – the current 2000' limit is of no use to hang glider/paraglider pilots so effectively expands the footprint of the airspace by 50% for cross country flights from DSC sites.
The southerly extent of CTA-1 is of particular concern due to the ATZ's for Netherthorpe and Retford being included within them, plus the ground cover below being largely covered in trees – limiting landing options. As the ATZ's extend to 2000' (ie the ceiling of CTA-1) the only option for the pilots is to fly to the south of CTA-1. There is no option to “weave in and out” around the edges of the ATZ's on hang gliders & paragliders.
Raising the height to 3000' is not ideal but provides pilots with a fighting chance of staying airborne whilst transitioning past Robin Hood either to the north or south.
- C Raise ceiling of CTA-2 & CTA-4 to 4500' – the current limit of 3000' effectively prevents cross country flying in this direction as pilots need to stay airborne and below the 3000' limit for 25-30 miles. The extra 1500' whilst not ideal would again provide pilots with a fighting chance of staying airborne whilst transitioning past Robin Hood to the north.
If CTA-1 is raised to 3000' there would be no need to have either of these CTA's set so low anyway.
Raising the ceiling of these areas would provide significantly more space for General Aviation to co-exist more safely in this gap between Leeds/Bradford & Robin Hood.
- D Reduce size of NE corner of CTA-1 – from your proposal document this portion of the airspace is never used so why is it required at all? Reducing the footprint of the airspace for pilots flying N-> S from either Caunton, Notts Aerotow or from Carlton Bank model ridge would definitely help when transitioning past Robin Hood.

Proposed Corridor Agreements by Request on Specific Days

****INFO RE BRISTOL AGREEMENT FROM RICHARD WESTGATE****

Only requested on 20-30 days per year at most across both options;
Only be requested from March -> Sept;
Only on days with good VFR visibility due to weather conditions required for cross country flight;

- A Raise CTA-2 & CTA-4 to 6000' ceiling and CTA-8 to 5500' from 12 – 6pm.
Enables improved transitioning around Robin Hood airspace from DSC sites in SW-> SSW wind directions and from Carlton Bank model ridge in N wind direction.
- B Enable VFR Corridor S of A631 through CTR 0 – 6000' from 12 – 6pm.
Enables full cross country capability from DSC sites in W -> WSW wind directions.

Editors note—if you feel you can assist our club sec, Pete Logan, in any way—please drop him a line/call.

~~~~~ ENDS ~~~~~

## The Cockcroft Cup - Kate Maddison

I have long resigned myself to the lot of the cautiously challenged pilot on the basis that it's better to keep my nerve and fly than lose it and have to give up. I have been flying since 1996 and made underwhelming progress since then, always learning but so gradually that it has been hard to notice the landmarks in achievement. In February 2007, I was awarded the Cockcroft Cup by the Dales Hang gliding and Paragliding Club for 'most improved pilot in 2006' (it's an impressive looking silver trophy, worthy of any display cabinet and looks particularly well on the mantle piece) and I feel unusually pleased to have been awarded it and thank full that 10 years on things came together and I stepped noticeably forward!

It began with a 66km flight on April 10<sup>th</sup> which was one of the first good looking days of the season and I arrived at Wether Fell in the Yorkshire Dales with a few keen XC pilots who were giddy with excitement. I have always gone through the motions of being prepared for XC with map, gps, warm clothes etc, but I so rarely manage to feel comfortable enough with the wind strength and rough air that often accompany an unstable day with XC potential, that I had only managed to achieve 12km in the UK up until then.

The day was forecast for a 6000ft cloud base and when we arrived at the take off site the conditions were thermic and everyone took off as soon as they could. Despite my attempt at speedy preparation, I was still one of the last to take off and the lull in wind that gave me the confidence to bring up the glider was the start of the thermal that we all climbed out in. Before I had time to consider my options, I was over the back, committed to extreme cold and altitude, with a wing telling me much more than I wanted to know. I felt like I had hitched a ride with the big boys (well we all looked like Michelin men) and it was too late to wimp out. Once on my way, I resigned myself to doing what everyone else was and staying with the gaggle, anyway the incentive to stay up was greater than the lure of the ground below with its complete lack of paths or roads. The moorland that stretched out before me was much more remote and extensive than it appears from the ground, the snow icing on the grass and heather seemed to go on as far as I could see. I was too unnerved to look down much and concentrated on my vario beeps and staying with the other gliders.



I knew that the kilometers were passing by and this rare occurrence should be savoured but I was shivering too much, I had lost all feeling in my hands and found it took all my concentration to keep going. I was familiar with the surroundings and amazed as I flew past Great Whernside, down Nidderdale where I had lived 20 year ago, past the reservoirs and Pateley Bridge. I could clearly see aeroplanes landing at Leeds Bradford Airport in the distance to my right, I was mindful of the approaching airspace and consulted the map (which was difficult as I didn't want to let go of the brakes and my hands were set in clenched fists). I was beginning to wonder about frost bite as I noticed the golf balls of Menwith Hill, the American surveillance base and wondered if they could hear us chattering on the radio and what they would make of it. As I drew nearer Harrogate the six or so gliders had dwindled away and I was on my own, I could still make out one or two in the distance but I stopped following them as my chance of joining them was slim.

As the moor tops were replaced by the greener fields of the plain of York, I found my anxiety turned to the concerns of continually seeking lift then switching to avoiding it as cloud base drew too close, I also developed an irrational fear of flying over Harrogate as the town approached, I had plenty of height but decided to fly round the sunnier South side and consequently had a route planned to pass through a gap in air space by keeping just to the West of the A1. I marveled at the contrast between

the town centre tower blocks and the smart houses around the Stray as my glider juddered with my uncontrollable shivering and I set my sights on Wetherby as the next landmark.

I was getting more and more ground fixated with thoughts of the warmth below but kept going and decided I needed to keep Wetherby to my right as the A1 became apparent. I was just passing Collingham after 3 hours in the air and the lure of comfort and possible teashops overcame me, I turned back towards the town and began to lose height. With considerable relief I stopped shaking and warmed as I descended. I lined up for a vertical landing in a field by a road junction and began to waggle my legs and hoped they would work. My hands hurt but were functioning again and as I packed up I finally began to experience a thawing sense of elation.

The journey home was made significantly easier by the lift offered by a passing motorist who turned out to be a lapsed paraglider pilot who recognized the glider bag and seeing me staring at the signpost, decided I needed a lift. Two rather surreal bus rides later, crushed with the commuters and I was back in Skipton.

I had managed more kilometers in one flight than my total in the UK up until then and March was only halfway through!

There followed two more notable flights that year, each shorter than the last, but somehow the knowledge that I could do it when the conditions were right was what I had wanted to prove to myself.

I have since speculated on what I have learnt from the experience and there are two points that seem to stand out. Firstly that stress from my work life has a bearing on my stress tolerance for flying, April 2006 was a rare window of low work pressure and I plan to find ways to reduce this negative work effect in the future. Secondly that I love flying but my motivation is fickle, it is not dominated by competitiveness or fueled by adrenalin, it is thwarted by fear for my safety and any perception of lack of control, but it is helped enormously by being with positive people, getting stuck in and not hanging around at take off!



Kate

## Going XC?—then you need a MAP

News from Aerostationery

The latest half million airmap for Southern England (edition 33) will be released on the 15th March 2007. The map will of course be available from us from that date, place your orders now. Price £14 plus £1.50 P&P. Those with a standing order for the map will of course receive it automatically.

Also, the quarter million England South airmap (edition 11) was released in February, this is available now. Forthcoming releases include the quarter million Central England & Wales on 12th April and the half million for Northern England on 10th May.

Lindsay Muir & Graham Hallett  
Aerostationery, Plas Madoc, Montgomery, SY15 6SY Tel: 01588 638248  
[lindsay@aerostationery.co.uk](mailto:lindsay@aerostationery.co.uk)

## WING REVIEW—GRADIENT ASPEN II

GRADIENT ASPEN 2

by Greg Hamerton ([www.greghamerton.com](http://www.greghamerton.com)).

Greg has been flying since 1992 and has flown over 100 wings. He prefers responsive handling and agility but rates passive stability highly as he enjoys taking photographs and snoozing whilst gliding.

Gradient Aspen 2 on glide



Carving a turn



### **Introduction**

Gradient has a reputation for top performance with their Avax competition gliders often in the lead gaggle. Their wings are known for speed and performance in a straight line, but sometimes don't have the most finesse in a thermalling turn. I was interested to see if their latest sports class (DHV2) release would have refined the handling of its predecessor, the Aspen.

### **Construction**

This wing is noticeably lighter than anything in its class that I've flown. The pack volume is small, and it weighs in at only 5.2kg on my scale (Gradient says 5.4kg). For the bivouac pilot, hill-climber and wilderness tramp this is great news. Standard construction gives only four risers (no split A's) and thicker webbing than necessary. The brake loops have a thick insert and are reasonably comfortable to use.

Nice stuffbag - slightly bigger than needed so very easy to pack into.

The top cascade of lines is unsheathed, which gives you a slight boost in performance and reduces weight without much sacrifice, except I found that small sticks like to tangle in the unsheathed lines.

### **Launching**

Because it's so light it's easy to launch in light winds. In strong winds it smacked up, steady and straight and simple.



Gradient Aspen 2 is easy to fly, feels calm and is quite stable in the air.



Moderately agile and moderate energy, there is nothing 'hot' about it. Now and again I wanted to turn tighter than it was turning, but there is a benefit to the calm turning behaviour - it makes you fly efficiently, and you never get caught out by dropping your inside wingtip too deeply in a turn. This is the kind of wing that will teach you to fly while you're doing your first cross country jaunts. Keeping the wing overhead in rough thermic conditions is easy - this is not a particularly agile wing, and yet it is responsive. I very seldom had to use the outside brake to control the roll rate, as the wing will turn to a certain amount and generally not go much further.

### **Performance**

The Gleitschirm mag measured it at 8.7 glide ratio, putting it right in the top group of the 2006 DHV2 class. In my experience the glide is not quite that competitive, but it will certainly keep you very near the leaders. You might be able to find something with slightly more glide amongst the 2007 releases, but it

is always the combination of performance, safety and handling that matters, and when you consider how calm the Aspen 2 is, and how reassuring it is to fly, you'll see that this is a great all-rounder.

### **Safety**

What a nice wing. I tried to induce big front tucks, but these mostly resulted in smaller tucks than I expected. The recovery is simple and spontaneous.

The brake travel to stall point is moderately short, and the brake pressure doesn't increase that much, so you should be careful not to be too heavy-handed on this wing, and to allow stalls to recover with a hands-up approach.

Asymmetric collapses were impressive. Often they would smack out without really crumpling, but those 50% collapses that folded under didn't turn the wing much. Even when leaning into the collapse, I didn't see the wing turning more than 180 degrees, most of the time it just flew on straight. This is fantastic behaviour for an xc wing, because you can often be up against a turbulent ridge and don't want to be swung in towards it during a collapse.

Big ears were awkward to get in because there's no split in the A riser, which is a pity. Once they are in it's easier to roll the glider and get rapid height loss with wingovers.

The approach to spin average and fairly easy to induce. It's simple to recover from a spin if you go hands up at once, but the spin itself is fast, it whips around.



The recovery from parachutal stall and full stall is the nicest I've experienced, which is a big plus for acro. It pulls out with a moderate pitch.

When considering a glider for bivouac use, I always ask myself, "Would I be comfortable flying this wing without a reserve?". With the Aspen 2, yes. No problem. It is reassuring and has no worrying weak points in the way it flies. Its tendency to dampen out rolls and pitches make it safe.

### **Speed**

I've only managed to race against an equal-weighted pilot on a Swing Mistral4 (DHV1-2), and we were neck and neck. Glide was a fraction better on the Aspen at trim speed. I'd say the Aspen 2 flies at just over 50. The speedbar travel is 16cm and it is not a linear progression - the A's and B's are kept close together (for stability) which usually degrades glide performance slightly.

I did have a few collapses on speedbar in grumpy air, so the wing isn't rock solid on bar, it feels lightweight and in need of a bit of attention, but its calm nature means you don't have to worry much.

### **Summary**

I could get over the top of the wing with wingovers but it took a while to build up the energy to that point. The wing prefers to dampen out rolls and pitches and will absorb the energy very effectively. This makes it a very reassuring xc tool. If I was planning any kind of adventure or trip where I wanted my pack weight and volume to be small, this is the wing I'd take. It's got good performance, nice handling and robust safety features. Well done, Gradient, this is a well-designed wing with a calm turn that makes a great all-rounder and is in the top group of the class for 2007.

The Gradient ASPEN II is a DHV2.  
Weight range (kg all up) 80-100  
Reviewed at (kg) 93

More from this test at <http://www.eternitypress.co.za/freshair/aspen2.htm>

Greg Hamerton.

## More news on WINGS.....

### Nova launch the RA – new DHV Class 2 Glider

**RA**, named after the Egyptian sun god, is our new DHV 2 wing. In its class, it excels with an unrivalled L/D and unique climbing performance. Actually, it is even better than its predecessor, the TATTOO, which, after two years, still represents one of the top-performers within DHV class 2... Just like the Tattoo's, the RA's handling is direct and immediate, but it can be flown highly effectively with slight brake line input only, without much weight shifting. The DHV Gütesiegel has been granted for size M (90–100 kg / 198–242 lbs), the other sizes are to be approved shortly.

**Performance:** The main reason for the RA's outstanding performance is its reduced line set-up. It features 2 main lines per row and only three risers. A mere 286 metres of lines are sufficient for the RA in size M – more than a hundred meters less than a Tattoo in the same size. Thin Dyneema upper cascade lines with 0,6 mm diameter further enhance this advantage, as these upper lines contribute 40 % to the total line resistance. Actually, the low resistance is even more beneficial at Vmax than at Vtrim.

Besides the line set-up, the high flat aspect ratio of 1:6 leads to a reduced vortex and the increased number of cells increase shape-stability, both further improving the performance. Hannes Papesh remarks on the RA: "With an increase of 0,5 L/D over Tattoo, we achieved the highest improvement of performance in this class ever!" Actually, the RA's performance approaches the TYCOON (DHV 2–3), clearly outpacing all known class-2 wings.

**Remark:** Since the beginning of paragliding, boasting about performance is part of the game. We would like to point out though, that our NOVA performance figures have always been proven correct by independent tests in international magazines. That's what the name Hannes Papesh stands for.

**Handling:** The Tattoo's immediate and direct response to even the slightest brake inputs, as well as the excellent balance of agility and damping have also been applied to the RA. What's new is the relative absence of banking when entering into thermals (the typical uplift of one side of the wing). The RA only gives the desired feedback, supporting the pilot while flying. At the same time, this effect allows the RA to be turned effectively without much weight shifting, making it better for harnesses with a high suspension point.

**Safety:** When we received the DHV test records of the RA and compared them with Tattoo, we were excited to see a confirmation of our own test pilots' comments: For the individual criteria, the RA received less class 2-ratings than the Tattoo. Indeed, the RA is an extremely collapse resistant wing. Especially, the centre part of the canopy, which collapses quite late, remarkably increasing safety in the air. The profiles display a distinct and soft collapse as well as re-opening. With the RA, we were able to implement a design that excels both in the DHV test-maneuvres as well as in real flying conditions with soft re-opening. Therefore, we weren't forced to go to the limits of the DHV class 2.



We are proud to declare, that the RA sets a new standard in the DHV class 2. And we promise if you want to fly a DHV 2 wing, give the RA a try. Flying it yourself is better than reading a thousand words. And for some more independent information, have a look at [www.para2000.org](http://www.para2000.org).

For more detailed information on the RA, please visit our website [www.nova-wings.com](http://www.nova-wings.com).

**CONTACT (OUR VERY OWN): DEAN CROSBY, ACTIVE EDGE FOR A TEST FLIGHT**  
[dean@activeedge.co.uk](mailto:dean@activeedge.co.uk)

## DHPC

### SITES' GUIDE AMENDMENTS (Martin Baxter)

It is inevitable that between hard copy prints of the Sites' Guide changes will occur. This document will be issued with all 'old' Sites' Guides and will be published from time to time in the DHPC newsletter where most recent changes will be highlighted in **bold type** so that members can keep their trusty Sites' Guide up to date.

For data protection reasons the next issue of the sites' guide will not contain farmers contact details and no attempt is being made to amend them. If you need to contact a farmer go through the sites' member who should have up to date information.

**Addleborough - Guide issued in Nov 06 Skywords.**

#### **Whernside**

**Vehicles are no longer permitted to drive up the bridleway to Ellerbeck Farm. Please park below the 'PRIVATE ROAD, ABSOLUTELY NO MOTOR VEHICLES' sign and walk.**

**Another option is to get dropped off/picked up at Bruntscar (SD 739790) and walk up the obvious path to Whernside. 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.**

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

#### **Windbank/Knipe Scar/Hawkswick**

**Delete all reference to the £1.50 daily flying fee.**

**The £1 per car per day parking fee at Windbank remains. If the honesty box is on display then it is probably easier to use that rather than trying to track down Mr Dibb; the owner.**

**Don't worry about trying to remember the code for the combination lock – it is long gone. Although the gate is wired up it is easy enough just to step over.**



## CLUB TRAINING

### PILOT EXAM



Folks,

If anyone's interested in studying for their pilot exam send an email to me at [contacts@dhpc.org.uk](mailto:contacts@dhpc.org.uk). The club will be running some revision sessions over the winter which will go through what you need to pass the pilot exam.

All you need beforehand is to have passed or expect to pass all the pilot tasks in the pilot task book by the time the exam is held. We will also be able to book and invigilate the exam for anyone who wants to sit it.

The pilot qualification is for anyone who's got a bit of experience after their CP and is to show that you've gained an awareness of flight, weather, airspace and navigation. If you're thinking of going XC it's a must.

The course is also open to anyone who feels they want to brush up on their knowledge after a lay off etc.

Cheers, [Peter Logan](#)



## READERS SMALLS



### FREE-X JOKER

FreeX Joker, small, 75-95kg, DHV1, 3.5 years old, 45 hours, excellent condition, serviced by Areofix annually (last Jan 07), £800 ono.

Patsey 07801 844636



### 2004 season Sup Air Evo XC harness

Lightweight version with carbon fibre seat plate. Size large, underseat reserve mount, reserve handle can go on left or right, 17cm bump air cushion, safe T buckle system, elastic speed bar return so it doesn't dangle round your feet, colours are black and red. One small 1" rip on pocket is the only damage. £170.

Also have stirrup and system X speed bar for sale that fit it.

Call 01274 590261 or email [pete@logans.me.uk](mailto:pete@logans.me.uk)

# Spring is in the air... Are you ready?



## What about 2007?

The weather this last week has been great up here in the beautiful Mallerstang valley. Not necessarily flyable every day although there have been some good days, but the sun has had some warmth in it and Spring seems to be somewhere near at least.

We are hoping, praying for a good year, as I'm sure you all are. Question is, are you ready to get out there and get stuck in?



## Sup'Air

Sup'Air harnesses just tell themselves! Other brands don't come anywhere near for the innovation, features, comfort and downright value-for-money.

Other harnesses look great in the shop, all stiff and sleek-looking, but try getting them in your pack and carrying them up a hill. You soon learn that looking good in a shop isn't always a good harness feature!

So how do they do it?

Well, they have the best harness designer in the world, Pierre Bouilloux. Pierre is still one of the best pilots in the world, understated and unassuming he goes out and tests his harnesses over hundreds of hours in the air. He has a great team working with him to refine the designs into superb harnesses designed for the job, but with beautiful simplicity and a characteristic French flair.

Sup'Air also have a massive market share allowing them to use the best materials and components, but maintaining very reasonable prices. They are always first, and often copied!

## Testing

We recently visited the new, purpose-built Sup'Air office near Armetry. Very impressive it is too! Their in-house test rig allows them to develop better protection and has revolutionised the way they do it. A harness can be dropped and the number of 'g' transmitted to the pilot measured. They can even create airflow into a Cygnus airbag! A normal healthy adult can withstand about 20g (approx). Harnesses were dropped from 2.5km and the 'g' measured. This is an eye-opening test to witness, each time a harness lands you just think 'OUCH'.



Don't be a crash-test dummy. Sup'Air have already done it for you!

Sup'Air found that most existing protection is too hard in this type of impact so they went about 'softening' it and came up with the enclosed airbag principal used in the A&X and Antosh. These harnesses transmit only 17g to the pilot, compared with 36g for even a Sup'Air 1200!

But what does it mean? Simple: Make sure that if you are going to crash there is a Sup'Air harness between you and the ground! What's in your present harness?

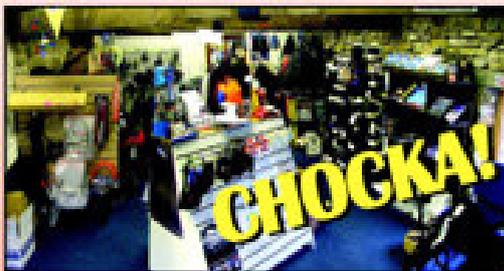
The new 2007 range is as juicy as ever, check our website or see your local dealer for details.

## Choice, Choice, Choice

There are many, many excellent products out there, and we sell them all, or nearly all at any rate. Despite the fact that we are importers for certain brands, you'll see that we will also happily sell you ones we don't. When you buy from Northern you can be happy you've bought the product that's right for you, not us!

## Shop till ya drop

We reckon we've probably got the best stocked shop in the UK, it's rammed with harnesses, stuffed with reserves, packed with clothing and oh, oh, oh! bursting with accessories. In short it's chock-a-bloody-block with paragliding goodies. Open 7 days from Easter.



## Get XC km, get Rewarded

To go with our physical shop, we have an online store to match. Take a look - there are all the 2007 gliders, the full range of Sup'Air and other harnesses, and a constantly updated and truly immense range of used gear, bargains, instruments, clothing, books, maps, DVD's etc etc. You'll also find a lot of other interesting stuff that's less paragliding focused - Petzl Headlamps and Jetboil Personal Cooking Systems being two examples.

We have also introduced our XC km Rewards scheme. Every time you buy online, you get km added to your XC account. These km can be redeemed at any time against further online purchases. For every pound you spend you get 1km credited to your account. 1km is worth 5p.



[www.northern-paragliding.com](http://www.northern-paragliding.com)

So if you buy a glider online for £2000, you will get 2000km or £100 credited to your account! You can spend your km whenever you like. WOW, what the hell are you waiting for?

# 2007 C'mon!

## Northern Paragliding

Dalefoot, Mallerstang, Kirkby Stephen, Cumbria, CA17 4JT

Tel: 0845 123 2555

[www.northern-paragliding.com](http://www.northern-paragliding.com)  
[info@northern-paragliding.com](mailto:info@northern-paragliding.com)

