

**Dales Hang Gliding &  
Paragliding Club**

**Newsletter - November 07**



The new Laminar Z9 made by Ignazio (Pilots: Christian Ciech and Alex Ploner).

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Hello Everyone

Ahead of the AGM it is customary to compile a simple review of one's post! So here goes.

A year has passed since I took on the role of Magazine Editor for the club. It seems incredible – the time goes by so fast, a definite sign of my old age and deepening mid-life crisis. A year that sadly saw the death of one of our members, a seemingly increasing number of accidents on the hill, and rain.....loads of it.

I have achieved what I set out to do, which was to be able to contribute something back to the club that has served me well for the last 16 years, and to put the Newsletter back on the proverbial air space map. Whilst I've not always quite hit the dizzy heights and standards I set for myself at the outset, I've just about got it out on time each month, and with a reasonable array of articles.

Articles on the whole, have been hard to come by from the membership. For the most part they have been provided by the committee members, and from editing highlights from the newsletters from other clubs.

Advertising has also not been a great success. We had some support from Northern and Dean/Active Edge, but few members smalls.

I would like to send out a big thank you to those that did contribute, and also to Greg Hamerton in South Africa who allowed me to use some of his material. Also to Walter Slingsby for his wonderful cartoons.

I decided from the outset I would only do this for a year, and so now the club is looking for a replacement editor. As a guide it's about 4 – 6 hours a month to put it together, plus the time taken to cull material from the various sources. Everything is set up on Yahoo for the mailings, so it will be relatively easy for someone to take over. The only downside is that the e mail addresses need monitoring, updating etc. fairly continuously. I stopped sending out hard copies about 3 months ago, because so few people wanted it. However, looking at the recent membership lists we do have a number of members with no e mail address listed, so that may be something that needs thinking about. I could burn a disc with this years files on if it would be useful for the new Editor.

As with all Committee posts, there is a monthly meeting to attend. I've not been able to attend as many as I would have liked due to work commitments. But there's beer (hurrah) on occasions or tea n biscuits (boo!) for refreshment.....

### [Competition Secretaries Report](#)

Hello All,

Each year the Comps Secs, along with other committee member, each produce an end of year report for the Agm, So mainly for all the people who participated in the BCC last year, here it is:

Well the Bcc year was dominated by the fantastic flying weather, every Friday without fail the winds blew and the rain fell, nicely stopping for sometime mid Monday. A quick glance at the yearly calendar showed a swathe of red cancelled rounds, even our own Dales rounds after being postponed more than once had to be held at that famous site close-ish to Hawes, Model ridge.

However, despite that, here in our opinion are this years successes, ....

The April training day -14 gliders on Dodd fell all having fun and going over the back.

The Dales team entering and running two Pg teams during the year (possibly a first), The A team coming Second in the BCC league (best position ????? ). The B team learning fast and competing hard, ( wait for next year ) and a good team spirit that was developed. We had hoped for even better but you can only improve if you get to fly!

Things to work on for next year, booking better weather, coaching and support for the B team, tactics for team flying, safety.

For those who don't know, the comps secs also do a few other things. Kev did a fantastic job in converting the Pg Xc leagues to Pgcomps format, also the idea for the new 100k competition. The Baildon sod was also keenly fought over in poor conditions.

For the Agm, Kev and I do plan on standing again for next year; the position is elected by the membership at the Agm. This is not to promote ourselves however, if someone else wants to stand you have Kevs and my wholehearted backing, please feel free to stand.

Alternatively, if you just want to help out that would be great too. Last year in particular I found it difficult to captain the B team, coordinate things on the ground and still fly myself, so a B Team Capt. or Coordinator person on the ground when we have two teams flying, would be handy.

Anyway, a big thanks to all those, over 20 pilots who showed their commitment, showed up in often miserable conditions and who flew for either team.

**Cheers Kev and Ogi**

Big PS: Even if you find it hard to get to club evenings, turn up for the Agm 1<sup>st</sup> November 7.30 at the riverside pub, it is usually boring as hell, someone who you haven't seen all year always turns up to argue about something for about an hour but it is your chance to find out what is happening because it is your Club!

There are even a few vacancy's in the committee for those who feel the need. My theory is that if you don't turn up you are not allowed to moan about anything for the whole following year, and moaning is a great hobby not to be missed!

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## **December Club Night**

Currently still due to be held at the Riverside in Ilkley, though please check following the AGM.

William Ensley will be giving a talk on Mountain Rescue in the Dales.

Please turn up and give support. Around about 8.30 start after club notices, so aim to be there between 7.30 and 8.

Thursday 6<sup>th</sup> December

**NOTICE**  
of the  
**ANNUAL GENERAL MEETING**

Held at the Riverside Hotel, Ilkley at 8.30pm on **Thursday the 1st of November 2007**

**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) Chief club coach
  - e) Safety officer
  - f) Librarian
  - g) Sites officer(s)
  - h) Paragliding competitions secretary
  - i) Hang gliding competitions secretary
  - 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, British Paragliding Cup, British Open Series (HG) or to the British Club Challenge, as the Committee sees fit, as a venue for a competition in 2008.

Proposed T.J.Birkbeck, seconded P.Logan

2) That the membership ratifies the committee's policy on reciprocal rights as outlined in articles in Skywords and Skywings.

Proposed M.Baxter, seconded S.Hodgson

3) That the membership considers a change of venue for the monthly meeting to increase attendance.

Proposed P.Logan, seconded T.Pickering

4) That the club reduces its membership fees to be more in line with Cumbrian and Pennine fees.

Proposed I.Sadler, seconded M.Baxter

5) 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

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## SKYWALK CAYENNE 2 - REVIEW

It's been a season now since Northern Paragliding asked me to fly the Skywalk Cayenne2. I'm writing this having just squeaking out a last XC of the year (mid October) so it seems as good a time as any to sum up my time on the wing.

A bit of history first. Skywalk is a German based manufacturer since 2001 and seem pretty popular when I go abroad. In the UK they were imported on a small scale by Sam Cullingworth for a few years and you'll see quite a few of them on Pennine sites as Sam had close links with them. Northern Paragliding took over the importing earlier this year and are hoping to do for Skywalk what they did for Apco in the late nineties.

Skywalk themselves produce a full range of serial gliders from the outrageous aluminium foil Poison2 racer to the lightweight mountain aluminium foil Masala glider. You can see where they're going with their choice of materials. Metalising lightweight paraglider fabric promises much for abrasion and UV resistance. OK, I agree, on a grass take off in the North when its clagged in those characteristics don't seem too useful but the sheep shit should just wipe off and lightweight glider material is supposed to give better handling - at least better than some of the Volvo like handling you get from gliders made from Gelvenor.

I started the season off on an Airwave Sport2 that'd I'd bought as a safe option last year. The handling was heavy to say the least but it served me well for the first few XCs this year. Its down sides were very heavy brakes, especially when locked into thermals and a feeling I can best describe as disconcerting when on the bar. Essentially I was looking for something that handled a bit better, something that was a pleasure to fly.

At the end of May my Cayenne2 arrived at Northern so based on nearly thirty hours on it and about ten XCs here's my impression.....

On the ground it's like most well behaved gliders these days. You can hold it mid way up pulling on brakes or As to keep it were you want. When it does come up for a launch there's not much tendency to over fly so no great drama with the brakes which can leave you off the ground and heading backwards in stronger winds. As with any glider with a higher aspect, the tips can tend to roll in occasionally when kiting it on the ground.

In the air the first impression I got was that trim seems a few km faster than most gliders (yes I am in the right weight range). When turning there's initially a light touch to the brakes which then firms up by the time you've got the brakes down to hang point level. This equates to about the brake I need for thermalling which is handy. When ridge bashing I've found you can take a wrap and just let it fly with my arms up for min sink. The weight of the brakes balances my arms nicely which makes for comfortable flying.

Turns themselves are flat and tight when you want them to be. Plenty of inside and a bit of outside brake gives no dramas in thermals. I initially had a fear of sticking too much brake on since it was a DHV 2 I'd moved onto but there's some forgiveness there. Whether it's the jet flaps delaying stall or something else, I don't know, but you need to put a bit of effort into trying to stall it. This all makes me happy as I like a wide margin for error in thermals.

On the bar it's a joy. None of the lurching about I've had on previous gliders. The pitch is really stable and means that I'm confident to push on full the odd time I actually want it. This does make a difference when getting back to the front of the hill after leaving a climb. If you're happy to push on the bar when its thermic then you arrive higher than you would have done on trim, so more time to contact the next climb.

Glide is good, I've got no hard data but I find that I'm certainly not losing anything against Sigma 6s, Nova Ras, Aspens etc. You've got to keep a sense of proportion here though, the difference between an L/D of 8:1 and 10:1 after 1 km only equates to 25m!

Collapses have only happened when I've been flying in the wrong place so far. It seems to be quite a pressured wing so deflations tend to come out quickly with little turn so long as the bar is off. In normal Wether Fell flying I can't remember having a collapse at all so it doesn't seem prone to them. My ham fisted wing overs are a testament to this when I haven't got the timing right. The top tip can peel away at the top of the swing but the Cayenne2 keeps its shape despite my efforts.

So downsides (What? I hear you ask. Downsides in a paraglider review?). It is a DHV 2 so it needs active piloting and things happen faster than on a 1/2. There is enough feedback coming through to tell you what you need to do to keep the glider flying nicely though. Also, I did notice that in very light conditions I was tending to be below the middle of the stack. It took me quite a bit of time to realise I was flying higher in the weight range than on my previous wing. With it being a higher trim speed as well it does need slowing up to get to min sink. Once I found this, there were no problems with sink rate.

Overall, I've been really happy with the move to the Cayenne2. I've got the handling and sweet thermalling I wanted and feel confident with the wing. Can't wait for the aluminium foil Cayenne3 to come out.

Back to the XC from Nonts. I'm afraid to say it was a bit of a one thermal wonder which wasn't helped by having to go cross wind a bit. Not that I'm complaining, cloudbase in October when its not actually on the hill is a great place to be. A bit of searching around and 11km later I was on the ground. However, I did find out that the scenery which is a bit bleak around Nonts gets a lot better over the back. A real shame that airspace around there at 3500 feet makes getting anywhere extra difficult. Next time I'll be trying to reach Airedale instead of having to settle for Calderdale.

Pete Logan.

That's all folks. See you at the AGM – and happy landings.....