

**FEBRUARY 2005**

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**BCC at Parlick  
Photo by Pete Logan**



## **COMMITTEE**

### **CHAIRMAN**

**Trevor Birkbeck**

Spring Hall, Grewelthorp, North Yorks. HG43DT  
 t 01765 658486 / 07836 342312

[chairman@dhpc.org.uk](mailto:chairman@dhpc.org.uk)

### **SECRETARY / PARAGLIDING COMP. SECRETARY**

**Pete Logan**

21 Grove Rd. Shipley, BD18 3BE  
 t 01274 590261 / 07720 425146

### **MEMBERSHIP SECRETARY**

**John Edmonds**

16a Otly Road, Guisley, Leeds LS20 8AH  
 t 01943 871322

[membership@dhpc.org.uk](mailto:membership@dhpc.org.uk)

### **TREASURER**

**Steve Clarkson**

Poplar Dene, Nunwick, Ripon HG4 5ED  
 t 01765 607304

### **NEWSLETTER EDITOR**

**Craig Richardson**

152 Clough Lane, Brighouse, W. Yorks. HD6 3QR  
 t 07990 730143

[skyword@dhpc.org.uk](mailto:skyword@dhpc.org.uk)

### **SAFETY OFFICER**

**Anthony Pickering**

48 The Whartons, Otley, LS21 AG  
 t 01943 466632 / 07740 459888

### **SITES OFFICERS**

**GRAHAM LAYCOCK (Northern Sites)**

Mistal Cottage, Townhead, Hawes DL8 3RH  
 t 01969 666043 / 07717375594

**Mick Bolton (Southern Sites)**

210 Brooklands Ave. Seacroft, Leeds LS14 6RH  
 t 01133 683025

[sites@dhpc.org.uk](mailto:sites@dhpc.org.uk)

### **LIBRARIAN**

**Liz Addy**

**Alderman Cottage, Austwick, N. Yorks LA2 8BB**

t 01524 251682 / 0777 5690925

### **CHIEF COACH / SOCIAL SECRETARY**

**John Ellison** [johnwingover@hotmail.com](mailto:johnwingover@hotmail.com)

### **HANG GLIDING COMPS**

**Kevin Gay**

13 Ure Bank Top, Ripon, HG4 1JD t 01765 66603

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### *MAKE IT A DATE*

MARCH 3rd

**Club Night – Photo Comp.**

APRIL 9th

**Club Night**

### **PHOTO COMP. NIGHT MARCH 3<sup>rd</sup>.**

#### **RIVERSIDE INN ILKLEY**

**Postponed from the Feb club night, due to technical reasons (no projection equipment).**

Email your photos to [Pete](#) or [Tony](#). Ideal format would be a jpeg 2MB in size. If you can't email them because they're on slide or print, contact Tony or myself and we'll scan them in for you. (07720 425146 or 07740 459888). We'll project photos anonymously on the night and everyone there will have a chance to vote. Between now and then we'll think up a decent prize for the winner. **The prize is a copy of Instability Two on DVD or the equivalent if you're not a paraglider or have no DVD player.**

## CHAIRMANS CHAT

### HG Worlds results from Oz

This major comp was a poor result for Britain as many of our top pilots couldn't go, so we decided to send a learning team to spread the experience amongst up and coming pilots - local pilot Rich Lovelace (not a DHPC member) did well in this comp being 3<sup>rd</sup> placed Brit on his Aeros Combat. The Combats did well overall for this competition in the Moyes homeland with 3 gliders in the top ten - World champion is Oleg Bondarchuk, 5<sup>th</sup> placed was Mario Alonzi (Fr) whilst 9<sup>th</sup> placed was Guido Gehrman (Germany).

### Sob story 1

A late return from the NTL skiing trip (snowboarding for me, of course) meant that I couldn't make the Dales Club Dinner Dance which had moved to the new venue of the Tempest Arms - I gather that it was a great evening with fantastic food and the plus was that you didn't have to put up with an inebriated Chairman dishing out trophies, etc and had the erudite Noel Whittall in my stead. Great organising by

John Ellison and co and I am sure we will be going there again next year.

### Sob story 2

We had great snow on our trip to Zell am See in Austria (about 3 to 4 feet fell) but I pulled a muscle in my back, getting stuck in some deep off-piste, and by the time I got back this turned into sciatica in the left leg - getting better now but it may be a week or two before I am flying again. Can't even ride my brand new bike, a Suzuki SV1000, yet but am driving the car now.

### Sob story 3

My wife Liz has finally got fed up with being married to someone with hobbies and has moved into a flat in Leeds, leaving me as a sort of single guy again - so if any of you have any spare lady friends (36-26-36 would be good), interested in hang gliding, paragliding, motorcycling, soft top sports cars, send them my way. But don't for Christ's sake let them see that picture of me on the web site, which must have been morphed by Pete Logan to make me look that ugly!

Trevor Birkbeck

Catch up with all  
the latest news.

Log onto

[www.dhpc.org.uk](http://www.dhpc.org.uk)



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## **CLUB NIGHTS**

Held on the  
first Thursday  
of every

month at the

**RIVERSIDE**

**INN ILKLEY**

### **Incident Protocol**

On Sunday 5<sup>th</sup> December 04 at Nont Sarahs, Huddersfield an accident occurred involving a serious injury to a paraglider pilot. It transpired that the visiting paraglider pilot collided with boulders part way down the slope, resulting in a serious fracture to his pelvis. The full circumstances may be published at a later date.

He tried to attract the attention of other pilots in the air by slowly waving his arms, but despite the fact that he was unable to change his bodily position or move his wing, his efforts were in vain and ignored. After a period of time he managed to contact the emergency services himself by way of his mobile telephone and they arrived a short time later. Because of the nature of his injuries and the difficult location the Air Ambulance was requested and attended, landing nearby.

Whilst the Air ambulance crew attended to the casualty at least two Hang-gliders decided to take to the opportunity to get into the air and fly above and around the incident, including above and around the Air Ambulance. They landed

when requested to do so several times from a nearby pilot who was shouting from the ground.

We must do our utmost to avoid creating any ill feeling with the landowners of our sites or any of the emergency services, therefore our responsibilities as BHPA and BHPC members, as local soaring club members and as pilots should remain foremost in our minds and be evident to others.

**Therefore in the event of another accident here is a timely reminder to all pilots (whatever level): -**

If a pilot is on the ground and is in distress or appears to be in distress, don't wait for him or her to summon help. They may be unconscious or in this case seriously injured. Be aware of this and if you suspect something is wrong, even if it means landing and a bit of a walk down the hill to check, then do so.

If an accident has happened, summon help immediately and then try to find either a Club Coach, a site warden or an instructor on site, if one is not available then nominate an experienced pilot or responsible person to take charge and co-ordinate the scene. Explain to them the circumstances and remember to tell them if you've already called the emergency services, this will prevent multiple calls. They should then try to ensure the scene is made safe, basic first aid (if possible) is carried out and a list of witnesses is obtained. In the case of Nont Sarahs the Air Ambulance is usually called to the scene, so if you can, use any equipment available to make a large "H" on the ground. This is a signal to all pilots in the air and it means "ALL LAND" immediately. Everyone should then remain grounded until the incident is fully over and the emergency services have left the area, especially the Air Ambulance.

**Many Thanks**  
Andy Talbot (PSC Site Warden)



## SPANISH SUNSHINE – ALL YEAR

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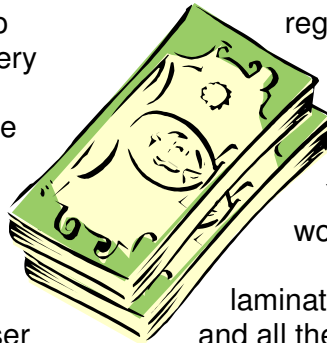


Email: [enquiries@olive-tree-villas.co.uk](mailto:enquiries@olive-tree-villas.co.uk) Telephone: 01765 658486 Mobile: 07836 342312 Fax: 01765 650100

## PRESS RELEASE PRESS RELEASE PRESS

The Dales Hang Gliding & Paragliding Club has raised the sum of £572 as a donation for the Yorkshire Air Ambulance charity fund. The club members from the profits of their annual December auction have raised the sum, by individual donations and by the sale of photomontage Panoramas. The Panoramas were created by local artist and club member Kate Maddison; they feature 3 views from around Skipton taken from Mickleber Hill, Sharphaw and Gargrave. There are also 10 views taken by Kate on paragliding trips to France, Spain, Turkey and New Zealand. Maple Leaf Images of Skipton held an exhibition of some of the Panoramas in their shop window in Sheep Street in Spring last year.

“As a paraglider pilot who parts of the Dales I am very of an emergency air Yorkshire” says Kate “The Paragliding Club has offer support to the they feel it is such a



regularly flies in the remoter reassured by the existence ambulance service in Dales Hang Gliding & pledged to continue to Yorkshire Air Ambulance as worthy cause”.

Kate is still selling Panoramas as a fundraiser and all the profits will be donated to the Yorkshire Air Ambulance. To purchase a stunning image and support a good cause at the same time you can log on to <http://www.xc-art.co.uk> to see the Panoramas and down load an order form.

PANORAMAS is a fundraiser by Kate Maddison for the Dales Hang Gliding & Paragliding Club, and is supported by Maple Leaf Images, Skipton and Chrysalis Arts, Gargrave, North Yorkshire.

### **For more information about the Panoramas contact**

Kate Maddison 07976 731151

[kate@artdepot.org.uk](mailto:kate@artdepot.org.uk)

### **For information about the Yorkshire Air Ambulance contact**

Sally Cater 07748636569

[sallycater2002@yahoo.co.uk](mailto:sallycater2002@yahoo.co.uk)

or visit the Yorkshire Air Ambulance web site on

<http://www.yorkshireairambulance.org.uk>



## There I Was...

by John Ellison

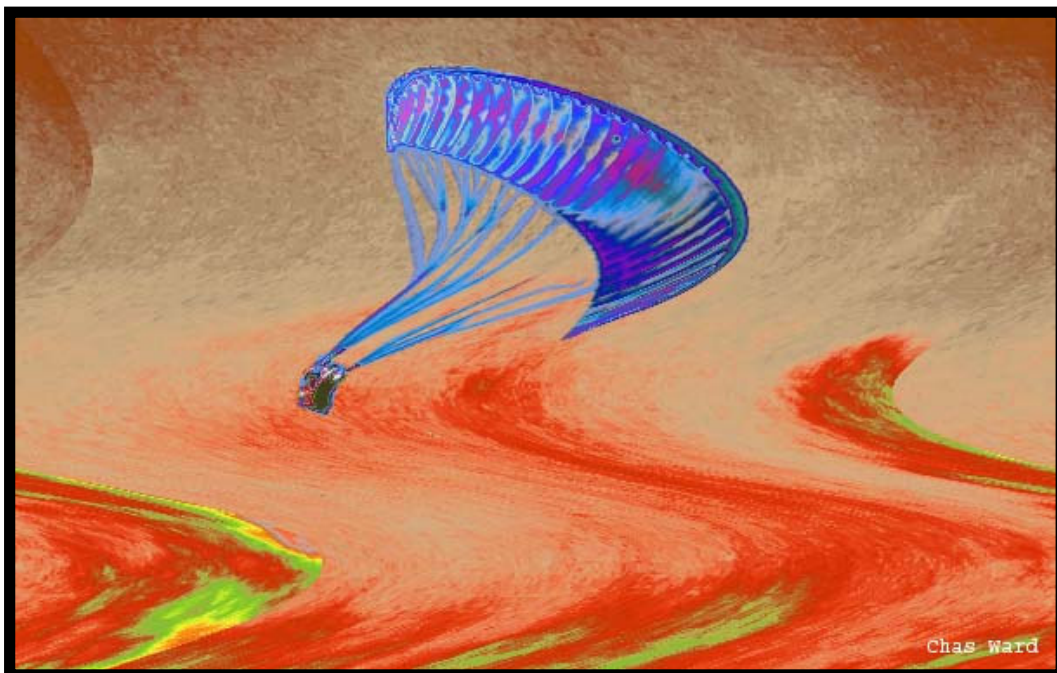
There I was, being yanked skywards and spinning with my arms jammed through the risers calling for my mum...

It was a hot, windy July day when my girlfriend Kate and I had arrived in Piedraheta. Although it was windy I was DESPERATE to go flying. We parked up at the unofficial camp site in the hang glider landing field. There was a group of 20+ French hang glider pilots just getting ready to go up the hill so I managed to blag a lift with them.

When we got to the top no one was flying and we were confronted with the strong meteo wind at over 90 degrees from the thermic wind. As anyone who has experienced Piedraheta can tell you this is a recipe for dust devils in abundance.

Being DESPERATE I quickly got my kit ready and clipped in, paying little regard to the occasional dustie ripping past the cars behind the hut on take off. The French guys were more than happy helping me –the mad Englishman - as their wind dummy, jumping on my wing on several occasions as dusties went through behind take off.

I waited for a lull, all looked good, I popped the wing up and it sat calmly above me. A few steps and I was airborne. I had decided my flight plan would be to fly straight out from the mountain and into the flatland in front. Suddenly the inevitable happened! I felt a sudden blast in the face like I had flown into a brick wall then an incredible force – as if a giant Jonny Wilkinson had just booted the bottom of my harness and punted me skywards. The wing did not take kindly to this and immediately flipped over forwards and started to spin. In a panic I thrust my arms between the risers and prized them apart to stop them getting twisted.



(Note - for illustration only.)

So there I was, in a dust devil approx 50 meters above the ground, wing spinning, arms through the risers and vario screaming! The thought went through my mind to reach for the reserve handle when the voice of reason (heard for the first time that day) told me “hang on, don’t throw yet, your going up...”. I looked at the wing which was trying, and failing to fly, admiring the colour scheme of both surfaces repeatedly and in quick succession all to the soundtrack of an intermittent screaming vario. Then, as suddenly as it had started, with one final collapse, everything went silent except for the sound of my herd trying to fource its way out of my rib cage! I pumped out the deflation and set a course for Piedraheta.

Then I suddenly felt incredibly strong lift under my right wingtip, like when clipping a strong thermic core, only the wing did not drop out of the core! It was as if something had grabbed my wingtip and yanked me up and sideways. Then I felt the familiar feeling again, the boot up the arse and spinning sensation! Two more times the dustie sucked me in, chewed me up and spat me out before spitting me out for the final time with some large collapses for good measure!

I finally flew away, shaking and sweating, cursing my own stupidity, straight down to land going slowly backwards in the town. I packed the glider and walked back to the camper van. “Did you have a good flight” asked Kate, a little concerned at my white appearance. There was only one possible reply in my mind. “BEER” I whimpered. I spoke to the French pilots that night who confirmed they sensibly did not fly, especially as on glider had been picked up and hurled across take off – whilst still zipped up in the bag!



## 2005 DHPC Annual Dinner Dance

NB: This is an early report. Errors or omissions are unintended, please report them to the author, [Chas Ward](#).

The 2005 DHPC annual dinner dance was held on Saturday 5th February at the [Tempest Arms](#) at Elslack near Skipton, with the dramatically DJ'd Noel Whittall our compere for the evening. The night was well attended, with the room filled to capacity of 71 and we were joined by 22 of our farming friends. Ever-familiar faces from local paragliding schools, para-holiday and equipment suppliers, Northern Paragliding and

ActiveEdge sponsored trophies and prizes for the raffle.

Distended and whizzy-wailing balloons set the dinner off to a jovial start with flying helicopter gizmos between courses of the Tempest's finest Pate, Caesar Salad, Lamb, Salmon and dessert. Coffee and mints were rounded off by a short aerobatic display from a visiting UFO team (choreographed by our own 'strip for a pound' Zena: that's the raffle tickets of course!) Only the duff party-poppers were a let-down but the resulting injuries didn't spoil the event, leading instead to an impromptu 'finger' buffet.

### The Speech

Noel thanked the farmers for their support, reminding us that it is only with their help that we continue to enjoy free-flying at a number of prestigious and beautiful sites in the Dales. He asked that we should all recognise the farmers and asked them to make themselves known to those present. Their goodwill is gratefully acknowledged.

The DHPC is a charity; this year the clubs activities and the efforts of artist Kate Maddison have raised a significant amount of money for the Yorkshire Air Ambulance. Following the loss of one of our members to cancer, the sale of flying kit raised money for St Gemma's Hospice in Leeds.

On the lighter side, Noel remembered saving a lamb from the sucking mires on the flanks of Wherside many years ago ... and suggested his enjoyment of the Tempest's Lamb Thingybob was just-karma. The raffle was held: Chas Ward won the meal for two at Hetton's 'The Angel'; Pete Logan the skateboard.



### Trophies

Kevin Gay, alleging to be an 'upright' member of society, took the Baildon Sod (hang-gliding), Pete Spillet 'the Sod' (paragliding); Ian Newiss took the Cock of the Dales trophy; John Ellison took the Cockroft Cup and Mark Sellens Trophy.

### Thanks

Thanks to Tony, John, Steve, Noel et. al. for arranging a great evening.



# *Spotlight on* **BARKIN FELL**

<b>SITE CODE</b>	<b>17.053 (Use for NOTAM mid week)</b>
<b>GRID REFERENCE</b>	<b>SD675870</b>
<b>WIND DIRECTION</b>	<b>ESE-SE</b>
<b>HEIGHT</b>	<b>1640' / 500m 625' / 191m Top to bottom</b>
<b>GRADE OF FLYER</b>	<b>Paragliding – reasonably experienced. Hang Glider - expert</b>



**Location:**

2.5 km west of Dent overlooking the Dentdale Valley and the River Dee.

## **IMPORTANT**

There is a number limit ten people on the fell, flying or otherwise. No flying is permitted within two hundred metres of the Combe (NE bowl) during the nesting season.

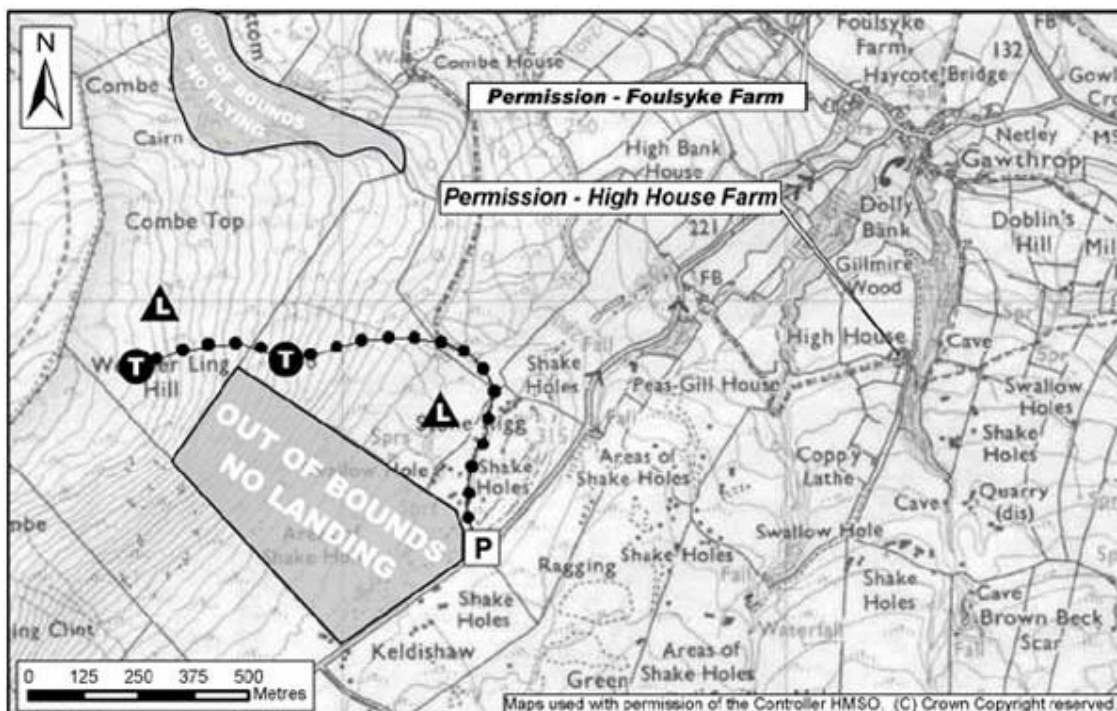
## **General Information**

The ridge extends for some 6km and is grass and heather covered. The carry up is a long one and steep in places, but is well worth it.

The site can be a Jekle and Hyde, being sometimes silky smooth and at others gut wrenchingly rough.

**Paragliding:** A superb site with large take off and top landing areas. The bottom landing area is boggy in places and can be turbulent low down.

**Hang Gliding:** A big carry but given the right conditions a take off can be made lower down. The landing field is boggy in places with the occasional hidden drainage ditch. The wind is often well off to



the north in the landing area; use of a windsock is highly recommended. On a good day it can be very lifty, even low down.

**Additional safety notes:** Beware of a marked wind gradient and do not be tempted to take off low down in less than ideal conditions.

A windsock is defiantly recommended in the landing area.

**XC potential:** Excellent. The coast at Ravenglass lies approximately 60km away and a more northerly track leads to the Scottish borders.

## **LAMBING**

**It's lambing time again so please check with the farmers on the relevant sites, before flying.**

**Mainly :-**

**Addingham Moorside**

**Semer Water**

**Hawkswick**

**Knipe Scar**

**Windbank**

**Please don't fly without checking first**

Hi all,

there is a new weather station based at Leavesley Aviation near the Long Mynd and Corndon. Reads ok for all directions except southerlies and is accurate up to 40mph (will over-read above this). It's free and has a webcam too! Check it out at

[www.leavesleyaviation.com](http://www.leavesleyaviation.com) Cheers, SimonBurnell

Aerofix will be sponsoring the Dales XC paragliding league. Prizes are:



1st: Glider service & reserve repack  
2nd: Glider service  
3rd: Reserve repack

Aerofix are based near Keswick and provide glider and reserve servicing and repair as well as advice and 2nd hand gear.

<http://www.aerofix.fsnet.co.uk/html/frameset.html>

More people have flown further every year for the past few years now in the Dales league. Let's see if we can do the same this year as well.

<http://www.dhpc.uklinux.net/dhpc/league.cgi>

Peter Logan

### Cross Country League Rules

- **Entry to the DHPC XC League is free and is open to all members of the DHPC.**
- **All flights must be flown between January 1st and December 31st 2005. Pilots must submit their flight details within one calendar month.**
- **Trophies and prizes will be awarded at the next Dinner Dance.**
- **Flights must start from a Dales site. These can include non Guide Book sites such as Barkin Fell and Cautley Spout. Or the pilot must be competing for the club if the flight is from a non Dales site.**
- **Only a pilot's six best flights will count. They can be Open Distances, Out & Returns or Triangles.**

- **Minimum distance is 5km for straight flights and 15km for all flights with turnpoints.**
- **Completed Out & Return flights score double the flight distance where the majority of the flight is out of ridge lift.**
- **Completed Triangle flights score three times the flight distance as long as they conform to the FAI 28% rule (the shortest leg of the triangle must be at least 28% of the total distance). However a completed Triangle flight which fails the 28% rule scores double the flight distance when the majority of the flight is out of ridge lift.**
- **Take off and landing witnesses are recommended, if not essential, in order to prove a flight when challenged.**

**All flights must comply with current airspace regulations and restrictions**

Greetings,

Just to let you know that I have changed the name of my business to 'Extreme Sport Photos' and will no longer be operating under the name f8 photography.

In conjunction with this my email address has now changed to [gus@extremesportphotos.com](mailto:gus@extremesportphotos.com) and since I am now based in Chamonix, France, new correspondence details are below.

If you have not yet heard of the fantastic trip I have got planned for a Spring photo shoot in the Himalayas, check out [www.pakistanfreeride.com](http://www.pakistanfreeride.com) where you can read up on our itinerary and see a gallery of amazing photos from last years trip.

Kind Regards,

Gus Hurst

Appartment 19, Le Belvedere

Le Nant

74660

Vallorcine

France

Tel: 00 33 (0)6 15 01 03 70



## Radios and HG/PG Flying

I (Rod Buck) am sometimes asked how one can legally use a 2-way radio when flying. There is no easy answer to this! There IS an allocated frequency around 118Mhz in the Airband. However, if you bought an airband radio and got a licence, you'd be talking to yourself, because no one else uses it.

Why? Well, one frequency? Not much use when on a busy English site there may be 40+ gliders in the air at once! It would be complete cacophony.

And also, airband transceivers cost 3 times as much as standard 2-metre radios, and perform

much less well, as they are AM, not FM.

So, HG and PG pilots use 2 Metre equipment, which has been "broadbanded". That is, the frequency range opened up to wider than the allowed range of 144.00 – 146.00 Mhz for Radio Amateur use.

We use a small range of frequencies just below 144Mhz, and these are:

143.950 Main calling channel

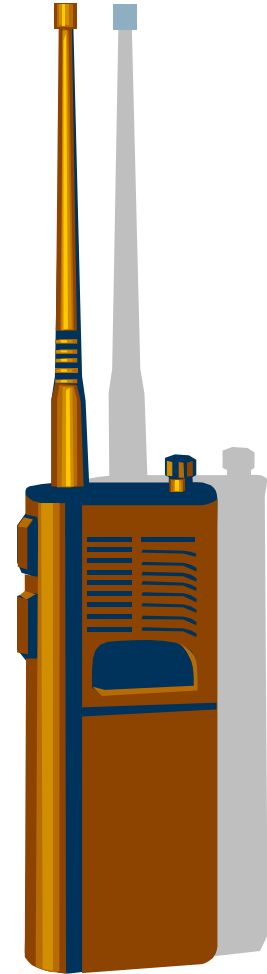
143.925 143.900 143.875

143.850 Alternative calling channel in busy areas

143.825 143.800 143.775 143.750 143.725

143.700 Also used as calling channel by PG's in some areas

The other channels "in between" the named ones are used for XC conversation, teaching and



tutoring, retrieve, etc. Find an empty one!

The first one to try in most parts of England and Wales is 143.950. Can't say about Scotland.

There was a tacit "under-the-counter" agreement with the Radio Licencing people many years ago that if we stopped our people using any old channel between 135 Mhz and 165 Mhz, (which these radios will do quite happily) and kept ourselves onto this narrow band, we would be left alone... and it seems to be so...I have not known of anyone getting harassed by the authorities when using these channels.

However, it is illegal to use them, make no mistake. There is NO way to legally use these channels. Or the 2 Metre radios. And even if you were a licensed radio amateur, you cannot transmit from the air, so you can't get legal THAT way!

So, the choice is:

- Buy a legal airband radio, get a licence, and talk to yourself
- Use 2 metre FM radios on the channels above, illegally, but have lots of people to talk to.

How do you get the radio frequency expanded, or "broadbanded"? Depends on the model.

There's usually a sequence of keypresses that unlocks it, and if you buy from a HGPG dealer, he'll do it for you.

Otherwise, there's usually a sheet of instructions that comes with it to tell you how.

Some Icom radios have a small panel on the back, and you take that off, and snip the blue wire



that is visible there, and this does the trick. No, I'm NOT going to tell you "which is the best radio"! Depends on what you want, and how much you want to spend – just like cars, there's lots of different things to appeal to different pilots. However, one word of warning, You may want to avoid Kenwood – they are very good radios, but have their own peculiar microphone and headset sockets, which are connected differently to all other makes, so bought-in headsets etc will not work with them. You have to buy Kenwood-specific headsets, etc. A good place to start looking is either Maplin, or Waters and Stanton, in Hockley, Essex.  
<http://www.maplin.co.uk>  
**<http://www.watersandstanton.co.uk/>**

Hi all

Just a quick note to let you all know, I have a new E-Mail address, as I have switched over to broadband.

It is

[novaskygod@blueyonder.co.uk](mailto:novaskygod@blueyonder.co.uk)

so don't be shy, get in touch, let me have your thoughts on the mag.

Send in your articles, I never have enough.

Looking forward to hearing from you.

Craig Richardson

Editor

## SITES NEWS

<b>SITE NAME</b>	<b>SITE REF.</b>	<b>WIND DIRECTION</b>	<b>PLEASE NOTE</b>
<b>Addingham Moorside</b>	17.050	N-NE (000-025)	Check with farmer if bottom landing during lambing.
<b>Baildon</b>	8.050	E (070 - 110)	500 ft ato limit. <b>No parking on track, use the car parks on golf course road.</b>
<b>Bishopdale</b>	17.054	NE & NW (040-050 & 300-320)	Essential to contact Phil Wilkinson 01969 663766 BEFORE flying.
<b>Brant Side</b>	17.057	WSW (230-255)	
<b>Cow Close Fell</b>	17.003	NNE-NE (025-045)	Beware of rough air in valley.
<b><u>Cowling and Sutton Pinnacles Hill (Earl Crag)</u></b>	17.061	NNW (340-350)	Reopened - but don't fly near horse fields at the west end.
<b>Dodd Fell</b>	17.102	WNW (270-315)	Check with farmer around lambing time.
<b>Grove Head</b>	17.102	NNE (0-35)	Check with farmer around lambing time.
<b>Humesett</b>	17.101	SW-WSW (220-250)	
<b>Ilkley Moor</b>	8.058	NNE-NE (020-040)	250ft ato limit. Keep clear of passing horses.
<b>Nappa Scar</b>	17.069	SSW (205-225)	<b>(No XC Aug-Feb)</b>
<b>Nont Sarahs</b>	8.012	SW-SE (220-140)	Mancs airspace only 3000ft.
<b>Pule Hill</b>	8.062	W (080-100)	Don't land in fenced SSSIs.
<b>Semer Water</b>	17.008	SE (115-155) NNW (330-360)	<b>Re-opened</b> OK to land in field next to top road but no parking in field.
<b>Stags Fell</b>	17.009	WSW-SSE (160-250)	MEMBERS ONLY (12 max) <b>(No XC Aug-Dec)</b>
<b>Sutton Bank</b>	11.065	SW-W (225-260)	Active sailplane club. <b>Caution rotor on TO/TL &amp; turbulence from trees.</b> <b>No bottom landing! Experienced Pilots only.</b>
<b>Tailbridge Hill</b>	17.075	SW-W (225-270)	Max 12 fliers. Don't crowd.
<b><u>Wether Fell</u></b>	17.017	WNW (280-310)	<b>PARK ON THE LEFT!(NW) of the track / Cam Road to allow tractors through.</b>
<b>Wherside</b>	17.010	SE-E (090-155)	Flyable, but the club does not have parking permission.
<b>Windbank</b>		S-SW (180-225)	
<b>- Knipe Scar</b>	17.011	SW (210-235)	£1.50 per pilot to Mr. Mitton
<b>- Hawswick</b>		SW (210-235)	£1.00 per car to Mr. Dibb

## **WINGS & THINGS**

**Moyes x-tralite 147. Good condition. Orange L Edge Any sensible offers considered. Includes old harness(6')batten profile, New outer bag.**

**Contact [Harry Harrison](#), 07979 942054.**

**Aeros Target 13.4 This glider has been donated by Micheala Brown to me and all proceeds will go to the Yorkshire Air Ambulance fund. It has only done under 10 hours but has small cuts on one leading edge which have been taped up. I'm putting new side wires and will test fly the glider. Only suitable for someone less than 10 stone. Contact Trevor Birkbeck on 01765 658486 or 07836 342312.**

**Contact [Trevor Birkbeck](#), 01765 658486.**

**Nova X-Act 21 (65-85Kg), Light blue. 80 hours approx airtime. Suitable as first wing. £250 o.n.o.**

**Contact [Peter Balmforth](#), 0113 2945534.**

**Nova Carbon L for sale, complete with large harness, 30 hours still crisp, good condition.**

**Contact [fred Winstanley](#), 015242 63134.**

**Wanted Intermediate Hanglider for 14stone(ish)pilot, K4, Magic6 or what have you?**

**Contact [Miles Hockliffe](#), 07968 819395.**

**Large(90-120kg) Gradient Bliss DHV 2/3(blue)in excellent condition less than 50 hours an absolute bargain at £1000. also available old but still serviceable medium SupAir Cacoon harness open to reasonable offers**

**Contact [Kitt Rudd](#), 01539 727913.**

**Combat 1 hang-glider 14m for sale. In good nick and flies lovely, asking £1500 ONO. Call Kev to arrange a test flight. Reason for sale: trading up to keep with the competition.**

**Contact [Kevin Gay](#), 07973 2937007.**

## Flying Gear Wanted

wanted.tandem harness and reserve,  
Contact [jamie wilson](#), .

Large modern H. G. Harness wanted for 17 stone (ish!!!) Six footer. Must be in good condition.  
Contact [Gary Vaughan](#), 01977 620761..

### Things for the Better Half to do

This is for all those who stay on the ground whilst their other half is enjoying flying - going out and sharing

those great days can be fun! Keep yourself entertained with the following activities:

- . Tell PGs that their bum looks big in that.
- . When HGs are landing shout "S-S-S-S-Smack!"
- . When PGs are landing shout "S-S-S-S-Splat!"
- . When PGs are getting dragged shout "Yee-hah, ride 'em cowboy!"
- . When you drive someone's car dig around in the glove box.
- . Sing your favourite song over the radio, and then repeat it.
- . Write comments in the dust on people's cars; Air slut, Get a life, Wish I was a PG, Wish I was a HG, Social Outcast etc.
- . Hide a batten whilst a HG is being rigged and watch the frantic search for 5mins before 'finding' it.
- . Take the carabiners off a PG harness and ditto.
- . See how far helmets roll down the hill.
- . When there's no wind insist it's blown out.
- . Say "See you in the landing field!" when everyone is going XC.
- . Tell the HGs to 'keep the brakes tight and inflated!' and the PGs to 'pull the bar in and don't forget to unzip before landing'.

- . Say things on the radio like "I can't find my pink thong - are you still wearing it?"
- . Insist you spend as much time and money on your own hobby.
- . Take a cool-box full of drinks down to the landing field and watch how flight times plummet.