

MARCH 2005

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S

Pete Logan Or is it S.D.
(Salad Dodger), at last
years Malastang Ferret

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MAKE IT A DATE

APRIL 9th

Club Night

MAY 5th

Club Night

MEMBERSHIP **SUBSCRIPTIONS**

All members should have by now received a membership renewal form, from John.

Please fill the form in and return it to John along with the membership fee as soon as possible please.

We can then update the club records, and post out your helmet sticker.

The Committee.

CHAIRMAN'S CHAT

YAHOO – SPRING IS HERE

We've had 2 excellent weekends just gone, the first being on **Wether Fell 2 weeks ago** – fifteen hang gliders out! – OK, the track was snowed up but, no problem, we just used the lower take-off as in the old days.

This was my first flight after getting sciatica so I just spent 50 minutes on the Target – the others definitely made the most of it as this was not just any day – this was **the first XC-able day of the year**.

First to go was Steve Mann, disappearing into the wispy bits as he left the hill to have a nice flight to Dallowgill, which, at about 22m was just near his home, very handy for Bec to pick him up – now that's what I call planning!

Kev Gay did even better, getting to Ripon (25m) with some height to spare so he shouted down at his house which Joseph heard – he came and took a video of his Dad coming down to land, luckily running out of storage space before his Dad landed on his head. Whoops – sorry Kev. Still, great flight planning – unfortunately, Magda still had to run Kev back to Wether to get the motor, which of course Steve didn't, as he travelled with me.

Third guy to get away was Gary Hume (he writes many of the hang glider reports for Skywings), didn't see him go but later heard that a king-posted glider had been seen landing at Rufforth (45m) so I suppose it was him – great flight though the sky looked that such flights were possible. God knows how he got back, as no-one was picking him up.

Ian Ferguson also got hoovered off the hill but had to come back as he'd left his doggie looking after the site – it's no good, Ian, you'll have to get a dual harness.

Not just a good day for XC hounds as Vince Gledhill had a nice soaring flight earlier and top landed in the normal area, having to walk his glider down to the car later. Dave Smith2 (a new one, as the original DS was also on site but DS2 has just completed a CP course with Steady Eddie in the company of Vince) had resigned himself to it being too windy but, as it dropped a bit later on, I said "I reckon it is OK for you, now". Got the Target rigged, threw him off and he had his first soaring and top landing flight – he was totally **made up**.

Next weekend, there was no wind on the Saturday (not even enough for PG-ing) so we got our towing microlight out of the barn at Sutton Bank, cleaned it (and it started OK) and, towed up by Bob Delahaye, our excellent tuggie, had a couple of nice flights each (me on my Target and Rich Lovelace on his new and unflown Aeros Combat L, using his new and unflown Aeros Viper 2 harness). No lift but a pleasant day out, and valuable to check out that all is well with the trike. Target is a dream to fly, as always, but Rich demonstrated

that his new Combat was also a peach to land, as well as doing 60 mph on a glide with bugger-all bar pressure.

On the Sunday following, we were warned off Nonts by Bob as the wind was too far of to the east, so we set off for **Semerwater**. A cracking day with just 6 HG's out (and, sorry, but again too windy for PG's). Taking off and top landing on the shoulder without problem. Loads of wave about but not really any opportunity for XC.

On the previous w/e on Wether, Ally Johnston had not secured his glider and it went XC without him, getting a bit bent in the process – Caroline pointed out that he had talked about replacing it and that now seemed a good time – Ally reaffirmed his interest in an Aeros Discus so, on the Friday, I popped down to Flylight in Northampton to get the demo model.

Ally had 2 nice flights on the Discus and decided to order one – I had a go myself and may well get one for myself, poss later this year. Here's a piccy of this great glider.



We did have a BCC comp planned for this weekend with the DSC, but as the wind is forecast to be ENE and light, it has been canned – another w/e!!!

Basking in the shade

You are a South African bush pilot. You fly in some critical medical supplies, and then enjoy a quick lunch at the hospital. It's a stifling 100 degrees in the shade and you're eager to get back up in the cool, high blue yonder.

On the way back to your plane, you discover that the only bit of shade, within 10 miles, has become very popular. You start calculating

the distance to the plane door and wonder, "Do I feel lucky today?"



Trevor Birkbeck

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the latest news.

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CLUB NIGHTS

Held on the
first Thursday
of every
month at the
**RIVERSIDE
INN ILKLEY**

The Right to Roam Act.

On Friday the 25th of February, the Yorkshire Dales National Park held an open meeting, in Hawes, to discuss the implications of the new right to roam act with interested parties. Myself and two other flying members of the public turned up to see how it affected our sport. It was explained to us that the right to roam has been given to walkers, runners and climbers however, those exempted, or not included, were specifically, cavers, paragliders and hang gliders.

Not only were we surprised by this we were a little annoyed, where can the logic for such a ban arise? After all surely before we take off we are walkers and once in the air the landowners don't own the air above their land, why us? During the open to questions time we raised our concerns, "Why is it when climbers can wander across open country side to climb a ridge can we not fly above it?". The answer surprised everyone. Apparently the British Mountaineering Council lobbied hard at the consultative

stage of the draughting of the act and the BHPA didn't. Why was this? Was the BHPA not informed of the draughting of the act, was it dismissed as not being important to us, or was it simply no-one could be bothered? Whatever the reason at least three members of the BHPA feel let down. The problem now is that the act is an act of parliament and it will take an act of parliament to change it.

If the BHPA were not informed of the implications of the act upon our sport we must have grounds for appeal, if they were then I for one feel badly let down.

Regards,

Fred Winstanley.

Fred,

The issue that PG & HG were specifically excluded from the act has been raised before years ago on sites such as Euro PG and nothing happened. I believe Mountain bikers are also included, or should that be excluded. My personal view is that we, as members of the BHPA, have been let down. Though in defence of the BHPA I suspect there was a vocal landowner lobby in parliament who think we will affect their lucrative grouse shooting income.

This we have proved not to be true on Stags fell as have the DHV. We now find ourselves in a situation where we are unable to do anything about it. We are going to have to live with it. We cannot muster the kind of support from MP's that their "Mates" in parliament can.

We will have to continue the hard work with land owners in the future. Look at it as a continuation of the current situation, though I still think it was an opportunity lost.

Regards

Richard Cardwell

Open access legislation was designed to permits the use of land on foot, which is why biking, paragliding and even bathing in non-

tidal waters are not included in this law, when climbing, walking and running are.

However, just because a landowner has not expressly given permission for a given use should not make the use of land for (for e.g.) flying byparaglider / hang-glider illegal. The countryside is a large place and as a club or national society, we may 'get away with' open use (as if lawful) of land for flying paragliders and hang-gliders. After a period of tolerance of 20 years (requiring that the landowner does not give express permission), a right to fly the site would be acquired.

This of course does not impinge or threaten any existing agreements with our gaining a given right, as permission has already been expressly given.

See question 11 of the following for more details of the legal ruling :

<http://www.defra.gov.uk/wildlife-countryside/issues/common/faq.htm>

So in reply to the disregard to the free-flying community's ability to enjoy open access as per the open access legislation, I suggest that we continue to build a good relationship with landowners; get express permission where we can. For more remote sites, which are used less frequently, where landowners may not be so readily identified, fly them freely and openly as if the use was lawful. If you are approached, make yourself an ambassador of the sport and your club: willingly approach and engage any interested parties open for discussion (and be sure to keep the country code in the meantime). In the mean time, register your use of sites with the club's flying record and in time we can take the use of sites as lawful, which it will be.

Chas Ward



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The BCC organisers and teams want to re-hold the cancelled 2004 final on May Day bank holiday. I won't be able to attend as it clashes with the Dales BPC. Is anyone interested in competing this and in also being a team captain? Please get in touch, and let me know.

Cheers
Pete

A Record Flight

by Chas Ward

It's not quite how I would have wanted it and it's not quite the record-book I had in mind, not that there was one, you understand: a record-book that is, not a mind. The book would turn out to be that of the incident kind and the record would be achievable by most, if not all: a record of inexperience. The resulting experience, not quite out-of body, but definitely one to be had (or avoided if you prefer) rather than enjoyed. Another life was scratched from the nine: there'd now just be five left if I was a cat, but as I'm not, I'd better not bank on even trying one more.

February is the month in which there is a statistically higher chance of snow and snow there was - though not in abundance, patching the moor above Ilkley. I had picked up a 'phone message a bit on the late side of lunch and Ilkley 'was go', even if the wind was a bit on the weak side. Ilkley sounded good to me though I had never flown there before. I arrived to see Pete and Noel soaring along the ridge, backlit by the sun. Pete top landed and Noel nearby his van. Spurred by the prospect of flying I was soon requesting oxygen assistance at the top of the scarp!

I watched Pete launch and soar the ridge. There were obvious rocks to avoid and a steep section of old quarry at which some rotor might be found. I quizzed Pete on the landing and then expanded my search for hazards beyond that, across the road: well you never know!

My first flight was disappointingly short. I soared towards Guiseley, gained some lift then curved gently back along the ridge towards Ilkley. At the next turn, I lost some height and a landing was inevitable. I came in gently and braked some lift over the boulder to land. I packed the wing in a posy.

While I knew Pete was thinking of quitting at the end of the next flight, my own sortie had been only short and I was still a good halfway up the hill. The decision was there, already more than half made and soon I was back at the top. Pete soared past me again and noted my preparations on the ground. "If I go down, I'm gonna stop," he shouted as he passed. "That's fine," I replied. I was enjoying my afternoon out, but the one short flight didn't really satisfy my wants. Two would do for me though, I would be happy with that.

I left the hill into a low wind, applying my brakes to keep lift and turned to contour the hill at the break of slope, a safe height above and beyond the reach of the rocks. Keeping the brakes well-on, I noted the rocks approaching from my right as the hillside projected out into the valley. I began to lean gently and brake left to apply a turn, but the rocks seemed to keep coming. I was slowing the wing and weight-shifting more, but the wing still did not turn and still the pilot to rocks distance declined. Suddenly the world was a blur. I heard a flap and spun. I knew that the wing was out of shape on the left side: then I was going down.

Disorientated from the spin, I looked for the ground: from the blur. it was quite close at hand and it approached rapidly. There was no time to react and no choice-pick of a landing. I was subject to the law of the wing, to which I was tied. I was spun out from the wing and the landing would be just the one I was given. There was to be no opportunity to make the best of it.

Through the blur, I spotted a boulder and stuck out a leg. I was still in a spin: the world spun, the rock spun, my leg spun and my body too. I landed half on it, spinning, saw my left knee bend like it I knew it shouldn't. A fraction later, I was face down in the snow below the rock. The pain and nausea hit instantaneously. My leg felt like lead and I suspected it was broken, it would be at least until proven otherwise.

I wondered whether the other pilots had seen me come down. Pete and Noel were just yards away, but they might not miss me for a while yet. I could be on my own for now. I tried to move, but the news didn't seem good. Another wave of nausea came and I sweated it out. Shakily, I tried to reach for my mobile phone. Still face down in the snow, I entered the number. No sooner had I finished when Pete arrived; Noel soon after. They assessed the situation and allowed me time to recuperate, I tested the leg. It would weight bear and my fear of a breakage slowly dissipated. We packed the wing and I was helped down from the hill.

Noel and Pete had seen everything. Their post-match analysis suggested my flight was in error from the start. The wind was not really strong enough to sustain a lengthy flight when I left the hill, I should have realised that I was in

for a glide down, but keen to soar, I had over-applied my brakes to harness any lift. The brakes were kept fully on as I soared the crest.

When I decided to turn, I was already going very slowly. The rotation should really have been made by increasing the speed of my right wing tip, by releasing the brake pressure on the right. Since I was approaching the rocks, my instincts were to keep the slow, although speed was already at a minimum and turn by slowing the left wing-tip still further. This error caused the wing to stall and spin. Luckily I was so near to the ground that any injuries were superficial.

Lessons learned:

Launch by flying away from the hill; keep a good distance from rocks and other hazards. Leave plenty of room for manoeuvre.

If the wind's not strong enough be prepared to glide, don't insist on soaring.

Never fly with your brakes full on: a slow wing leaves little room to manoeuvre.

Increasing speed before entering a turn will result in greater wing stability.

Remember turns can be made by increasing the speed of one wing tip (just as well as by slowing the other).

Chas

SAFETY PAGE



Cut out this picture and place it next to the fire place, it will then keep the kids away from the fire!!

Spotlight on

NAPPA SCAR

SITE CODE	17.069 (Use for NOTAM mid week)
GRID REFERENCE	SD964924
WIND DIRECTION	SSW (205-225)
HEIGHT	1715 AMSL. 1056' Top to valley bottom / 542' Top to bottom
GRADE OF FLYER	Paragliding - experienced. Hang Glider - experienced



Location:

Follow the Reeth road from Askrigg.

IMPORTANT

XCs are not allowed from the beginning of August to the end of February.

General Information

In light conditions the capacity of the sight is no more than 5 gliders.

The sight has sharp crags below the top crag, and severe turbulence can be encountered when scratching low down, especially when the wind is off the face.

Additional safety notes: Severe rotors have been reported on top, especially in strong wind, and extend quite a way back. If you don't want to land at the bottom fly back towards the parking area, and land just before the road.

XC potential: Beware Appleby danger area, but 90 miles is possible before reaching Scottish TMA.



PHOTO COMPETITION

The result from the March club night photo comp is as follows: -

First Place MAGNUS BORDEWICH



Second Place CHRIS FOUNTAIN



Third Place JOHN ELLISON



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

CLUB NIGHTS

The committee are looking into the possibility of having a guest speaker at the May club night, a short list of Judy Laden, Steve Elkins or Calvo has been drawn up.

Watch this space for more details.

SUMMER BBQ

The committee is looking into a Summer BBQ.

Possibly held in the Hawes area. The idea is to have it in the Hawes area so that more of the farmers would have access to a club function, without the long journey to the Skipton area.

CONGRATULATIONS

Congratulations go out to John Ellison, who has been selected to represent Britain against France in the Bleriot Cup.

John I know is very proud of this, and I'm sure you will join me in wishing him every success in the comp.

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

DISCUS **New Aeros Curved-Tip Intermediate Glider**

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Check out Stewart Bond's (UK Aeros importer) site by going to this link

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

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

Have any of the pilot exam takers received any news about their results. The incentive of saving a few quid on membership is meant to be a (small) incentive to go for pilot rating.

This morning I received some mail from the BHPA, which I ripped open with great excitement only to discover it was my membership renewal. No mention of pilot exam and no discount and it's 3 weeks since the exam.

So I guess it is a long term incentive :-)

Pete Balmforth

Patience young Jedi, they took the best part of 3 months to mark mine.

Pete Logan

The jury probably took three months to come to a decision. :o)

Mick Bolton

This is how long they wait for the bribe!!

John Callum

ITES NEWS

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

WINGS AND 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.

FOR SALE

Charly Cruiser Paragliding Harness (L). Excellent condition. Integral "booster" back and seat protector. Rear mounted reserve with right sided deployment handle. Deep rear pocket. Shallow under seat pocket. Aerodynamic shape £120.00 o.n.o..
Charly Revolution II Paragliding reserve canopy. Regularly checked by Airworks. Fast deployment time. Maximum 120 kg all up weight. £150.00 o.n.o..
Ian Sadler - 07770 672797 (Barrowford).

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 pen9jamie@.com

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

GRIPE SHEET

AFTER every flight, airline pilots fill in a form called a gripe sheet, which conveys to the mechanics problems encountered with the aircraft during the flight that need repair or correction.

The mechanics read and correct the problem, and then respond in writing on the lower half of the form what remedial action was taken, and the pilot reviews the gripe sheet before the next flight.

Here are some logged sheets, which, we are told, come from one of the major airlines. (P = the problem logged by the pilot. S = the solution and action taken by the engineers).

P: Left inside main tyre almost needs replacing.

S: Almost replaced left inside tyre.

P: Test flight OK, except auto land very rough.

S: Auto land not installed on this aircraft.

P: Something loose in cockpit.

S: Something tightened in cockpit.

P: Autopilot in altitude hold mode produces a 200ft. per minute descent.

S: Cannot reproduce problem on ground.

P: Evidence of leak on right main landing gear.

S: Evidence removed.

P: DME volume unbelievably loud.

S: DME volume set to a more believable level.

P: Friction locks cause throttle leavers to stick.

S: That's what they are there for.

P: IFF inoperative.

S: IFF always inoperative in OFF mode.

P: Suspected crack in windshield.

S: Suspect you're right.

P: Number three engine missing.

S: Engine found on right wing after a brief search.

P: Aircraft handles funny.

S: Aircraft warned to streighten up, fly-right, and be serious.

P: Target radar hums.

S: Re-programmed target radar with lyrics.

P: Noise coming from under instrument panel. Sounds like a small person pounding on something with a hammer.

S: Took hammer away from small person.