

Dales Hang Gliding & Paragliding Club

The logo features a stylized white cloud with a grey outline. Below the cloud is a rainbow with red, yellow, and blue bands. To the right of the rainbow is a green hang glider with a blue outline. A small blue figure is positioned below the rainbow.

NEWSLETTER
MARCH 2007





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Chairmans chat

As the weather in the UK starts to hint at the arrival of spring and the start of the flying season in the UK my thoughts have been about flying conditions. Previously I have written about the lucky people traveling down under for the World Championships in Manilla, Australia. There cannot be many of you who have not heard the story of Ewa Wisnierska, 35, who spent 40 minutes unconscious while being carried to a height of about 9,946 metres, where she was pounded by hail, narrowly avoided lightning and was covered in ice.

Basically it appears that there were a group of pilots practicing for the World Championships flying in weather that was obviously dangerous – see the photos.



Manila 1.

So, what is dangerous?

There are various types of ‘dangerous’ conditions but they mainly fall into 2 types – wind and overdevelopment.



Manila 2

When conditions are windy there are many dangerous things that occur. Wind on take off being too strong to safely take off resulting in pilots getting dragged or blown backwards. Wind causing rotor. Wind causing turbulence as it passes over and around the terrain. Wind also increases turbulence – turbulence increases with the square of wind speed!

How do we judge when it is too windy?

That’s a tricky one – I find it hard to judge after a period of not flying and have found my personal method is to clip in and see how the glider reacts on the ground. Can I hold the glider easily on the brakes? Do I have to pull on the ‘D’ riser to keep the glider on the floor? Does the wing try to thrash around? If In doubt, I walk round the side of the wing, grab a wing tip, unclip and chill out for a while and watch the conditions.

Other methods are observation, watching other people – are they having a hard time, are they all pointing into wind and not turning? Are they soaring around easily? The purchase of a wind meter may be a good thing! What we see as dangerous also depends on our skill levels. Practice ground handling to a high standard and it becomes easier to launch in stronger conditions.

When conditions overdevelop there are problems associated with this. Massive updrafts sucking pilots into clouds and to fatal altitudes, massive down drafts – gust fronts – causing all the problems as previously mentioned, rain, hail etc.. How do we judge when conditions are likely to overdevelop?

The first thing I do is to check all the weather forecasts for any indication of rain possible that day. Then it is back to the old favorite of observation. The tell tale signs are the shapes of the clouds. Triangles are good, Marge's are bad! A Marge is a cloud that looks like Marge Simpsons hair!



Marge

Look out for very shiny, crisp bright white clouds like cauliflowers. Another sign is when the lift is too easy, beware! Also, just in case I practice rapid descent methods, B-line stalls and spiral dives which enable me to get down out of the sky if necessary. Full on spiral may give me up to 20 meters per second (4000' per min!).



Potential Marge

Best avoided.....cu nim



Friendlylies....take the day off!

Any questions? come along to the next club night and ask Jack Harrison, the famous 'Weatherjack' of " ...it's a weatherjack 5, take the day off..." fame who will be able to answer all your meteorological questions.

See you there.....

John Ellison

CLUB NIGHT - 1st MARCH

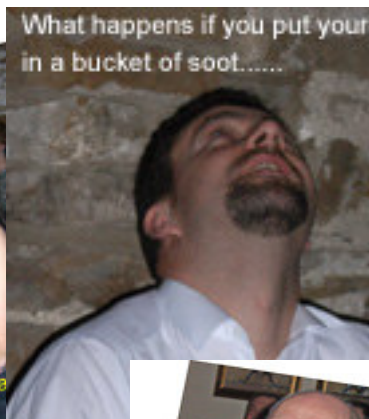
March club night should be well-worth making that extra effort to attend - we have a guest speaker in the form of **Jack Harrison**, otherwise known as **WEATHER JACK**

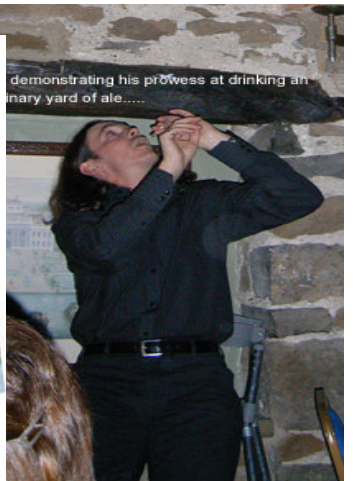
www.weatherjack.co.uk

See you in Ilkley - mine's a Copper Dragon!

CLUB NIGHT - 1st MARCH

Dales Hang and Paragliding Club DINNER DANCE 2007





Niviuk Hook Review by Alex Colbeck

Niviuk are a fairly new company, launching their first wings, the NK1 (DHV1), Hook (DHV1-2) and Artik (DHV2) back in 2005. However their team is made up of Oliver Nef (ex-Advance designer) and Raul Rodriguez (world no.1 acro pilot) to name just two.

I first tried the Hook during March 06 in the form of a demo from Surface to Air Merchandise and my first flight was from Whernside on a rather cold and overcast day. The first things I noticed about this glider was the lightness of the material and the faultless quality of the workmanship. Much lighter than my Gradient Onyx and this was noticeable when groundhandling. It is just so easy to launch, even in nil wind. You can even touch the tip on the ground and then pull it overhead again easily. The only bad thing to say about its groundhandling characteristics, would be the brake lengths which are pretty long but nothing a wrap can't sort out. The launch-with-no-hands test, launch-whilst-sat-down test etc were also passed with flying colours!



Once in the air, it gives a feeling of comfort straight away, a little more time with it and you really become as one. The handling helps this as there is no dead spot when applying brake and as soon as you apply, the wing responds. Add lots of weightshift and you can produce lots of energy in turns but when wanting to keep it efficient, nice gentle turns can be made in a very small radius. I would say it is a very easy glider to fly in smooth conditions and in the rough stuff, extra active piloting is needed as you would expect with a 1-2. At first I wasn't using enough brake when it got bumpy but after a few hours more, my inputs improved and it responded even better.

The Hook feels rock solid in the air and responds very well to collapses. Whilst in Canada I received some whacks in pretty gnarly thermic conditions.

All where 20-40% and when they went in there was really no noticeable change of course before they fired back out again. In fact if I didn't hear them I probably wouldn't have realised. In rough conditions in the UK, the Hook doesn't make you sit on the edge of your seat (or harness!) as you and your arms battle with the controls, but merely precise and smooth brake inputs keep the pitch and roll in check. It really is well behaved in turbulence.

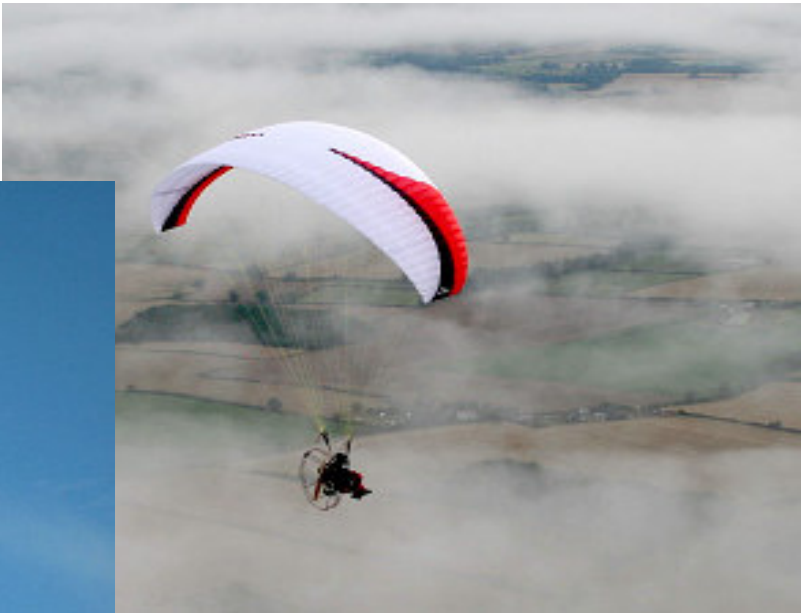


The influences of Raul in the flight characteristics of the Hook are apparent when you want to chuck it about. The wing is responsive but not fidgety and the feedback to the pilot doesn't overload. Applying lots of brake and weightshift creates beautiful carving turns or big controlled wingovers and there can be lots of energy to be found, but only if you want it. That's one of the main things I like about this wing, you can turn it from a gentle, thermalling XC machine coring tightly in thermals, to a dynamic, acro, funster and vice-versa but the choice is the pilot's decision.

The performance is also nothing to be ashamed of. I have often equalled and exceeded Zulus, Cayennes and other gliders on the ridge in glide and speed. I have to say that the bigger strength of the Hook is its climb-rate, which in thermals is awesome as you can really turn tightly in the cores with the glider feeling slightly pitched forward giving great feedback. My first visit to cloudbase was whilst flying the demo Hook. Nevertheless the performance is still excellent, in fact I regularly blat past a certain Syntax on the ridge....!

I have also flown it under power and it is still great fun to fly and a doddle to launch.

Oh and last but not least, the design for me is fantastic, you stand out in the sky with the big horns and there aren't many about, YET!



Be original, try a Hook!

Alex Colbeck.

W E B S I T E N E W S

Shoutbox for the Website

We have a new form of "instant messaging" for the Web site which you can be found at the bottom left of the club website www.dhpc.org.uk. There's a new area called a SHOUT-BOX which is for leaving quick messages on the website for others to see. The idea is that if you're going flying or want to know where other people are going then leave a message.

To leave a message click the to go to the bottom of the shoutbox if you can't already see it and write a sentence or two. This should prove an ideal way of communicating "FLYING TODAY" messages. No cynical use please i.e. on a bad HAAR day don't tell everyone you're flying the coast just south of Robin Hood's bay!

Take a look - let me know what you think! (about the shoutbox....this isn't therapy!).

W E B S I T E N E W S

The Last Resort, France - June 2006

It is always comforting to know that while the weather is bad in the UK there are places in the world where we can go and be confident of finding excellent flying. The Last Resort run by Ali and Al at St Jean de Sixt is just one such place. Nestled between the ski resorts of Grand Bornand and La Clusaz and only a stone's throw from Annecy to the west and Chamonix to the east, the area is in the heart of the Aravis. This offers safe flying for those that want it or hard core cross country for those who are more adventurous.

I arrived on June 3 with only one 20km xc under my belt and an assortment of short hops over the back of the hill having used the first big thermal that threw me there. I left France having flown 380km, clocked up over a years flying hours in 2 weeks and gained a understanding of Alpine flying that makes me want to get back as soon as possible and do it all again.

The week started nice and quiet. Late snow the previous week was followed by a fresh northerly that increased the valley winds sufficient to make landing a backwards affair. We concentrated on flying around Annecy with the rest of the gaggle which honed our skills on close proximity flying and we got use to working busy thermals. The 3800ft launch at Montmin overlooks the lake and a 2500ft top to bottom run down the lake is much loved by the local schools. The Rock de Rue and the Dents de Lanfon to the north make for a short out and return or a good point to climb 3500ft above launch, cross the lake and complete a 20km circuit to Doussard.

By Thursday the wind was dropping and the air was less stable below 9000ft which signalled the start of cross country weather. We watched the day build and planned our first route with Al and Nobby, our fly guides. Initially pensive at the start of something big I crashed and burned with a sledge ride to the Crete de Loup landing field only to watch Dave and Nobby fly off toward the Tournette, an ugly 7700 ft snow capped lump of rock sitting behind the Montmin launch. Our planned route was to approach it from the opposite side. I contented myself with a second launch at 2.30 and an out and return down the Aravis, an imposing 22km spine of rocky mountains and deep snow gullies that became a playground over the next few days.

Friday was a whole new story. The day started the same and the route plan was similar. Start at Crete de Loup, climb out, run down the Aravis, glide across the Manigod valley to the Sulens, climb again, jump onto the back of the Tournette and climb up the spines to the summit. The view that awaits you is the stuff of legends. We climbed to base at 9000ft, and the whole of the Annecy lake was laid out before us on the other side, 4000ft below you is the gaggle of pilots with whom we had spent so much time earlier in the week. From the Tournette it's a 6km glide to the rocky needles of the Dents de Lanfon where the next big climb awaits.

From the Dents the choices are simple, head south across the lake or back northeast and home. The trip south would be for the following week with Bob Dury so why not keep it simple today and close a 65km loop. From the Dents we headed north towards Mont Lachat. This is a long ridge above the town of Thones. After the glide from the Dents you arrive low, timing your arrival to make the best of the valley flow which washes up a large scoop at the start of the ridge. The shaking trees indicate where the dynamic lift is mixing with strong thermals so patience is the name of the game and you will climb out. The ridge run is also a test of nerve, a large dead area reminds you of your mortality and the "not recommended" landing options in the forested V shaped valley below. At the end of the ridge is the 6600ft summit outcrop at the head of two opposing valleys, this again is hard work which feels more like rock climbing. Once above the top all the air flows and thermals come together to make for some seriously rough air which only gets better with height.

With all the hard work behind you the easy option is a 6km glide to Grand Bornand, unless of course you have the stomach for more !

So the first week came to a close. I had broken several personal bests and seen some fantastic country. Bob Dury (and his dog Murphy) arrived on the Sunday and the assessment flight was a quick 60km to see how we fared. Bob then embarked on a full on Alpine flying training course. The routine was simple, an easy breakfast, followed by a 10.30 debrief on the previous day. Next we had lectures on thermalling, weather, cloud formations, valley flows, and speed to fly followed by the days flight planning. At 2.00 we arrived on the launch to get the best of the day.

Flights were epic, dispersed with occasional failures but the information flow was unrelenting. Bob would fly at the front of our 5 man squad and describe his thought processes, Nobby would fly at the rear and help you out if you got lost or missed a climb. Rob followed on the ground in the retrieve.

On Wednesday early parts of the flight were components of previous routes but we headed south across the lake and down the Rock de Bourfe, a favourite for the round the lake trippers. The difference came after the cloud base climb above the summit, from here we took a 7km glide further south to the ridges of Mt Margeriaz which we surfed along it for another 5km. We quickly learnt not to waste time climbing unnecessarily when all you needed was enough height to get to a better place. We then embarked on a series of mountain hops, jumping wide valleys to intercept 5 star thermals. Zen decreed that these existed where the slope was into sun and collected the valley breeze, the terrain promoted thermals and the clouds confirmed their existence, finally birds and other gliders added to the detail. Spotting thermal break away points and valley convergences added to our in flight planning and slowly we gained the confidence to fly faster. We were taught when to fly the terrain and when to fly the sky. Mt Colombier, Pt De Arculod and Mt Trelod soon became trophies to our log books. The day ended by re-crossing the lake and passing 2500ft above the Montmin launch on our way to climb back over the Tournette and 14km to goal.

We never made the 100km plus flight due to the air becoming increasingly stable and rain later in the week but we did manage 85km. The team at The Last Resort were superb and everything, including wine with the four course evening meals was in the price. For anyone who wants to learn to fly the Alps this is an excellent base with great guides and the xc potential is limitless. Ok it's not the cheapest package but it is excellent value for money and I for one will be there again next year. Best times for big xc's are May/June and the September/October but all year round flying is available. The ski lifts open in mid June for those that don't like walking although there is a minibus service in the Annecy area to get pilot back up to launch. Happy Flying.

Ian and Julia Newiss

The Paragliding Accuracy World Championships (or Sauerkraut with boiled Coleslaw), by Tony Blacker competing in Lithuania.

The start of this epic journey to the 4th Paragliding Accuracy Championships went well. We all arrived at the airport (Stansted) in good time and distributed the last of our sponsors' equipment to the remaining team members. The Regatta, Dare2be range of skiwear was supplied through Trekwear. We were all given a polar (winter) and standard Buffs with the Union Jack printed on them. 3 pairs of sunglasses with lens anti-fog cleaning kit was given to each of us by Eye Level Optics. Time to check in.

This can be a difficult time due to each of us having our glider bags plus the normal amount of luggage for the 12-day event, but things went well. After taking the gliders through the oversized booking-in area we all passed through security without any problems. A quick look around the shopping area and we were on our way to the gate. At the gate and looking out of the windows to the dark start to the day we could see snow. Well we all expected that from the forecast. Not dwelling on a traumatic day, we eventually changed plans & got all our kit across London to Gatwick and were lucky enough to get flights on a Lithuanian Airways flight to Vilnius the Lithuanian capital.

Despite one team member dropping out due to this added expense and others considering the same, we arrived extremely tired. When in our hotel we all thanked each other and were proud to have actually made it to the country and appropriate hotel.

After 2 practice rounds yesterday (<http://www.bhpa-accuracy.org.uk/content/view/157/124/>) on the stand-by airfield, the lake was declared sufficiently frozen to be safe to fly from. This had apparently taken much effort from the locals, pumping/spraying water onto the ice to thicken it up. The weather has been a clear sunny sky, with temperatures of around -15 degrees C. With the added wind-chill, it has felt very cold at times. Warm tea & coffee were a help during the day, and the soup at the end was even better! After the eight o'clock briefing, the bus took the pilots to the lake. Much to the appreciation of the pilots, the first round was again a practice flight due to it being at a new location for the competition. The first full round then followed.

In order of flying, the British results are as follows:

Andy Shaw	5cm
Tony Blacker	134cm (after re-flight)
Don Bodill	13cm
Nick Simmons	74cm
Andy Webster	15cm

This put us in a second place position behind the Czech Republic and just in front of the current world champions Slovenia. But this is just the beginning of 12 rounds. There is a lot more to come.

Joanne is now an internationally recognised paragliding accuracy judge, and after the formal events are over, is making many friends from around Europe and the wider world.

There has been an incident with a Serbian Pilot. One of their team was coming into the target and was far too high to be able to get near it. He decided to fly too slowly and stalled (fell out of the sky) from about 10 – 15 meters. He has a broken arm and injured his back. I was watching, and considering a fall onto an ice surface is like hitting concrete, was pleased these are his only injuries and are not life threatening. Not much one can do in a first aid situation, even finding that my thermal space blanket would only cover half of one person (Tesco including poncho...).

Day Two.

Another clear, cold day. The start was delayed until it warmed up to -15 degrees C, having started at -18. The ice is holding up ok, though Nick did put his foot through at one stage! His heated boots seemed to have saved the day for him (& a change of socks).

We all had good flights, including two dead centres in the last round (round 3) from Andy Webster & Nick Simmons. Well done to both of them! Andy Webster is currently leading the competition, I am 21st out of 70 pilots, helped by a second round score of 5cm. Andy Shaw was given a relaunch after falling on his last landing.

That put him in top place, but unfortunately, a complaint about the decision left him with a 1000cm score. Without that, the UK was leading for a while.

Current results are visible on <http://www.paragliding.lt/alc/index.php?mod=pr>

After we have completed 5 rounds, each pilot drops their worst score (to allow for events such as that fall), so Andy Shaw will have a chance to catch up. We all need to keep doing our best.

Monday morning has dawned bright & clear again, the forecast is to be slightly warmer today, though a higher wind will make it feel even colder than yesterday. It is currently -12.

Day Three and Four

Day 3

Whilst the air temp this am was -12 C, once outside, the windchill became apparent, taking the temperature to -25 C. Brrrr! Joanne & the other judges started early at 09.30hrs to set up for the competition. Unfortunately the high winds delayed start, so they all ended up getting cold on the ice. It is comparable to sitting on a ski chair lift all morning... At the midday briefing, it was decided to abandon the day's flying due to the marginal conditions. The flying results therefore remain the same today. The rest of the day has been spent in a meeting discussing the rules, and there is currently a judging seminar going on.

Some background information about what we are doing for those of you that I have not kept up to date. I am one of the 5 pilots making up the British Paragliding Accuracy team. We are in Trakai, Lithuania for 10 days for the Paragliding Accuracy World Championships. We are flying on the lake, now frozen only for the last week. The ice is now about 20cm thick (from looking into the fishermens' drill-holes), but does still fracture occasionally, which is somewhat unnerving & did make me jump (& run away) on one occasion today! There are 70 pilots competing from 14 countries. Teams are of 5 pilots, and another 2 from the opposite sex. All teams are predominantly male, though there are 9 female pilots present (none from UK). They are competing in the first Women's Paragliding Accuracy World Championship.

We have been provided with lunch each day on the ice. Every day there has been a lovely warming soup, and today there was sauerkraut with boiled coleslaw – when you are cold & hungry, I can thoroughly recommend it!

Some photos of the team members can be found on the Dutch team's site at http://www.skyrebels.nl/wp-content/plugins/fgallery/fim_photos.php?album=litouwen&pageName=album

We are obviously compiling our best for our website before publishing... One of our team members (Don Bodill) proposed to his long-term partner, Nikki Spence (normally chief judge) last night. The news this morning is that she has accepted! Congratulations to them both! No date set yet as far as I know. Hopefully we will fly tomorrow, but the weather is quite likely to make the decision for us. Even if the rest of the week is blown out, the competition has now been validated by completing 3 rounds. We can run a total of 12 rounds in a World Championship competition. 5 competition days left. Looking forward to my Mum & Peter coming out to cheer us on later in the week – still not sure whether Thursday or Friday will be the best in terms of flying weather. I brought out a tent (tall enough to fully stand up in) to set up on the ice & use as 'British Camp'. We set this up yesterday & today. Whilst we have not used it much, it was noticeable today how much warmer it was inside, out of the wind. As much as anything, it is

something the other teams do not have, and hopefully gives us a psychological advantage. We have used one of our Union Jack Buffs (www.buffwear.com) as a flag over the door. Our polar & normal Buffs have been used every day, and both keep out the cold & help give us a team identity (thanks Henry). Wanting to keep assembly time & effort to a minimum, we managed today to get the entire 4 man tent in a Ford Mondeo without removing the poles! We will have to wait & see if they ever go straight again.

The less said about day four the better! This was not an auspicious one for the Brits, with us losing quite a lot of ground in relative terms. We ended the day in third place. Just in case anyone was thinking/needing to send a message this week, my best number is +42 3663 011 913 as I am on this all day even though I may not hear the phone go off.

More next month!!!

Tony Blacker.

South Island, New Zealand

Awesome, or, if we adopt the local vernacular, "Frickin awesome." That sums up a week-long paragliding trip on New Zealand's South island, in and around Queenstown. The NZ pilots had not been enjoying good spring and early-summer weather, but the byword for our week was thermals.

The Flight Park

Some consider UK airspace to be quite closely regulated. What do you think about the following two pictures? Hint, the white circles might help.



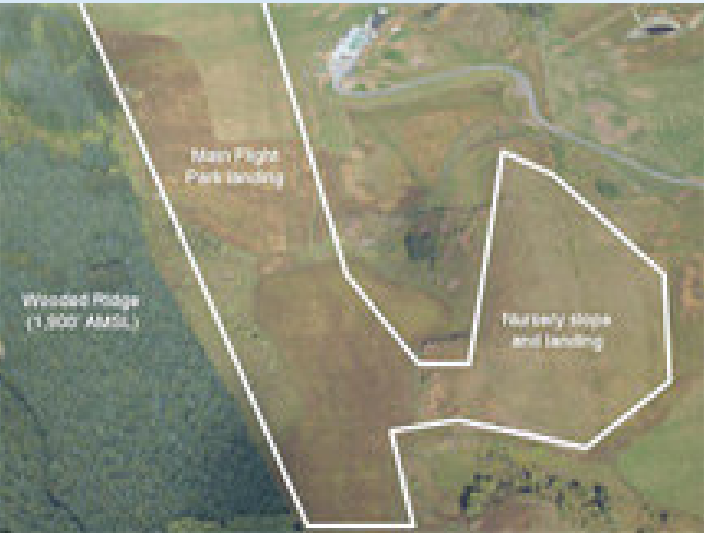
The wind is blowing gently from the SW onto the Rocky Gully take off, it is warm and the day looks promising. It subsequently proved to be a nice thermic day. The Qantas 737 in the circle is the scheduled flight from Sydney to Queenstown that we arrived on a week earlier.

This is obviously a sight of interest to visiting pilots only, as none of the locals seemed to even care about its presence. Over the coming week we spend many days flying here and often see jets close to the landing field.

Spooky. I suspect the pilot in this second photo may be taking the piss. The white circle is for those wondering what I'm talking about. The helicopter is landing on what is one of the busiest take offs in the area and is usually crammed with pilots and tandems.

We didn't exactly have to dodge helicopters when flying, but it is something one tends to only see in the UK if the helicopter is an air ambulance.

The landing area is known as the "Flight park." It is approximately three rugby pitches wide and about a 20th of the size of Wales in length. Limited refreshments are available as well as coffee and tea making facilities.



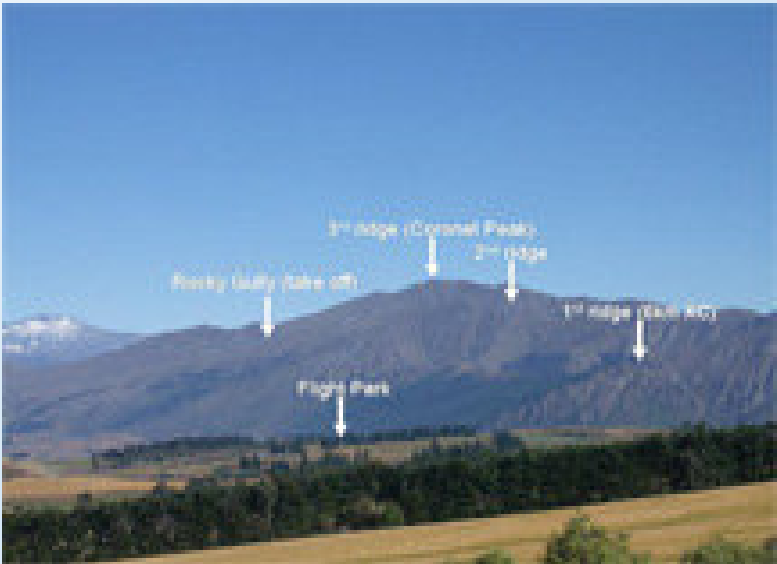
We flew an average of four flights a day, over six of the available seven days. For those with limited flying hours, the wooded ridge in the above picture can be counted as a XC of 6km from the Rocky Gully launch point. We stopped counting such flights as XC because we were often playing in the convergence at the top of this ridge.



It is quite possible to take off at Rocky Gully, jump to the 2nd ridge behind the wooded one and then onto the 3rd ridge, which is the top of Coronet Peak. We also flew from Coronet Peak itself, which is a traditional Alpine site. Meaning it is steep, small and something of a committed launch.

Care is required if one decides to take a XC from Coronet Peak to Wanaka, which is the usually XC direction. A pilot that fails to make the few 'jumps' to other ridges behind, can face a walk out as long as four days.

We did not attempt XC flights from Coronet Peak. We were on holiday after all. We did thermal from Rocky Gully up to Coronet Peak on buoyant days.



Triple Crown



We opted for some XC flying at the Triple Crown ski resort, near Wanaka, pronounced One-aka. My partner completed her first ever XC (yippee) of 6kms, which beat my first ever XC by 20% (boo).

My first XC of the day was a single thermal climb to 7km (doh). My second was better, with many thermals and an eventual 11km.

It could have been 25kms, over a high dividing mountain range, on the right hand side of this picture, to the town of Wanaka, but I misheard advice and took a wrong turn (double doh).

Never mind, the flying was frickin awesome.

Whilst we were driving back from a successful days flying at Wanaka, a local pilot had executed NZs first known XC from Wanaka to the Flight Park. That is considered to be the, "Wrong way round," by locals.

Queenstown launch

Queenstown is the 24-hours party capital of NZ and the Gondola is a ski lift in the centre of town to the top of the hill over looking the lake. This makes it the de-facto launch point for tandems. The site is a high-volume location, with many launches per hour. We preferred other sites.



Fly guiding

When I was first planning the trip for my partner's fortieth birthday, I found it quite difficult to identify fly-guide operations in Queenstown on the internet. I eventually found three, but by far the most helpful was Elevation (<http://www.elevation.co.nz/>), run by Shai (+64 800 359 444). Shai is friendly, helpful and he runs a school as well as a tandem operation. He replied quickly to emails and remained flexible when we changed our plans.

Getting there

We flew BA / Qantas to Queenstown from Manchester, via Heathrow, Bangkok and Sydney. We did not break our flight, although we had short stops at each location. We were in the bucket seats and managed five hours sleep over a twenty-six hours period, but got over jet lag in a day.

On our return we opted for BA world traveller plus seats. These have more leg room etc. We still only managed five hours sleep, but we were much more comfortable and the extra cost was worth it.

Accommodation

We stayed in Arrowtown, about the size of Ambleside and thirty minutes drive from Queenstown. To start with we stayed at self-catering accommodation where the kitchen, lounge and bathrooms were shared with other residents. It was clean, comfortable and very friendly.

Queenstown, probably the size of Kendal, has a complete range of accommodation, including quite posh hotels and most companies providing activities picked up from there.

We later stayed in all sorts of accommodation. The most ubiquitous available are motels, where £60 a night for the space, gets you two bedrooms, a kitchen and lounge, bathroom and, in some cases, an inside garage.

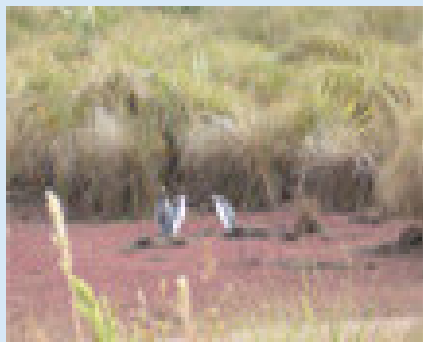
Other things to do

If you have a family with you, who do not fly, there is loads for them to do. From gentle pony trekking or wine tours to a tandem 15,000' ski dive and white water boarding. There are also many Lord of the Rings tours and Wanaka is the 'true' middle earth filming location. If you're a fan, a tour of the sights may be of interest. In short, a flying holiday in NZ need not exclude your family; they could always take a tandem flight.



This is Mount Cooke, with a classic wave cloud on top. There is doubt about whether Mount Cook remains the highest lump in NZ, due to a landslide destabilising the top - the gullied slope on the right hand side of the mountain under the wave cloud. There is loads to do here too, with guided tours to the ice face of glaciers or self-guided walks up the sides of others.

These are yellow-eyed penguin colonies on the Otago Peninsula near Dunedin. There's only 3,500 of them left in the world and they only breed on the SE coast of the South island. They are cantankerous buggers too.



They prefer to live in small single-family groups in burrows dug into hillsides and they defend these with gusto. Even though we got quite close, we were in subterranean hides and these creatures are totally wild.

Facts

You get three NZ\$ to the pound, near enough. Petrol is cheaper than the UK, food from shops was usually cheaper too. Wine seemed more expensive, but eating out was quite cheap.

An entry visa is not needed if you hold a UK passport. If you take your own paraglider, you will be stopped at customs and they will check it thoroughly for grass seeds and other bio-hazards. They may even wash your boots. To reduce delays, try and clean your equipment beforehand.

We hired a car before we went. It would have been cheaper to rent it whilst there and many operators are based at the airport and in Queenstown. Take a driving UK license for all drivers. Public transport is not brilliant and we found the timetables unfathomable. There were no trains.

Simon and Patsey Simon Kirby

Around the Clubs.....well, Cumbria at least.....

SITES NEWS

We are coming up to that time of year when we need to be thinking about Site Restrictions due to lambing and nesting birds. Please make sure you check the latest site information before you fly. Info is put on the CSC Site Information and Answerphone (01539561969) and on the CSC website:

(<http://www.cumbriasoaringclub.co.uk>)

CARROCK FELL - Will be **SATURDAY ONLY FLYING** from 1st April to 1st July

WOLF CRAGS - Will be **CLOSED** from 1st April to 31st May

CLOUGH HEAD - Will have restrictions imposed at the request of the farmer. We will post out any access restrictions as and when they come into force.

BUTTERMERE MOSS - Please ensure that the farmer at Wilkinyke Farm is notified that you intend to fly the site **BEFORE** you set out for take off. Please drop into the farm and have a chat - if the farmer is not in then leave a note on his door telling him that you have gone up to fly. (All he needs is the chance to put his dog away otherwise it goes mental at the sight of gliders in the air).

CSC PRIZE GIVING / CLUB NIGHT / and AGM

8th March is the date (main bar of the Queens Hotel, Keswick from 7.30 onwards) - please come along for a drink (your first one is on the Club!) and a bit of a catch up and to support those who have won awards for last year

Highest placed CSC pilot in the National XC league (PG or HG) - Burkitt Rudd (14th place with 397.8 km). Highest scoring flight from a CSC site by a CSC member (PG or HG) - Burkitt Rudd (22.4km triangle flight scoring 67.2km in the XC league) Keenest Pilot 2006 goes to Tony Eadington Best SFC Article for 2006 goes to Catherine Clark for her article about a trip to the Dolomites We will also have a number of other awards (The Chairman's Award and Discretionary Awards) to give out on the night.

All the members of the EXECUTIVE COMMITTEE of the CSC will be giving up their jobs on the 8th March so it will be up to the CSC membership to elect a new Executive Committee.

CLUB NIGHT

The next Club Night after the 8th March is a talk to be given by pilots Steve Nash and Gareth Aston about their PG adventure flying in Mongolia. This is on the 24th March - full details at

<http://www.cumbriasoaringclub.co.uk/events/> - 'Spiralling the Steppes'

LOW EXPERIENCE / LOW AIRTIME COACHING

The successful format used last year will be repeated this year starting with the first session on Saturday 7th April. Details at <http://www.cumbriasoaringclub.co.uk/events/> - Low Experience / Low Airtime Coaching Day

LAKES CHARITY CLASSIC 2007

Places for this year's prestigious event are going fast - deadline for entries is 1st April (or sooner if the 40 A comp and 40 B comp places get filled). If you want to enter and you have not yet done so then get your skates on!! (full details at <http://www.cumbriasoaringclub.co.uk/lcc/>)

CSC ANNUAL PARTY

Everyone in the CSC has been sent an invitation to this year's event down on the shores of Buttermere. If you would like to attend and need feeding (BBQ / vegetarian food available) then we need your form back as soon as possible so that we can make plans for the event.

CSC WEBSITE

Is there anyone out there who would like to take charge of the CSC website????????? We need someone who is keen, dedicated and is fully conversant with PHP programming language and the JOOMLA open source contact management system. If you have the skills and would like to have a vital role in shaping the CSC website for the future then please drop me a line

(simon@raven14.plus.com)

FIRST AID COURSES

Practical, informative and fun first aid courses with a good pub lunch thrown in. If you are over 16, live in Cumbria and work (either paid or voluntarily) in the outdoor sector then you may be eligible for funding on our Outdoor First Aid courses. Please note: Funding is not available for full time students or public sector workers. Satisfies the requirements of all NGB award holders- (MLTB/SMBL/RYA/BVCU etc.) and will also be of interest to anyone participating in any outdoor activity. Valid for 3 years No previous experience necessary.

Dates:-

27th and 28th
22nd and 23rd March (2 places available)
17th and 18th April
2nd and 3rd May (new date)
8th and 9th May (fully booked)
12th and 13th June

Special Offer to Groups

15% discount for bookings made before 30th April for groups requiring courses delivered at their own venue. Prices on website. Discount code - 15-070430

Info and booking details - www.adventurelearning.co.uk

Best wishes

Peter Cunningham, Adventure Learning Ltd., Sandyridge, Kendal Road, Staveley, Cumbria LA8 9LP,
pete@adventurelearning.co.uk www.adventurelearning.co.uk
Tel: 08000 025 044 Mob: 07040 401 566 Fax: 0870 919 6797

The Things People Do #497

Yves Rossy's flight

October 8, 2004 Man has been attempting to fly for around 2400 years yet has only begun to master the process in the last century. In the history of flight, 2004 is shaping as a good year. One of the pioneers of human flight, Yves Rossy, recently achieved a landmark which went largely unheralded. Rossy's feats might well go down among the most daring as well as momentous in aviation history. Rossy made headlines in 2003 when he flew 12 kilometres for the loss of just 3000 metres of altitude, achieving his feat by jumping out of plane wearing three metre, carbon fibre wings.

The former military pilot, 45, who flies Airbus for Swissair, spent five years developing his wings for his flying man project but went one better with his 'jet-man' project by adding two kerosene-powered jet engines to his original wing design to become the first man to fly like a bird: horizontally.

At 7:30pm on June 24, 2004 Rossy dropped from 4000m over the Yverdon airfield. After opening the wings, he glided to 2500m, ignited the engines and waited 30 seconds for them to be able to stabilize and begins to open the throttle. At 16m, he achieved horizontal flight for more than 4 minutes at 100 knots (115 mph).

"It was absolutely fantastic; freedom in three dimensions...I felt like a bird." That's how Rossy described his landmark flight. Looking like Buzz Lightyear from the film Toy Story as he soared over the Alps at 180km/h. To perfect the performance, the aerodynamic wings were improved and their span was increased to 3 meters.

Because there was a loss of rigidity due to the inflatable side of the wings, Yves had to stop his collaboration with "Prospective Concepts", who made the original design, and work only with "ACT Composites" who then created foldable carbon wings, able to be used from a Pilatus Porter plane.

Handles were also fixed onto the wings so that Yves could electronically manipulate the wingtips, this giving him the freedom to decide when he wanted to either glide or dive. These new wings were tested quite a few times with different weights on them so as to see how and where the kerosene port and engines would be placed.



Many simulations were tested before being able to fix on the real engines and most importantly before being ignited. The veteran thrillseeker has entered the Guinness Records for various pioneering flights and was just as enthused about this one. "It would be a great device for James Bond so he can go behind enemy lines," he said. He also holds a record for dangling from the wing of a biplane, and lists his hobbies as "bare-foot water-skiing, wakeboard, hydro-speed, delta flying and paragliding, snowboarding and aerobatic flying". In 2002 Yves contacted the worlds leading model jet engine Company, "Jet-Cat", based in Germany.

The company, which specialises in motorising miniature planes, quickly showed its interest to help Yves install engines onto his wings. Many tests were made with different engines, different air intakes, and they even had to test at altitudes reaching 4000 m as these particular engines had never been tested before at such an altitude. A test team was taken up in a Pilatus Porter so that fine-tuning could be made until the engines worked perfectly at high altitude. Once all ignition tests had been done at ground level, the real thing was ready to be done, but like all prototype experiments, success is certainly not guaranteed on the first trial.

Anything is possible, ignition failure, ignition of only one engine, flight instability and even spinning is possible, but all of these failure tests were made during the long testing sessions. After running in to turbulence Yves cut off the two engines despite having half full tanks at the time. But the most important was achieved, the Jetman flew. Yves parachuted safely to ground to be welcomed by a jubilant crowd.

Metro.co.uk - And now, the bicycle jetpack

Sunday, January 7, 2007

A cyclist hits the road with the Thrustpac - a petrol-driven propeller which enables bicycle users to hit speeds of up to 130kph (80mph). The device is controlled by a special glove which allows the rider to accelerate or slow down simply by flexing their index finger.



Inventor Don Burgess said it can do 240km (150 miles) to the gallon, making it one of the most-fuel efficient modes of transport. Except, you know, actually cycling. 'This is a totally unique concept in the transportation world today,' said Burgess. 'The freedom from high fuel prices, the absolute fun of the wind in your hair while being pushed along effortlessly is amazing. Saving the environment has never been so much fun.' What could possibly go wrong?

Editors Notes

Well, February came and went in a vast rate of knots, and we find ourselves in March already.

The Dinner Dance was a great event, and I am pleased to report that a really great time was had by all. A return to form for the jet balloons and the introduction of the helicopter balloons was also well received. Disconcertingly, word from the hill was that a large number of people claimed not to know about the Dinner Dance; so either we are missing a lot of people in terms of communication or people don't realise it's an annual event. If you know someone who isn't getting the newsletter, then please put them in touch with me.

We've had a real glut of articles this month and I've been busy "photoshopping" to keep the file sizes smaller. So **thankyou** to all those that contributed. If you've submitted something and it's not been used, then it is scheduled for inclusion at a later date.

Moving to the subject of hills, the days start getting longer and, hopefully (as I look out of my window at yet more grey skies and rain) the weather starts to settle down a bit. My wing takes up its summer position - by the front door. But spring is also the time for more caution, particularly if you have had a lay off like me through injury or otherwise. Our skills are rusty and the air is at its most punchy. Overall, the air is still cool, the ground heats up more quickly on sunny days, and we get faster, bullet thermals. The message is, take care.

I'm itching to get back into flying, and look forward to seeing you all out on the hill.

Ian Sadler

CLUB COACHES

HANG GLIDING CLUB COACHES

Trevor Birkbeck	Various	Ripon	01765 658 486
Kevin Gay	Weekends	Ripon	07973 293707
Nick Devlin	Weekends	Otley	01943 463420
Alistair Irving	Various	Huddersfield	01484 844898
Steve Mann	Weekends	Kirby Moorside	01751 433130

PARAGLIDING CLUB COACHES

John Ellison	Various	Gargrave	07791 887693
Les Cowling	Various	Haworth	01535 646048
Noel Whittall	Various	Leeds	0113 2502 043
Steve Mann	Weekends	Kirby Moorside	01751 433130
Liz Addy	Weekends	Settle	01524 251682
Simon Kirby	Weekends	Hebden Bridge	07801 759482
Pete Logan	Various	Shipley	07720 425146
Peter Spillett	Weekends	Skipton	01756 760 229
Sara Spillett	Weekends	Skipton	01756 760 229
Graham Laycock	Various	Rastrick	07717 375594
John Callum	Various	Wensleydale	0797 417 1175
Tony Pickering	Various	Otley	01943 466632
Zena Stevens	Various	Otley	01943 466632
Sean Ogi	Various	Howarth	01535 642304
Kevin McLoughlin	Weekends	Lancaster	07767 652233
Alex Colbeck	Various	Harrogate	07717 707632
Martin Baxter	Various	Catterick Garrison	01748 830748
Richard Cardwell	Weekends	Teeside	01648 812184
Ronald Green	Weekends	Hartlepool	01429 864229