

Dales Hang Gliding & Paragliding Club

NEWSLETTER

MAY 06



CONTENTS

Cover photo - Martin Baxter waiting for darkness before take off

- 2. Contents - er,,,that's this page**
- 3. Chairman's Chat**
- 4. Hotel California**
- 7. Sites News**
- 7. Reciprocal rights agreement**
- 8. Cumbria - I've put this in as there's a few things we can all learn from**
- 9. Cumbria Sites News**
- 10. Around the clubs**
- 11. First Aid Courses**
- 12. What a difference a day makes**
- 15. More on wings**
- 16. Congratulations**
- 17. Club Night**
- 17. Club Training**
- 17. Paragliding Pilot Syllabus**
- 19. Readers Smalls**

Coming soon - more contributions from Mike Shaw

!!The NOVA IBEX!!

CHAIRMAN'S CHAT

Hi All

Sorry for the short Chairman's Chat this month - I have just come back from Switzerland where I have been immersed in flying.



I was fortunate enough to visit the Advance factory in Thun, interview Robert Rislinger - Advance designer, meet Chrigel Maurer - Advance competition pilot and winner of the PWC's for 2 years running, Steve Cox - Advance comp pilot and ex World Champion and the rest of the team. You will be able to read about it next month when I have had time to write up my notes, I had no time to write them up with 11 days straight flying....

!!BAD NEWS!!

A couple of items of bad news came my way this month, firstly a hang glider crash at Wether Fell resulting in minor injuries (more of this when I have all the facts) and secondly an incident at Barkin fell where pilots scared sheep through/over a wall into an adjoining field. The incident with the sheep is unacceptable and the pilots concerned should take a long hard look at their actions...

!!GOOD NEWS!!

Some time ago Ian asked for articles and offered a prize of a pair of flying gloves. The prize has been awarded to pioneer and long term club member MIKE SHAW who submitted enough material for not one but **THREE** articles for the magazine. One has been published and the others will follow later in the year (*with a little help from my wife Ed!*).

On the subject of articles - please do submit them to Ian, rather than relying on committee members - we want to hear from YOU!! It's your club.

So, see you all on the hill,
John Ellison.



HOLIDAY REVIEW

PARAGLIDING IN SPAIN WITH HOTEL CALIFORNIA

BACKGROUND

I'm lazy and a bit boring I suppose. If I find a comfortable pair of shoes or jeans then I tend to wear them everyday until they wear out, and often for much longer than that. The same goes for paragliding holidays. When I find something that I like then I tend to stick with it. Knowing what to expect and avoiding the every present threat of the dreaded holiday 'rip off' makes the whole thing more relaxing and, to my mind at least, more of a holiday. Paragliding is quite enough of an adventure for me, thanks.

I first went to Hotel California in August 1999 and I went back in March 2007 for the eighth time. In August it was bloody hot and although you could fly during the middle of the day it really wasn't that pleasant - too hot and sweaty; and thermic enough to make it uncomfortable and scary so we tended to have a bit of a siesta between morning and late afternoon flights. I now tend to visit during the early part of the year when the weather is still crap in the UK and I need to get back into the swing of things after the winter lay-off. It is just starting to heat up towards the end of March and over the last couple of years we have flown every day.

THE DEAL

Hotel California is advertised in Skywings every month. You can check out their web site at:-

www.hotelcaliforniaspain.com

A week will cost you about £290 depending on the exchange rate. It isn't the cheapest around but I reckon that it represents one of the best deals around. Easyjet fly from Liverpool to Malaga and will now accept your paraglider (officially) for a modest fee. Included in the price is a hire car which you use for driving to the sites/retrieves, and if not flying, anything else you desire. After clearing customs at Malaga you collect the car (no matter what time of day/night they will be waiting for you) and follow the directions to the town of Almunecar which is about one hours drive. A typical car is a Corsa/Fiesta with air conditioning and about 20,000kms on the clock. Each car has a roof rack and 2 long bungees (guess what they are for!). If the cars are returned clean they want to know why you didn't go paragliding!

The hotel is run by Tracy: an Essex girl who has lived in Spain for the past 15 years or so, knows the hotel business inside out and speaks fluent Spanish. Her husband, Dirk, is from Belgium and is also multi-lingual. He is the paragliding instructor/guide and speaks excellent English. The hotel itself is very homely indeed. They have only 10 rooms (one double and the rest twins), a very atmospheric bar, a small dining room and a scenic veranda where you can also eat and drink. The measures used in the bar are the biggest that I have ever seen, and all drinks, food and telephone calls are done on a chit system so expect a big bill when you do finally settle up! All the rooms are en-suite with a balcony. They do not have air conditioning, heating or a fridge, but do have a TV with one channel dedicated to satellite (selected from the bar upstairs).

Thursday night is Tracy and Dirks' night off so you are expected to fend for yourself for one evening, but there are plenty of eating/drinking establishments within walking distance. You can choose to eat out every night if you wish but Tracy's cooking is so good that I don't bother. Dirk does a mean barbecue on the Friday evening. Tracy will offer to make you a sandwich pack-up for lunch, at breakfast time.

Tracy has been building up her clientele for several years. She is a qualified diving instructor, and realising that Spanish custom was not reliable enough, encouraged diving tourists in the early days. When Dirk appeared on the scene the emphasis switched to paragliding. They prefer bookings of a week or more (Sat - Sat) and aim to provide British adventurers with a comprehensive and friendly service that represents excellent value. Their intention is to make your holiday so enjoyable that you come back again and again (Hotel California - 'you can check out any time you like, but you can never leave'). Their all encompassing service is based on trust.

TRUST

All I can say is that it works. One small example by way of illustration. My partner reversed our hire car into a signpost and smashed the rear windscreen. Tracy dealt with the hire car firm. When they asked us to return the car (1½ hrs away) she negotiated that a local firm do the work. When the local firm looked set to take longer than they had promised, Tracy gave them a thorough ear bending in Spanish and resolved the issue. Tracy paid the repair bill and claimed the money back off the car hire firm. A situation fraught with dangers for the non-Spanish speaking tourist was resolved without any of the worry or time wasting that can so easily ruin your holiday.

Dirk insists that you have some form of reliable medical cover. If you have a bad accident the chances are that Dirk will call out the emergency helicopter - they know Dirk and have promised to respond to all requests from Hotel California. It is also reassuring to know that after calling the helicopter Dirk will call Tracy with the details. Whilst Dirk is administering first aid, Tracy will be using her charm and persistence to 'oil the cogs' of Spanish bureaucracy.

SITES

During breakfast Dirk will assess the weather and recommend a flying site: he has a number of options, all with top drive access. La Herradura is a ridge soaring site with fabulous views. When you get bored you can land on the beech, step out of your harness and have a cool beer from the adjacent beech bar. Otivar is about 20 minutes drive inland. It is a reliable thermic site where launch is about 800m AMSL. The landing site is 360m lower and although intimidating it is actually reasonably friendly when you 'know how' (see Dirk). There are some challenging XC opportunities although limited 'bomb out' options mean that this is probably best left to those with a minimum of Pilot rating.



A drive of about an hour takes you to the Sierra Nevada with spectacular views and huge potential. La Sabinas is at about 2,100m AMSL but it is more usual to fly the lower site of Cenes. This is CP friendly with an easy take-off and a less intimidating landing field. If it isn't thermic a top to bottom takes about 15 minutes; about the same as the time it took to drive up. This has good potential for XC (particularly out and returns) and has hosted the PWC in the past.



Though it sounds hard to believe, Dirk is keener for you to fly than you are. He has a comprehensive knowledge of the sites, the area and people, and the local weather. He is also a shrewd judge of your abilities and will give you plenty of warning if he thinks that you are out of your depth. If it is flyable you will fly. He also acts as your driver which is no bad thing in Spain, and if conditions/drivers allow; a wind dummy.

OTHER ACTIVITIES

Away from paragliding there are a variety of activities. The old town and pebble beach are both within walking distance. The sea is OK for swimming in (warm in August) and the next bay has some great snorkelling. There are some fantastic caves about half an hour away and some picturesque villages up in the hills. The world famous Moorish palace of Alhambra is well worth a visit (book ahead) but takes the best part of a day. The cathedral and gypsy caves at Sacromonte are also worth a visit.

CONCLUSION

Reliable weather with good safe flying. Comfortable accommodation with a relaxed and friendly atmosphere. Good food and drink. A reasonable price for a comprehensive service. Some other activities for non-flyers.

Live it up at the Hotel California. Such a lovely place, any time of year.

Martin Baxter.

SITES NEWS

Some of you may remember a club night, possibly at the back end of last year, when a member reported an unpleasant challenge over flying at Parlick. Whilst many of us believed reciprocal rights existed, many of the agreements dated back many years and the actual situation was unclear. Martin Baxter has been doing some sterling work to clear all this up. The following letter was sent out to neighbouring clubs and some of the results to date follow (Ed.).



Cumbria Soaring Club
Penine Soaring Club
North Yorkshire Sailwings Club
Northumbria Hang Gliding & Paragliding Club
Sir George Cayley Sailwing Club

7 Apr 2007

Dear All,

RECIPROCAL RIGHTS

After much deliberation we have finally come up with a policy for visiting pilots. Henceforth pilots from neighbouring BHPA clubs will be welcome to fly our sites for no additional charge with the following limitations:

- Any pilot flying (or intending to fly) our sites for more than 6 days per year is expected to take out full membership.
- Visiting pilots must be members of the BHPA and a neighbouring club, and must display valid helmet stickers commensurate with this.
- Visiting pilots must be fully aware of up to date local site rules and adhere to them at all times. This means that they must be in possession of a current sites' guide (available from the Club Membership Secretary for a one off modest fee) or be accompanied by a current full member. In due course we hope to publish our sites' guide on the club website thus alleviating the need to purchase a sites' guide.
- Certain sites (currently only Stags Fell), specified on the club website as 'full members only', are not open to visiting pilots due to local sensitivities.

One thing that became very clear during negotiations is that we all operate in different circumstances with different requirements and concerns. Rather than brokering a different agreement with each club we decided that as a club with a strong membership, plenty of sites and 2 schools operating in our area we should 'grasp the nettle' and declare a generous unilateral policy. We hope that other clubs will respond in kind, possibly leading to the signing of a formal agreement.

Please let us know if you feel able to offer our members a similar concession to your sites and whether you wish to pursue a formal agreement (draft attached).

Yours sincerely,

Martin Baxter
Sites (North)

CUMBRIA AGREE....

----- Original Message -----

From: Andy Plimmer
To: martinbaxter@talktalk.net
Sent: Friday, April 20, 2007 11:20 PM
Subject: RE: Reciprocal rights

Hi Martin

Re the sites agreement, having had a good discussion about it in our committee last week we are basically happy to sign up to the principles of what is written. We would like to see the word regular replace six as the number of days permitted. Who can police a specific tally? but we all can see who is abusing the system. We will publish the spirit of the agreement in a pilot friendly version to our members but it will fit the thrust of what you have proposed.

Pass it on to the other clubs and get them on board. By the way we don't have membership cards as such but we can give you a members list.

Regards

Andy Plimmer

Hi Andy,

Good to have your agreement. Although we have no intention of policing the 6 days per year we thought that giving specific guidance to pilots who may be tempted to interpret 'regular' to their advantage was a good thing. We have made the same offer to all BHPA clubs and this should be published in Skywings shortly - we have asked them to display BHPA stickers, so your lack of membership cards/stickers won't be a problem.

Martin.

This is great news. And we hope to have the other surrounding clubs on board as soon as possible. However, the season is still young, and already there have been one or two problems. Tony Pickering writes.....

Barkin - Site Issues

After landing at Barkin Saturday last I was greeted by the farmer, Mr Middleton. He was very pleasant but upset by the conduct of some flyers that day. Things which had occurred (he was watching from the top of the hill) were:-

- 1) Low flying across sheep which had just been put on the fell and have not yet lambed (we should all be aware that sheep are nervous at this time of year until settled in). This resulted in the sheep bolting from his land into adjoining farmers fields.

Consequence - risk of loss of lambs & so income to the farmer, a days work to get the sheep back in to the right field, and a demolished wall belonging to another farmer (who already dislikes paragliders).

2) Pilots walking up the wrong part of the fell then crossing a fence. - Inexcusable when there is a good track up which then goes through a good gate into the top of the fell.

3) Pilots landing in a prohibited area, ie the field which does not have the footpath through it.

Enquiries indicate that a mixture of CSC and DHPC pilots were at fault. Can we get this sorted folks, we only have to update from the site guide - that or it will be another good site off the list. We simply cannot afford to lose agreeable farmers like Mr Middleton.

The Cumbria club have been informed and I understand that Andy Plimmer, CSC sites officer, rebuilt the wall on Sunday. If any one knows they are responsible and wishes to own up then tel Andy on 07720 425 146 - an apology to the farmer would not be out of order.

Please, please do be aware of livestock at all times. During spring, even if the sites guide says a site is GREEN for go - be aware that with lambing happening well into May that this can change overnight. Things can change overnight if a farmer decides to move or bring new livestock onto a hill. A lot of work goes on behind the scenes to ensure that we can all get out and enjoy the various hills we use, so please respect the farmers, and also the people who put their own time in to keep us all in the air.

Many of us travel to Cumbrian sites, and here is an update:

It is still relatively early in the season but we have already had a number of site issues to deal with:

CARROCK FELL - A large number of PGs were on Carrock recently and the majority of pilots were following the site rules - however, one pilot on a red glider spent all their time scratching on the crags just where the raptors were nesting - a fact that was picked up on by the National Park Ranger who was watching the flying going on. Please remind those pilots that are flying in the wrong part of the site not to do so!

BARTON FELL - We had to briefly close the site whilst we sorted out an incident that occurred when a glider flew low over some 'trekking' ponies causing them to be spooked and to throw one of the riders. Please, where-ever possible, keep away from all livestock (horses, cattle ,sheep etc). This is particularly important at this time of the year with the sheep and new lambs. This goes for all sites.

BARKIN FELL - A pilot scratching low down panicked a flock of sheep causing them to break through a wall and scatter into the wrong field. The Sites Officer has had to meet with the affected farmers and has had to spend a number of hours repairing the wall. Additionally, pilots were seen to climb walls (totally inexcusable!!!)and to land in the wrong fields - Please make sure you abide by the Country Code and the Site Rules concerning take off and landing areas. THERE IS TO BE NO TAKING OFF IN THE FIELD WITH THE SMALL GROUP OF TREES - TAKE-OFF MUST BE AT THE HIGHEST PART OF THE FELL. Also, please stay as high as possible and avoid scratching low over the fields containing sheep and new lambs. Some of the sheep have just been put out on the fell and need time to settle. The NE bowl at Barkin is also OUT OF BOUNDS due to nesting birds.

CAUTLEY SPOUT (not a CSC Site) however, please do not fly on the cliffs or on the left hand side of the valley. Flying should only be on the right hand side of the valley (Yarlside) and not well back into the valley. This area is monitored by the RSPB and they will take a very dim view if they see any gliders causing a disturbance to the nesting birds.

I am sorry if all this seems like a petty rant but, it is early in the season, this is always the most 'sensitive' time of the year and we really do need to act responsibly and with consideration. If you see someone acting 'irresponsibly' then we need to (politely) let them know as their actions will probably impact on all of us.

Rant over!!

Regards,

Simon Raven
CSC Contact

As previously mentioned, things can change pretty quickly on the ground, so if travelling to Cumbria and the lakes please do check with the Cumbria Sites officers/web site before flying. The web site can be found here:-

www.cumbriasoaringclub.co.uk/

It's a really good site.

AROUND THE CLUBS....

Sorry, this is turning into a bit of an ad for Cumbria - but let's see some of you rise to the challenge and deluge me with articles or news for the June issue, copy deadline 21st June.

LOW EXPERIENCE / LOW AIRTIME COACHING

The successful format used last year will be repeated this year - the first session was held on 7th April and reports are that it was a very successful event.

The next planned date is Saturday 5th May - and details of this and future days can be found at:-

www.cumbriasoaringclub.co.uk/events/

Full details are in a PDF on the site and don't be afraid to go if you have a little more experience and feel a bit rusty. Please phone/check first as a visiting pilot out of courtesy.

LAKES CHARITY CLASSIC 2007

Places for this year's prestigious event have now all gone!! We have 40 A comp and 40 B comp pilots signed up for this year's event.

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.

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:-

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

pete@adventurelearning.co.uk

Tel: 08000 025 044 Mob: 07040 401 566 Fax: 0870 919 6797

www.adventurelearning.co.uk

If anyone knows of any similar courses in our area please let me know (Ed.), or alternatively, if you attend something like this, please send me a write up for the mag!.

And now for something positive...

Before leaving on his latest trip to America (and a promised article on doodlebugging Stateside) John Edmonds received this note from a couple of visiting pilots from the Malverns:

From: Bob Sutherland <bobsutherlanduk@yahoo.co.uk>

Date: Mon, 9 Apr 2007 11:08:09 +0000 (GMT)

To: membership@dhpc.org.uk

John, Just to say thanks for the hospitality shown by your members over the Easter weekend. Beautiful area, brilliant flying, lovely sites and friendly people. We will be back.

Many thanks

Bob

To all the members on the hill that day - thanks very much.

What a Difference a Day Makes (24 little hours)

It's mid February and I am sitting here watching the serve weather warnings for snow across the UK and major disruption expected. Gets me thinking of only a few weeks ago.

It was mid January and we were off to the Alps on the annual winter ski holiday. Difference this year I am going to take my wing out with me, having passed my CP in the summer of 2006. On previous holidays I had always found a local operator to get me up on a tandem flights over the ski areas. Then in Verbier on my last ski holiday I had had a great time with Verbier Summits where I took my first solo flights. My last flight lasting nearly 40 minutes has I flew down into the valley. That was it I am hooked on fly and ski holidays from now on.

On the run up to this years holiday I was checking the snow reports on a daily bases sometimes with more than one website hoping to see those words "fresh snow". When we flew out I had everything packed in my flying bag. With the concern "Will my baggage over weight?" "No". On landing at Geneva I am already wishing I had not put my warm clothing on. Onto the coach all eyes are checking the temperature +12C! It's bound to drop and everything will be okay.

We arrive at Morzine still a barmy 12C by now everyone faces are turning to despair, I now thinking however I may be in with a chance of getting enough hours in to remove my red ribbon. I am even more pleased that I had made contact with Laurent Cochard, (Ecole Professionnelle de Parapente in Morzine) prior to going out, at least I know of one pilot in the area. Our group of skiers and snowboarders take the cable car, the only way, to our hotel high up on the mountain-side. The perfect placed to ski to and from the door. However has we emerge from the cable car we are greeted by well-groomed green slops the sort of green any golfer would love. Not best condition for a ski holiday. The hotel staff greets us with one of the most obvious statements "The resort is closed". Not to worry the neighboring resorts are open and we are able to get a discounted area pass. Which covers one of the largest linked ski areas in the world.



The next day the mood matches the sky bit over cast. While in the ski shop I get talking to another pilot who was working there, he tells me of a number of places to fly and meet other pilots. Our group all go skiing in a neighboring resort that day. On the Monday conditions are looking better. I contact Laurent and I am invited to meet him and his team has they some customers booked for tandem flights.

We meet by the ski school in Morzine, obviously there are no pupils waiting there. Laurent introduces me to his team some knew of the Dales and had flown in the UK.

His team showed me the landing area we were to use and I receive a very helpful brief. Which went something along the lines of "you lose height over the town once level with the base of the small wood start your approach". I should add there were a number of buildings to clear, with chimneys stacks that I was sure grew later when I conducted my approached over them.

I was then shown some other hazards or areas to avoid. "To the right you can see the cables for the cable car and just behind them a bit taller you have the cables for the bubble lift." We worked along to my left with brief reference to the kindergarten. On the right of the landing area more wires a bit lower for a drag lift. Oh did I mention there is a slight slope, well we are at the bottom of a ski run. Laurent's staff takes time to inform me about other local conditions and what areas become active and how the valley wind works.

Laurent's customers have all turned up while we had been talking and were all in the mini bus, I throw my wing in the back and climbed a board. The road snaked its way up the mountainside after 15-20 minutes we stop at one of the take off areas and we disembark. The windsock appears to be weighted down as it does not move, no matter how hard we look. Laurent turns and asks me "you okay with Alpine launch?" It is decided we should try another take off area facing more southerly. On debussing this time we can see some very slight movement on the windsock. Laurent makes me aware I will have to run. Then his team set about organizing their customers ready to take their first tandem flights.

As I get my wing sorted and look at the, shallow, gradient and the trees around. I can not help but think back to my past Alpine winter flights with skies on and white stuff all around. I watch the first tandem take to the sky after what appeared to be a rough run as the client nearly lost her footing. Laurent invites me to go next and states the obvious "go between the trees". Thanks for that sound advice I pull my wing up and adjust my run. The take off was easier than I expected and I was soon above the town in very calm air. I followed the other glider before heading down the valley scraping around for any lift. I can see the other tandems are now in the air and making their way across the town to the south side of the valley. Turning to join the others I cross the town and find some slight lift. Once I approach the landing area as I said earlier I look at the chimney stacks of some of the taller chalets. On checking my reference point it appears I am still above the base of the small wood. Now on the landing area I have three other gliders, customers I also see the lone fir tree which is not far from the snow cannon both acting like a magnet. With only four hours airtime since passing my CP I now have an audience one or two have camcorders out. I can feel a "You Been Framed" moment approach but unfortunately for the spectators I land clear and quiet respectable.



I am asked do I want to go again, you bet! Laurent's team give me some more pointers and useful advice. This covered not only my flying and approaches to landing but also my style of running on take off. We go back to the first take off area this time the valley wind may be working or the weight has been removed from the windsock since we can see some movement.

This take off is steeper. Once airborne I gain height quickly, well the take off is near a cliff face. This flight path takes me down a steep sided valley before joining the main Morzine valley. I have been told of the secondary landing areas, should I feel I am too low to clear the town. I am able to find more lift also able to soar the northern side of the valley. I have more confidence on the approach and able to wave to the spectators, since it is lunchtime there are more people around, play to the crowd.

Laurent and his team invite me to join them later in the afternoon, it is hoped to get some flying in before the weather changes and the much-anticipated snow arrives. By the time we meet up the cloud is already rolling up the valley and the decision is taken to cancel the afternoon. Over a coffee I am invited to come out to play once the weather clears.

On Tuesday morning the hotel, we are staying in, is abuzz it's still snowing and it is starting to lie. There is not enough to open the Morzine ski area but it looks good to ski elsewhere. The snow does not let up throughout the day or for the next 24hrs. Wednesday my brother and myself are among the first to ski from the hotel to the valley this session, in powder up to our waist. Not much chance of getting my wing out now.

Thursday the snow has now eased off the hotel is bathed in sun with only the occasional cloud. I am now looking to get my wing out unfortunately the valley bottom is in thick cloud. I decide to go skiing with the rest of our group opting to stay on the upper slopes. We ski over the border into Switzerland. Throughout the day watching the cloud rise to give glimpses of the valley bottom permanently distracts me. Has we make our way back to the Morzine later in the afternoon. I see one paraglider soaring the valley and finding lift, my heart sinks can I get back to the hotel and get my wing. The rest of the group senses this and I think took some pleasure in pointing out the other wings that are now in the air. To my disappointment by the time I get to the hotel the cloud is back.

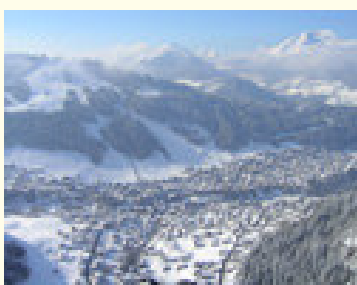
Friday starts the same has Thursday this time not to be caught out I phone Laurent. To my relief he informs me he as some customers book to fly tandem at noon and he invites me along. I have time to get some skiing in then meet up. Laurent advises me however I still will not be taking off on skis.



Noon comes and I meet Laurent by this time others are already flying we have clear blue sky with the odd cloud touching the surrounding peaks. Laurent informs me we will be using the same takeoff area. He gives more advice on how the conditions have changed now we have a covering of snow. I am also aware that the once green landing field is now the bottom of a ski run. We all load up the mini bus Laurent, a member of his staff, two excited customers and me. At the take off area I go off to one side while the others get sorted out. The sky is clear I have the sun on my face while I look out on a winter wonderland. We have had to wait for the light breeze to move round I let Laurent go first after. I am then left on this quiet mountainside standing in about one foot of snow my wing behind me, Alpine launch again.

I pull up me wing and after a short run I am airborne and into lift. I have a look back at the take off area and see the three sets of footprints we all left. I wonder if any passer by may notice that these tracks just stop in the middle of the field and cause them to question how they were made. I turn to try to retrace my previous flight path from earlier in the week.

I am now over a totally different landscape the air is fresh and cold. I see the tandems which has now found lift over the town and go to join them one makes their way over town towards the landing are while the other exploits the lift. After I have gained a bit height I head over the town finding the air quiet buoyant so much so that I have to lose height close to the landing area.



While now watching for the wires of the cable cars, the odd skier, and some children on a sledge ho don't forget the buildings. All that said once I start my approach the landing site is bigger than it looks and as long as I can avoid the odd spectator. Laurent is still high above lands a few minutes later. I am still on a high, when we all sit down for a coffee, feeling privileged to have seen such spectacular transformation in the scenery.

Laurent informed me, the weather looked like it might be closing in again in that afternoon. So ended my winter flying for another year with Laurent and his team suggesting I should join them in the summer, I will have to check the finances first.

D Coulthard

More on Wings

Following on from Nova's Ra, another DHV2 paraglider wing has been launched by Swing, along with a new DHV 1. The following has been taken from Swing News, April 07.

ASTRAL 5 - ...experience top performance!

Our DHV 2 glider has made a come-back - the Astral 5 recently passed the DHV test flights, in both size 5.24 (take-off weight: 70-95 kg) size 5.28 (100-125 kg). With an aspect ratio of 5.7 and a maximum speed of 52 km/h, the Astral 5 promises a high level of performance for ambitious cross-country pilots in particular.



Very balanced handling and excellent ascent rates are combined with good-natured flight characteristics and Swing's usual quality. Sizes 5.22 and 5.26 will also be available soon.



AXIS 4 - The agile DHV1!

The Axis 4 has a completely redefined canopy structure and new line geometry, which give the glider not only the simplest launch behaviour and forgiving flight characteristics, but also excellent properties in thermal flying and a high level of agility. Our new DHV1 glider is thus ideal for training, and also for a pilot's first thermal and cross-country flights, or for pilots coming from a higher DHV rating looking for a less demanding glider.

And a development on their lightweight harness - CONNECT LIGHT 2 - Lightweight yet comfortable! This new harness may be lightweight, but it is very comfortable. The new CONNECT LIGHT 2 combines the proven materials used in its predecessor with the excellent harness geometry of our new CONNECT 2. Together with innovative side Ramair inflation, which is used to fill the Cygnus Airbag, it offers the maximum level of safety possible right from the time of launch.

The Swing Team

www.swing.de

CONGRATULATIONS

Congratulations go to Mike Shaw for his submission of a number of articles and photographs from the early days of hang gliding.

Mike wins a pair of flying gloves kindly donated by DEAN CROSBY and ACTIVE EDGE.

All being well presentation will be made at the May club night!!

CONGRATULATIONS

CLUB NIGHT - 3rd May

Club night has been well attended of late so do try and get there early. The evening will be devoted to cross country flying in a fairly informal manner. John Ellison, back from his trip to ADVANCE in Switzerland, and Dean Crosby, our very own XC CHAMPION will be on hand for a Q & A. All the questions that you ever wanted to ask but never had the opportunity....will be answered!!

On a slightly sadder note, we were going to have the harness setter upper tripod gizmo on hand for all of you bondage hounds.....Trevor delivered it to Pete.....Pete tried it out - no idea what he was trying to bond with at the time.....and the object went into a state of collapse!! Pete assured me this is nothing to do with his not insubstantial girth (feel free to laugh)! All I can say, is it's a good job I didn't try it.

As usual I'm pleading for more articles.....copy deadling 20th May!

CLUB NIGHT - 3rd May

CLUB TRAINING **Paragliding - Pilot Exam**

As you know, as the club is trying to encourage members to continue to develop their skills and to continue along the ladder of qualification. Last months edition gave details of training opportunities, this month the pages that follows outline the syllabus.



The 'Pilot' Exam

The key points are as follows:

- There is just a single paper, which must be completed in one sitting. The time allowed for the examination is 1 hour 45 minutes.
- The paper is sub-divided into the familiar three sections (Airlaw, Meteorology, Flight Theory). All three sections must be attempted during the 1 hour 45 minute period.
- The papers use the multiple-choice format, although a few questions require you to supply the 'missing word'.
- All pilots (PG hill & tow, HG hill & tow) sit the same paper. (The Flight Theory section has a 'free choice' sub-section where pilots answer any five from thirteen questions. This allows areas linked to specific craft type to be explored.)
- The Pilot exam is the final stage in gaining that rating. The BHPA Office marks the exam as part of the process of issuing the Pilot rating. For that reason candidates should have completed all of the PILOT flying tasks before attempting the PILOT examination. They MUST have completed all the PILOT flying tasks before the invigilator returns the exam and the Pilot Rating Application to the BHPA Office.
- Any Coach or Instructor may act as invigilator for any examination so long as he/she has already passed that examination and holds that rating (or one higher).
- Papers are issued by the BHPA Office for specific candidates, and returned once completed. When approached by a candidate the invigilator should apply to the BHPA Office for the examination paper. After checking that the invigilator is suitably qualified the BHPA Office will issue the paper for the specific candidate to the invigilator.
- No conferring or reference materials are allowed.
- Candidates may use a calculator and ruler.
- There is a four-month waiting period before the paper may be re-sat.
- The pass mark is seventy percent. Failure to achieve the seventy percent minimum in any section will result in total failure of the paper. Marking is on the simple basis of one mark per correct answer.
- When the candidate has completed the examination the invigilator should ensure that all the details are correctly completed before sending it to the BHPA Office with the completed 'Application For Pilot Rating' form from the Pilot Task Book and the examination / registration fee.
- The BHPA Office will mark the paper;
 - a: if successful, and the application form and fee are in order, the Pilot rating will be issued.
 - b: if unsuccessful the candidate will be notified of the percentage scored in each paper, and the application form returned.

The Pilot Exam Syllabus

Any keen pilot who devotes a few evenings' study to the matter should have no problems with this exam. Most of the required information is contained in the Pilot Handbook, although close study of an up-to-date aeronautical chart (especially the legend) is essential. Background reading is always advisable, and attendance at club lecture evenings is strongly recommended.

Once you have completed all the flying tasks for the Pilot rating, you will need to arrange a time and place to sit the exam with your club's coaching officer, a coach who has already passed the exam, or a qualified instructor. Clubs often arrange sessions where several candidates can sit their exams at once.

Air law and navigation

You should:

- be able to name the official documents, sources and promulgation methods of UK aviation law
- understand the law regarding Royal Flights and glider radios
- be able to interpret aeronautical charts (including scales, differences in the level of information depicted, validity periods, and symbols)
- understand the basic structure of Zones, Areas and Airways
- know the dimensions of ATZs and MATZs
- understand the usage of various altimeter settings (QFE, QNH, 1013.2 mb)
- know the Rules of the Air (especially the low-flying rules, the right-hand traffic rule, and the aerial collision avoidance rules)
- be able to define VMC and VFR (minima, rules)
- know the legal definitions of night, sunset and sunrise and the relevant flying restrictions relating to them
- be able to define IMC and IFR (basic differences from VMC rules)
- appreciate the factors affecting compasses (deviation and variation)
- be able to interpret warning signs
- understand commonly used abbreviations and initials
- be able to distinguish between types of airspace that permit glider entry and those that don't (e.g. AIAAs, MATZs, Danger Areas).

Meteorology

You should:

- understand the relationship between wind direction and areas of high and low pressure
- be able to describe in detail a cold front and a warm front (typical clouds, conditions, pressure changes, wind changes)
- be able to identify some common high, medium and low cloud types, and give their approximate heights
- fully understand convection (the birth and development of a thermal, through to plotting the progress of a thermal given the ELR and initial temperature)
- understand, and be able to define and use, meteorological terms such as stability, instability, veer, back, ELR, DALR, SALR, tephigram, anabatic, katabatic
- be able to describe the usual conditions associated with high- and low-pressure weather systems
- understand the causes of: valley winds throughout the day, sea breezes and sea-breeze fronts, wave lift, fog (of various types)
- fully understand and be able to interpret a synoptic chart - to the extent of being able to describe the current weather at selected locations, and to forecast likely changes
- be able to link cloud types to precipitation.

Flight theory and instruments

You should:

- be able to explain in detail how a wing creates lift, including the relevance of venturi tubes and Bernoulli's theorem
- be able to define and use terms such as chord line, angle of attack, aspect ratio, centre of pressure, washout
- be able to describe the aerodynamics of the stall
- be able to simply describe factors affecting stability in pitch, roll and yaw
- understand the relationship between glide ratio and l/d ratio
- understand the effect of ballast
- be able to name the forces on a glider in steady flight and explain their relationship
- be able to name the various types of drag and explain their causes
- be able to describe the relationship between the induced, parasitic and total drag and airspeed using drag curves
- understand and be able to use a polar curve
- understand the basic working principles of altimeters and variometers
- understand terms such as total energy and airmass in connection with variometers.

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tel: 0845 129 8286

NOVA RA

With more than 50,000 hits on PG Forum the new NOVA RA is one of the most anticipated gliders ever. In terms of its performance, handling and safety, it's not comparable to the current crop of DHV 2 wings. The Ra has an impressive 6:1 aspect ratio, coupled with a 100m less line than its predecessor the TATTOO. It's performance is matched only by higher class wings. It's safety is low end DHV 2.

Coming soon from NOVA the IBEX, 15sqm Mountain and stronger wind glider, weighs less than 3kg and fun to fly. DHV certification pending.

ACTIVE EDGE TRIPS & COURSES

BULGARIA: Now a member of the EU and already a Paragliding mecca it's set to become a big success with northern Europeans.

- **Thermalling & XC** 24th June - 1st July **£395**

SPAIN: Algodonales is renowned for its blue skies, stable weather patterns, delicious tapas and warm welcome. It's a perfect destination early Spring and late Summer.

- **Thermalling & XC** 6th - 13th October 2007 **£450**
- **Elementary Pilot** 13th - 20th October 2007 **£595**
- **Club Pilot** 20th - 27th October 2007 **£595**

All courses run by Dean Crosby ex. British Champ & multiple British XC Champ.

Price includes: Tuition, Theory, all equipment (EP & CP), airport transfers, site transport and 7 nights self catering shared accommodation.

READERS SMALLS

FOR SALE:

Small Zoom 50 hours, good condition, red with white leading edge, regular lines.

£650.00

Advance Success harness, 60 hours, good condition £250

Alex Ruggier 07812 078047
alexruggier@tiscali.co.uk

FOR SALE:

Free-X Joker, small, 75-95kg, DHV1 3.5 years old, 45 hours, excellent condition serviced by Aerofix annually (last inspection 0107) **£800.00**

Patsey 07801 844636

FOR SALE:

2004 Season Sup Air Evo XC Paragliding Harness

Lightweight version with carbon fibre seat plate. Large. Underseat reserve mount with handle routing to left or right, 17 cm bump air cushion, safe T buckle system, elastic speed bar return, black and red, small tear on one pocket - stirrup and speed bar available separately.

Pete Logan - 01274 590261
pete@logans.me.uk

NORTHERN PARAGLIDING

Download their latest offerings here:

<http://www.northern-paragliding.com/adverts/npfullpagemay07.pdf>

Neil tells me it's a large file!! So go make the sandwiches!

FOR SALE:

Aeros Combat 14m, C of A, low hours, extremely tidy condition and never been pranged. Tasteful colours, matrix mylar sail, carbon fibre cross-tubes and base bar, side-wires and VB cord recently replaced. Fantastic performance (not far off the latest hotships), sweet handling and a flattering air to ground interface. Two spare uprights. A lot of glider for **£995**.

Davron H/G harness. Suit 5'9" to 6'1" slim to medium build. Ultra streamlined competition model with carbon fibre backplate, twin camera pockets and footplate storage. Colour, blue. Good, clean condition, **£125**

Vittorazi paramotor (similar to Revolution), Approx 40 hours. Powerful 80cc 2-stroke, water-cooled, both electric and pull starts, centrifugal clutch, wooden prop. Incredibly light unit (aluminium frame). Brilliant fun, but alas seldom gets used. £995 with spares.

Tel. **Steve Mann** (01765) **650374** or **07792 806662** email **steve.andbex@virgin.net**

FOR SALE:

Apco Mayday 18 Reserve, never thrown, repacked regularly, tip top condition 5 years old. **£175**

Supair flying suit XL dark blue, but a couple of teeth missing right at the bottom of one of the zips. **£70**

Cebe Crux sunglasses, brand new still with the sticker on the lens, hard case, soft case and strap included. **£40**

Profeel harness M with 17 cm bumpair, flexion plate, also side kidney protectors, 2 sup air twist lock carbiners, no reserve mount but would be great for tandem use. (bridles included - to suit front mount cockpit pod type) **£65**

Pictures and further info from: **James Goldsborough** - **07765 927576**
james@jamesgoldsborough.co.uk