

Dales Hang Gliding &



Paragliding Club

NEWSLETTER JULY 07

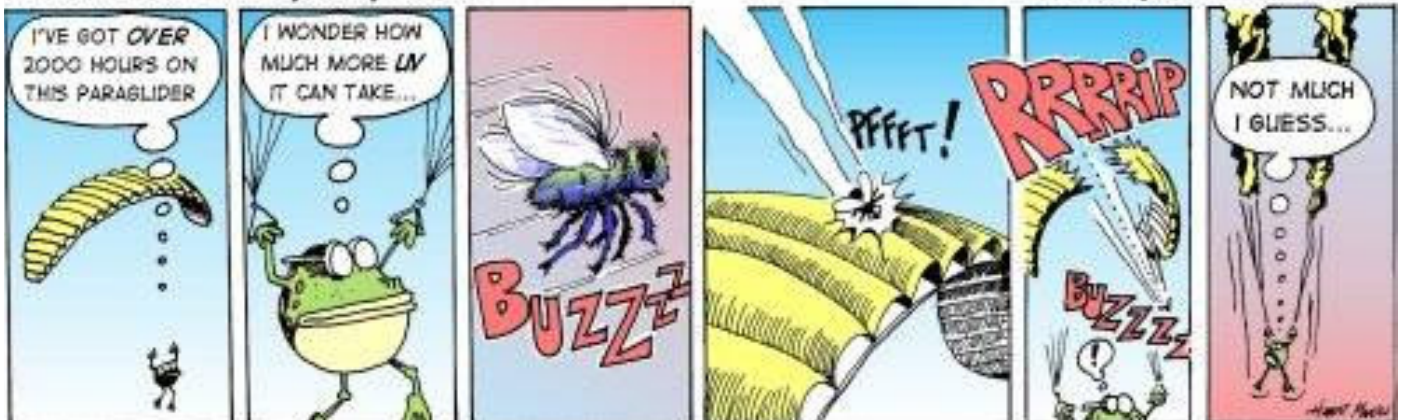


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Cartoon supplied by Trevor....

Croak & Cluck by Harry Martin



CHAIRMAN'S CHAT

(John is swanning around France/Spain so you will have to put up with my ramblings this month but don't worry normal service will be resumed as soon as possible.)

I've been thinking a lot about safety recently. That's a good thing: it's what keeps you alive when you do dangerous things like flying.

I was in Slovenia a month ago. On the last day of the competition I noticed a strange coloured panel on a remote ridge and wondered what it was for; perhaps marking a route for walkers I mused. I spent over an hour on that ridge before I got high enough to cross to the next one. Eventually I saw the rescue helicopter fly in to evacuate the 'route marker', which turned out to be my badly injured colleague.

Matt had had a big collapse and thrown his reserve. Unfortunately it tangled with his wing and he fell about 1,000 ft. He broke his pelvis but remained conscious throughout his ordeal. He will make a full recovery.

Simon Kirby wasn't so lucky. He was flying at Wether Fell when he suffered a 60% collapse. His wing turned, and re-inflated just in time to pendulum him into rocks. He too broke his pelvis, but never regained consciousness and died 2 days later in hospital.

I don't know about you, but if a pilot does something stupid and it leads to an accident, I find it easier to live with. I reassure myself that I wouldn't make the same mistake and somehow conclude that it won't happen to me. The problem that I have with both of these accidents is that neither of the pilots seems to have done anything wrong. I was in the same air as Matt, at about the same time, flying a similar wing. Simon was also an experience pilot, and although the Board of Inquiry has yet to publish it's findings I can't see that Simon did anything wrong either. Wether Fell is a nice friendly site: we have all flown there when it has been thermic, a touch too windy, or even in wave; and (mostly) got away with it.

Flying is all about taking risks from the moment that your feet leave the ground until you are safely back down again. Being a little scared is good because it reminds you of the risks involved. But as we get more experienced and familiar with this strange environment we grow in confidence. Over confidence can allow us to forget the dangers of flying and take unnecessary risks particularly during competitions or when flying on familiar sites.

You are no different to Simon or Matt. Let's not pre-empt the accident reports, but in the meantime there is one precaution that we can all take. Expect the unexpected: always consider your options if you have a collapse; and leave a big safety margin.

Safe flying,

Martin

P.S. Recently 2 other experienced Dales pilots have suffered 'heavy landings' resulting in loss of consciousness. We don't seem to be having a particularly good year so far. Or perhaps we are just doing more flying?

Something for our more rigid members.....

The British Open Series so far

Unlike last year which had a great start as far as tasks completed, the weather gods have been against us so far, allowing only two tasks to be carried out in eight days of competition.

Crickhowell competition

On the first day, the murky air took its time to clear so a short task to the coast of 31K was set from The Blorenges by John Aldridge - not as easy as you might think as only two pilots made it to goal. Graham Phipps showed his usual excellent consistency on his Wills Wing Talon and I'm not quite sure what his secret is - maybe I'll sneak into his tent one night and chop his hair short - see whether that slows him down. No other flexwings in goal on this tricky little task, but Ron Richardson showed he still has form in 2nd place followed by Steve Green, Jamie Cannon, Bruce Kavanagh and the perennial Johnny Carr.

Nev Almond romped into goal on his superb Atos VR but not before he'd had a very interesting take off.

Nev Almond struggling to avoid the hill.



Being helped off by Sergey Kataev, Nev started to fly the model too far back from the edge and just got away with it, making the double spoilerons work for their money. Note Bill Bell running for his life to avoid being speared by an Atos wing tip.

Next day, we were back on The Blorenges again and a good task was set but nobody (not even Nev on his supership) could fly far enough to activate the task.

Dales competition

All eyes were on the weather forecast as the dates for the Dales comp approached and the potential conditions looked so bad for 2nd and 3rd day of this 3 day comp that some folk didn't come - they missed some good flying, though, including that on Friday, the day before comp. Thermal strength on Wether Fell was considerable and made rough by wave conditions, which showed up later in the day. I got one toughie that pushed the nose down and curved the left wing downwards and, for a microsecond, I thought it was going over - until the sprogs kicked in.

On the Saturday, John set a good task of 128K from Wether to a goal at Bridlington - shouldn't be too difficult. Down Wensleydale valley, cross the Vale of York ensuring that you keep out of the ATZ's, pass to the south of Sutton Bank and you're on your way!

A huge gaggle formed and hoovered many pilots off the hill - conditions were much less rough than Friday and we were on our way! One climb I had was a solid 10 up to 5900 ft.

A lot of pilots got to the edge of the Vale of York with 5000 ft and flew across without turning, maintaining height by porpoising. No need to worry about the ATZ's for them. Leading gaggle of Carl Wallbank, Gordon Rigg, Bruce Kavanagh and Grant Crossingham headed across the moors for a bit as the clouds were better - Grant missed a climb at Flamingo Park and Carl and Gordon set off for a sea breeze cloud, to be followed by Bruce when he got up. Grant chose a different cloud to head for and later flew over the others at height, landing 8K from goal, winning the day.

An interesting comment from Justin. He flew across the V of Y at 5000 ft with Gary Wirdnam (in lift) but after that, he got left for dead as Gary's new Aeros Combat glided off into the distance. Performance of the top gliders is clearly still improving.

Top six results for that day were Grant Crossingham, Carl Wallbank, Dave Matthews, Gordon Rigg (still occasionally gets a good result), Bruce Kavanagh and Gary Wirdnam.

The next two days were wiped so that was that - overall flexwing results were now Graham Phipps, Grant Crossingham, Bruce Kavanagh, Jamie Cannon, Dave Matthews and Gordon Rigg. Overall results for the Class 5 rigids were Paul Harvey, Nev Almond and Steve Mamier.

Difficulty in finding a scoring room led us to a change of venue from the traditional Crown to the Green Dragon at Hardraw - better value, great beer and the food for all on Saturday night was quite good but we need better accommodation for John Aldridge and Dave Bluett - some early planning required for next year I think.



Gordon thermalling with Grant - picture Grant Crossingham

So that was our lot - two tasks out of 8 days of competition. The reserve comps on 30th June / 1st July or 7th July / 8th July are now activated so the prayer mat is out decent weather! Clive Belbin has been trained up to carry out the scoring so, if the weather is rubbish, we'll just blame him!

Trevor Birkbeck

And there's more - but not for the **squeamish**

A wheel pain!! - don't let this happen to you.

From the Oz Report 26 June 2007

Wheels helped the next guy. (Saint Andre Les Alpes, France)

Mark Taggart

I have been hang gliding now for over ten years and regard myself as a safety aware, advanced/intermediate pilot. Like many; I want to live long and get old. To achieve this, I need to take steps to minimize risks and danger where possible in all my adventure sports. An accident the other week has proven that my perception of being really safe and conscientious is far from reality. It might be worth checking that you are not in a similar situation. Here is what happened to me.

Three years ago I moved to Saint Andre Les Alpes for the amazing flying that happens here. During maximum heating in the summer out and return flights of incredible distance can be made. In the late afternoons/or the evenings it is still possible to put in 150 KM out and return flights in the smooth, easy going, glass off. During this time I have never broken an upright and feel happy with my landing ability and delighted with the Tsunamis flying and landing characteristics.

My Tsunami came with a streamlined base bar a few years back. I could not get my old wheels to fit and so removed them not really thinking about the consequences other than the benefits of drag reduction and my good landings. I have just re-discovered how wheels can save money and most importantly time, aggravation and a great deal of pain!

Many of you will know Saint Andre and the reputation of the main LZ. To help make it a safer place, I installed three large bright orange windsocks allowing me to determine (while still high) how turbulent conditions were on the ground. If they looked bad and the windsocks pointed in different directions or were switchy, I would land a couple of kilometres up the valley at the emergency sailplane landing field of La Mure.

On Monday 11th of June as I approached the main landing LZ after an epic flight:

- 1hr and 20 mins
- 87 KM flight out and return
- ridge racing with my buddy
- at constant high speed - Max = 167 KMH

The day was windy and thermic. From up high it was clear that conditions in the field were mildly turbulent. But, because I needed to catch a flight that night for work and because I have been landing so well, I decided to push on and land, using my skills and experience to combat conditions.

Unfortunately, as I made my final approach I realised that I was heading towards a thermal as my ground speed rapidly increased during my approach to flair and land. A downwind landing as the glider A frame hit the ground at great speed.

The result:

- a broken arm. Fixed with new metal pins and plates
- a trashed glider - €5,000 vs. €75 wheel investment
- Seven days in hospital - poor quality grub - and snoring bedfellows

My great mate Colin, was right behind me, suffered the same conditions and landed his Atos on the wheels without incident.

In hindsight, I realise that not flying with wheels was really a result of laziness in not trying to find a "wheel" solution for my streamlined base bar am not truly thinking through the consequences that one day I might need this important piece of equipment.

This got me thinking, was there anything else I had missed?

- Take off - has been recently cleared
- Landing - we have the 3 large windsocks and back-up field
- Gliders - both Tsunamis serviced in 2007 - wires and lines changed
- Harness - skyline - still new regularly inspected
- Helmet - in good condition, visor replaced last month
- Reserve - three years old in great condition -
- Reserve repack? - oops - never!!!!

This last point is crazy! Especially embarrassing as I was one of the founders of the UK, big fat repack event that highlighted the issues and the need for our annual, airings, checks, practice throws and re-packs. - which proves that while I think I am super safe I still let some important things slip. I am now starting to carefully check my other toys and to validate my perception of safety and condition of equipment vs. reality. I hope that you will take a second to do the same and share this lesson with your friends and get members of your club spending a few minutes to do likewise. If you need wheels. A quick call to your dealer will do the trick or alternatively visit:

<http://www.plastiqua.be/pages/pagmodem.html#distrib>

Best wishes and safe playing.

Mark Taggart



A fellow flier needs help....

Yes just a quickie for the Newsletter.:: Could anyone in the club help with information regarding GPS's that are able to download "saved" tracklogs in 3D format for less than £200. Is there such an item on the market?? Would appreciate any assistance possible.

Responses to Ronald Green - ronaldgreenpilot@hotmail.com

And in response to name em and shame em....

Ian

Yes, well thanks for the DHPC newsletter, but a big thanks for nothing for sticking me on the name-and-shame list of "lapsed" members.

I think that the email below explains the situation, and I deserve an apology.

Steve

Steve Aze wrote:

Hi John

Thank you for your letter reminding me about my membership renewal.

Two things have changed about my circumstances:

- I've not flown for 18 months (since starting up a new business - pressure of time)
- So long as it all continues to go through OK, I'll be moving out of the area in a few weeks time. House I am going to is about 3 miles from Long Mynd - so no excuse for not getting back into it then! But will be with a different club.

So am not going to renew this time with DHPC.

Thanks

Steve Aze

Please accept our apologies Steve!

Hi John

(thanks for the email address, Ian).

Just to let you know that I will not be renewing my DHPC subscription as I have moved abroad. The Dales sites were not exactly local to me so I couldn't get to them very regularly (I lived in Cambridge) but they were brilliant - especially Wether and Staggs.

Anyway, I'm now living in Switzerland and my nearest site is 3km away from my house so it's not all bad news.

Best regards, Tom

BCC - the round that was not cancelled....

Hello All,

Well it finally happened. We managed to hold a Bcc round without it getting cancelled by winds and rain, (although the fog looked as though it might play its part for a lot of the day).

The first day, Saturday, was largely governed by our concern for Fred, who insisted on trying to get an ambulance ride but wanted to travel in a newer model than mine. Fortunately, I spoke to Fred today and he was in fine spirits, getting better slowly at home.

The second day, the Sunday looked as though it was going to defeat us for most of the day and then turned out to be pretty good flying weather, if only 30 other pilots also hadn't thought the same it would have been excellent.

Sorry to some members of the B team if I couldn't spend much time coaching on Sunday, after the stress of Saturday I just needed to get a flight in as well.

Thanks to everyone who turned up, I think we all agree that Model ridge was a good call, both for the pie and pee (shouldn't that be pea? Ed.) bash, the camping and the occasional flying in between.

If you want to fly, contact Kev or myself as soon as possible to book you place in the team. Also welcome those who just want to come up and fly.

Cheers and thanks again

Ogi

PS Hi,

For all those who have not seen the scores in the league, flybcc.co.uk, Well we are up and running.

The A team benefited from sticking to the task on Sunday even though cringle wasn't giving up much when others flew off over the back, by hook or by crook , they ended up winning !

The B team is also on the board with a few points from Sunday, ok so not a lot and we are 13th but it's a start, watch us race up the league to 12th!

Quick request, people signing up for a round is getting latter and latter, this is probably due to the weather and people doing what they would normally do and making flying decisions later once they have seen the forecast. It is also possibly due to the disappointment of people making their arrangements and so many rounds been called off, it has been a bad year so far. Indoor paragliding next year, it has been done, see You Tube!!.

Cheers and well done to all those who scored last weekend, I am referring to the points not anyone's chat up lines at the pie and pee bash. (??????????????? Ed.)

Kev and Ogi

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

Simon Raven writes:

SITES NEWS

CARROCK FELL - is Saturdays only until 1st July (you can fly Sandbeds / West Fell any time and, if conditions are good, you can drop back onto Carrock - BUT THERE IS TO BE NO FLYING NEAR THE CRAGS!!! (Catbells and White Pike are also alternatives for a NE direction). If you need any advice then please do not hesitate to contact Gordie Oliver (CSC North Sites Officer mob: 07830281986)

HUMPHREY HEAD - CLOSED for the time being (nesting peregrines)

BUTTERMERE MOSS - The landing fields are open BUT you must ask for a suitable landing field.

Please ensure that the farmer at Wilkinseyke 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).

BARTON FELL - Please ensure that you stay well away from, and do not overfly, any horses with riders.

CATBELLS - Flying the east facing slope of Catbells is no problem HOWEVER please DO NOT fly the west facing slope unless you have spoken to the (helpful) folk at LITTLE TOWN FARM. (They have a horse that is severely stressed at the sight of paragliders - so much so that it has needed a vet to sedate it before now!). If you wish to fly the west facing slope then please call in at the farm to give them a chance to put the horse undercover.

GREAT LANGDALE - Flying in Langdale is brilliant BUT you cannot just land anywhere you like in the valley. We have a number of landing options available (including landing in front of the New Dungeon Ghyll pub) BUT you do need to speak to the farmer / landowner just to get their say so that the fields are OK to land in. They are really helpful - so please ask before you fly as it only adds 10 mins to your day. At the same time - landing in the wrong fields without permission will severely upset the farmers and cause us long term problems!!

GREEN BELL (non CSC Site)

This is a site that Northern/Sunsoar have negotiated for their school use and is situated above Ravenstonedale on the north edge of the Howgills. It is a bowl and takes north round to north east. Lately we have noticed free fliers on the hill without having sought our permission. We have no objection to pilots flying there but we would ask that we are consulted BEFORE flying please. We have a good relationship with the landowner but quite restrictive access points and also want to be sure we don't upset things at lambing time and/or shooting season.

Anyone who wants to fly there can contact Northern during office hours on 0845 123 2555 or Sunsoar on 0870 199 7343

Thanks for your co-operation.

CAUTLEY SPOUT (non CSC Site)

Please do not fly the crags during the nesting season. This area is closely monitored by the RSPB and flying on the crags whilst there are nesting birds about would cause a lot of problems. Yarlside (right hand side of the valley) is OK but is often used by Northern as a training site. It would be courteous to contact Northern if you wished to fly Yarlside.

CSC ANSWERPHONE / SITES INFORMATION SERVICE

Check before you fly on 01539561969

FORTHCOMING EVENTS

CSC events are posted on the CSC website at <http://www.cumbriasoaringclub.co.uk/events/>

LAKES CHARITY CLASSIC & CSC ANNUAL PART.

We can quite confidently say that both of these events were a resounding success!! The LCC handed over £1000 to the Vale of Lorton Community First Responders and, once we have finalised the accounts, we believe that there may be a bit more money forthcoming.

The CSC Annual Party was EPIC - the CSC has had a fantastic amount of positive feedback and support for the 'event of the year' (National Park, National Trust, farmers, Buttermere residents etc etc) and, subject to final confirmation, all of this was put on and ended up costing the Club no more than £500!!! FANTASTIC.

More good news is that we have the green light from the National Park Authority to be able to hold next year's events at the same location.

SITES NEWS

RECIPROCAL RIGHTS - UPDATE

You will recall from an article in the May Skywords that we made a unilateral decision to open our sites to visiting pilots for up to 6 days per year in the hope that they would reciprocate. A similar article has appeared in this month's Skywings and this has generated quite a lot of interest and support so I thought that I had better give you a quick update.

First our neighbouring clubs:

CSC - Agreed to full reciprocal rights. Not yet documented.

NYSC - Agreed to reciprocal rights in principle.

PSC/SGCSC - No response yet.

NHGPC - I've had a very open email from their Chairman. Those of you that follow the NHGPC forum (<http://www.nhpc.org.uk/nhpc/viewtopic.php?t=2266&start=15>) will know that discussion is rife amongst members over whether to open up sites to visiting pilots and publish their sites' guide on the Internet. Opinion is strongly divided between the protectionists and those that are embarrassed at their isolationist policy. We hope that the free flying faction will come out on top and this will then allow us to establish full reciprocal rights.

And from further afield:

I had a very supportive email from Ali Florence who is the Sites Officer for Wessex HGPG in Dorset. In summary:

They declared an open sites policy almost four years ago and Dales members are more than welcome to fly their sites (with the exception of Barton on sea and Southborne which are very sensitive due to airspace limitations).

They expect visitors to obtain a sites' guide for their own safety and to highlight any relevant rules, also to help them get to the most suitable site on their visit to Wessex. It can be purchased ready printed or can be downloaded from the web site www.wessexhpgg.org

Initially they did have a few odd members drop out and join cheaper nearby clubs but at £35 per year their fees are relatively cheap (Southern charge £60). Generally membership has remained stable.

Ali goes on to describe some of the problems that they have with rogue pilots, especially it would seem, foreigners working temporarily in this country...

Many have no insurance and some little respect for site rules or rules of the air etc. They seem loathed to make any effort to join the BHPA even when on an extended stay in the UK, we have had some around for 2 years plus who keep putting off joining.

There is no easy solution to this, as you say we don't want to be policemen, we want to fly without hassle.

The ones who just fly normally can be tolerated, earlier this year we had a visiting New Zealander (nicknamed desperate Dan) who had no insurance or any UK membership at all. He insisted on flying, at times, with no helmet and performing acro in front of T/O etc. He was asked to cease these activities on several occasions and we were considering getting heavier with him. Then whilst doing a death spiral close to the ground he crashed (literally) through a barbed wire fence demolishing three posts and over a club members car bonnet causing several hundred pounds worth of damage to the car. To be fair he repaired the fence but then left for New Zealand leaving the car owner to pay the excess on his car insurance for the repairs as well as losing use of the car for a few weeks."

I'll be chasing our local clubs in the next month or so and will keep you abreast of any changes.

Martin

Pen-y-Ghent

Over the past few months Fred Winstanley has been conducting some sensitive negotiations with the owner of Pen-y-Ghent to try to gain flying access. Unfortunately this has come to nothing and the owner, Robert Bell, has confirmed that he does not want flying to take place on his land.

Please do not attempt to take off from Pen-y-Ghent. If flying XC bear in mind that landing in the area will probably generate a less than warm reception!

(Kind of adds to the excitement of the 3 Peaks Challenge, don't you think?)

Ten Tips for Cross Country Flying

Alex Coltman has been flying for ten years, and more seriously for five. His first competition experience was in the Airwave Challenge (now the British Clubs Challenge). He then did the BP cup in 2000 to see what competitions were all about, and finished second. He went on to enter the British championships in 2001. The British championships have taken him to lots of great and varied flying sites around Europe, from the flats of Piedrahita to St Andre and Castejon. He has also spent two seasons in Australia flying both the Manilla and the Bright comps. His previous personal best was 144km from Manilla but he says he 'fluked into an amazing day' and flew his prize-winning 174km from The Lawley, near the Long Mynd, last year. He has been in the British Bleriot Team twice, and was in the squad last year. You too can fly like Alex simply by following the advice in his top ten tips.

There are many ideas as to how to fly XC. What I intend to do here is outline ten areas which will pay dividends whether you are looking at getting your first XC flights in next season or whether you feel you are not getting as far as you could.

They are not necessarily my ideas but I have listed tips that I have picked up in my flying and which seem to work for me.

1) Equipment

It is important to be comfortable with your equipment. For XC flying in the UK glide at speed is relatively unimportant so high DHV ratings are not required. Far better to be on a glider you like, enjoy and trust.

I would recommend anyone looking to fly XC to invest in a mapping GPS and learn how to use it. They remove the navigation role almost completely and in conjunction with an air map make avoiding air-space easy and accurate. Ask someone who has one to show you what all the fuss is about!

2) Site choice and planning

Site choice is a bit of a black art. With experience you will get an idea of which sites work best in which direction. Knowledge can also be gained by looking at the DHPC flight log database or PGcomps XC league website. <http://www.pgcomps.org.uk/> I would say our nearest bigger sites such as wether fell are easier to get away from with flights of 100K or more possible. Smaller sites are more difficult to leave but are often more consistent over the back. So pick a site that suits your aspirations.

Planning can be done during the winter evenings, the night before and in the morning before setting off. It could include an idea of likely track, airspace issues and maybe even the first few thermal sources. Some pilots plan much more than I do so this is a very personal thing.

3) On site arrival

A quick check on conditions. Ask people how it's been, check out clouds for drift and longevity while getting rigged. Then get in the air as soon as possible. You are not going to leave the hill by talking to your mates about how much you would like to.

YOU HAVE TO FLY. Once in the air be very attentive to what is happening in the air. Watch other gliders, birds, shadows and clouds - they are all giving information. If you come across a thermal while slope soaring the core is often upwind so turn and explore away from the hill. If you see a glider climbing it's the best sign of a thermal, join correctly and try and give enough room or it's spoilt for everybody, though most pilots will welcome someone else to help track the climb.

4) Efficient climbing

So we have a climb. Take a few quick 360s to establish the climb then start carefully looking for more lift. Straighten up for a couple of seconds towards the faster side of your 360 then continue the turn. If you go too far then come back a little way but always move the 360 following the lift. It is very rare to be able to just go round and round! Once high it is often possible to widen the 360 and find much more powerful climbs some way from your 'core'. Also, it's worth looking upwards even at this stage as often a cloud will 'blossom' over you as you climb. This will lead you to the best part of the lift or back to the thermal if you've lost it. Often the part of the cloud where the best lift is will be the same for subsequent clouds too, making searching under subsequent clouds easier.

5) Downwind awareness

Once established in our climb and getting high it pays to start taking quick glances downwind. We are looking for good clouds (See tip 9) or other signs of a next step. Also we may be looking for landmarks to aid navigation once we leave. As you get more used to thermalling more time can be spent planning the next move or moves.

6) Leaving the hill behind

This is often difficult as on the hill are your mates, your car and maybe your lunch. However the fact that you have read as far as tip 6 means you want to go XC. One useful technique I have used is to set myself a cut off altitude of 1000ft ATO.

Once this was reached I would never land back at the car, always going with whatever climb I had. The car was no longer an option and therefore I didn't have that decision to make. I figured I would learn more from just finishing the climb, a glide and an out-landing than another few hours of soaring. Sure, it will result in a few 10km flights and some walks but it will also reward you with some unexpected XC flights.

7) Decision making (i.e. finding the next thermal)

This is the critical aspect on any XC paraglider flight in the UK as often cloud base is so low you only get one go. If it's wrong you probably land. A very good pilot once told me if you ever find yourself just gliding with no plan then you have made a mistake. He used to plan two and sometimes three steps ahead, but that comes with experience. Let's just deal with one.

A technique that works for me is to actually stop climbing and talk out loud about what options I have. This makes it a very conscious decision and means I have weighed up as many options as I can see. So THINK, look at the clouds, can you reach a good one (again tip 9) nice and high?

Are there any birds, sailplanes within a glide? Are there signs on the ground of a thermal (i.e. smoke showing converging winds)? If not then try and stay, relax and drift. If you are already at base it is always possible to fly out of the climb, lose some altitude then return or thermal round the outside. On most UK flying days you are covering ground thanks to the drift and you are always looking for a cloud starting to form.

8) Speed

A very technical subject but for most XC pilots a few general rules apply:

- o Slow down in lift
- o Speed up in sink
- o With a high ground speed slow down
- o With a low ground speed, speed up

On most gliders use of more than half bar deteriorates the glide too much so only use in very serious sink or if gliding to a very good lift indication.

NOTE: Speeding up a paraglider diminishes the glider's passive safety. Use bar with caution and with altitude to spare.

9) Clouds

This is vital. Cumulus clouds are made by thermals. A good cloud is a young cloud. Signs to look for are:

- o A visibly growing small cloud
- o A nice shiny white colour
- o A hard flat base, not fluffy
- o A sharp defined top to the cloud, not smudged or wispy

If you are on XC and you see a small cloud appear and grow within easy reach then get there soon, it's the best sign there is, other than a climbing glider. There are lots of relevant books on clouds and meteorology and although most are a tedious read it's all useful stuff.

10) Landing out

This worries many people but is often safer than flying on a busy ridge if you allow time/altitude for a good look round.

Depending on your lens type and vision it may be better to take sunglasses off when looking at landing fields. It's often easier to spot power lines without them.

Look for:

- o Posts, poles, pylons and lines
- o Livestock
- o Crops
- o Road to civilisation
- o Way out of chosen field

It's often good to talk to people on landing. Be prepared to talk about paragliding even if it's boring for you to keep explaining. They may give you retrieve advice or even a lift.

Finally, enjoy all your flying! The flights without the fast climbs and big distances are often the most pleasurable and memorable.

This article originally appeared in the Avon Hang Gliding and Paragliding clubs magazine and is reproduced with minor changes and the kind permission of **Alex Coltman**

(Editor's Note: Sorry, there were two pics with this article, but when converting the article to PDF for mailing, they were breaking up so I had to take them out.)

JULY CLUB NIGHT

Trevor will be giving a talk on Hang Gliding through the ages.

"I can't claim all the credit for this talk as it's an amalgamation of 2 Power Point based talks that have been given by Nev Almond and Bruce Kavanagh, with a few extra bits thrown in by myself. I think you'll find it interesting as it goes through the origins from Otto Lillienthal, Francis Rogallo and then the following years right up to current competition flexwing hang-gliders, with a bit of stuff on the latest rigid wings.

See you there

Trevor

HANG GLIDING CLUB COACHES

Trevor Birkbeck	Various	Ripon	01765 658486
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
Pete Logan	Various	Shipley	07720 425146
Peter Spillett	Weekends	Skipton	01756 760229
Sara Spillett	Weekends	Skipton	01756 760229
Graham Laycock	Various	Rastrick	07717 375594
John Callum	Various	Wensleydale	07974 171175
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
