

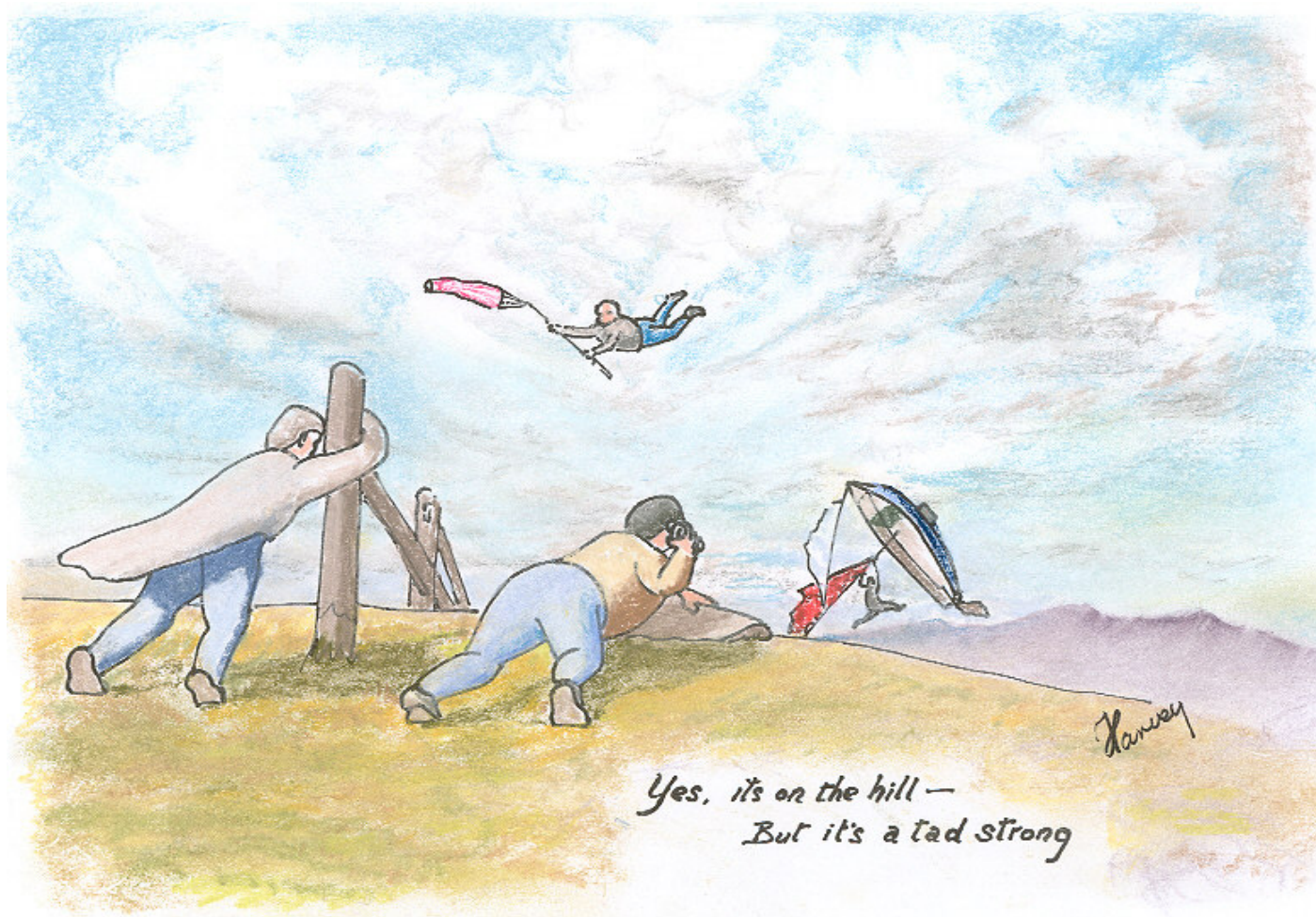
Dales Hang Gliding &



Paragliding Club

NEWSLETTER

AUGUST 2007



*Yes, it's on the hill —
But it's a tad strong*

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CHAIRMANS CHAT

Hi there, hope you all have been having the odd sneaky flight in amongst the lousy weather we have suffered this spring.

I managed to run off to Switzerland in April (see photo at bottom) and visited the Advance HQ and had lots of great flying with 11 continuous fantastic days, see separate write up.... A couple of us escaped to Piedraheta in Spain for the British open there. The weather was good on four out of seven days and good tasks were flown. I managed my personal best flight 144km on the last task and still did not get to goal (153km)! What an experience, I only wish it had been in the UK!!

The committee has decided that we are not going to have guest speakers during the summer any more. Why? Well, the take up for the talks has not been that great during the summer even though the talks have been superb - Weatherjack, Aiden Toase on the Xalps and Steve Nash with his tales of the trip to Mongolia to name a few. So from now on we will only try to book guests during September to April. Outside these months we will set up the projector/pc and show DVD's and have a few beers. Please come along and chat. Do not forget we do this for YOU - what do YOU want? Competitions? A fly in? Coaching days? We are here to serve **YOU**. Please email me to tell me!

The weekend of the 14/15th July we had the Dales round of the BPC (British Paragliding Cup). Saturday was too windy for a task but people free flew at Hawkswick in the evening. Around 50 people took off on a task from Whernside to Kendall on the Sunday and a task was completed by about eight of us with me coming 2nd!

The AGM will be coming up in November and we have some posts that are empty/will be vacant. The committee posts are;

Post	Currently held by	Will be vacant?
Chairman	John Ellison (JE)	
Secretary	Pete Logan (PL)	
Treasurer	Tony Pickering (TP)	
Membership	John Edmunds (JHE)	
Newsletter	Ian Sadler (IS)	YES
Safety Officer	Mick Bolton (MB)	YES
Social Secretary/HG Comps	Trevor Birkbeck (TB)	
Sites (N)	Martin Baxter (MRB)	
Sites (S)	Vacant	YES
Librarian	Liz Addy (LA)	
Website	Jake Herbert (JH)	
PG Comps	Kevin McLoughlin (KM)	
PG Comps	Sean Hodgson (SH)	
Chief Club Coach	Dean Crosby	YES

As you can see there are three crucial roles that need filling. Ian's great newsletter needs a new editor, Mick stands down from the Safety Officer (a role that has to be filled or the club ceases to exist!!) and the sites south is still vacant. If you fancy giving something back to the sport and your club please get in touch.

See you at cloudbase
John Ellison, Chairman



NEW PILOT NEWS

Hi everyone.

We are pleased to announce the birth of our latest addition, Charles Thomas Ward who arrived early on Friday 29th June weighing 6 pounds 11 oz and 47 cm long.

After initial movements around 3am (another early riser!!), we arrived at hospital at around 6:30. However, the midwives suggested that these were just initial rumbles and sent us home - to return in the following few days - or weeks!! Unconvinced, we withdrew to the hospital restaurant for breakfast and decided to return at around 9am; baby Tom was delivered at 10:17!

Julie was quickly back on her feet, but needed to stay in hospital for a couple of days while some tests were done. Both mum and baby are now at home and are both fine. Elliot and Matilda were thrilled to welcome their new brother - Tilly in particular dotes on him.

kind regards,

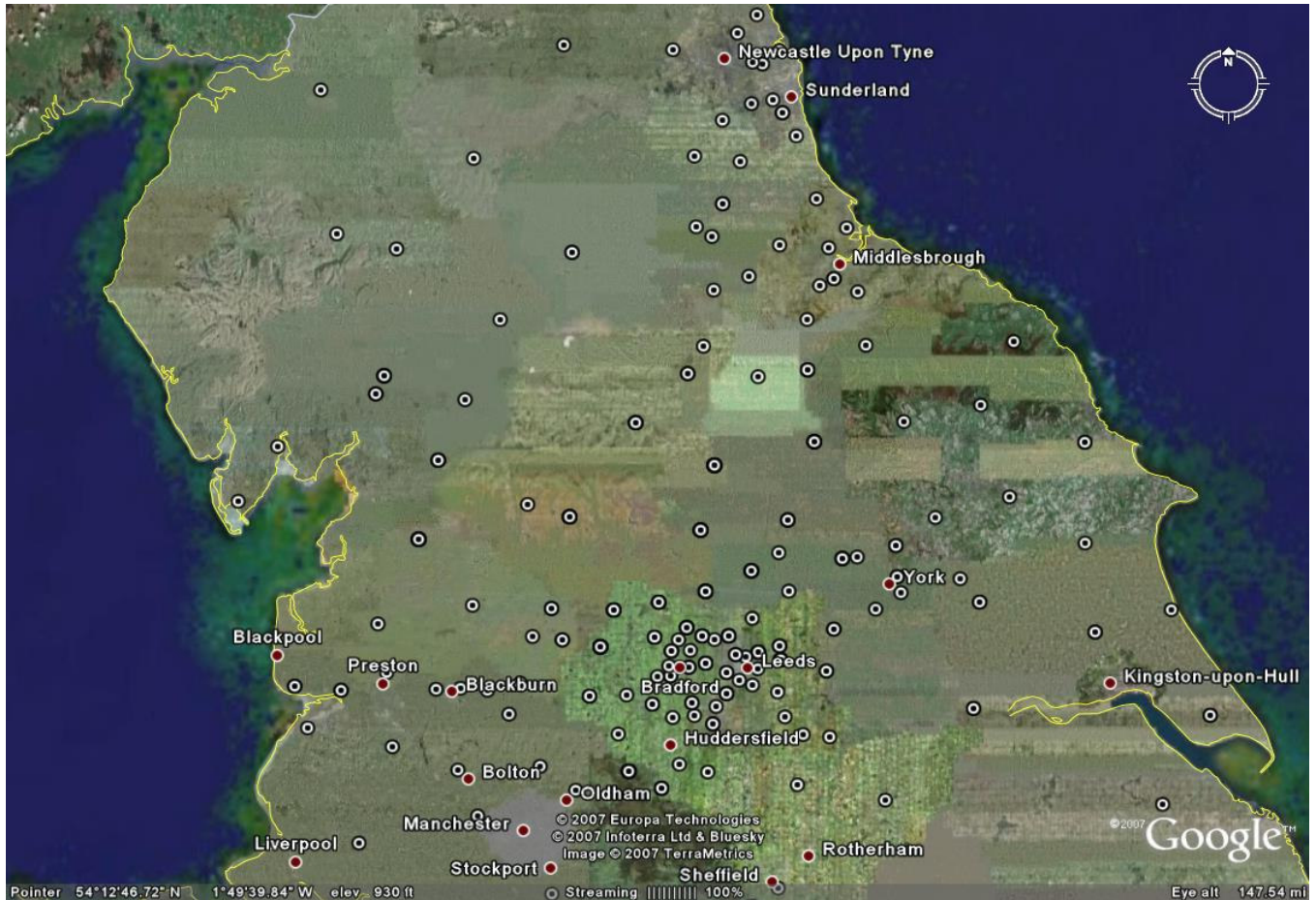
Chas, Julie, Elliot, Matilda & Thomas



CLUB NIGHT

There may be a possibility of changing the venue for club night. Changes in the layout of the room at the Riverside make it a slightly less suitable venue for presentations etc..

What do you the members think? Please e mail me (dhpc.news@yahoo.co.uk) or John Ellison, your chairman.



The above graphic shows where the bulk of our members live. Naturally, it's looking like Baildon, so that Pete Logan can walk..... but please let us, the Committee, know what you think. The Riverside has been a fixture for as long as I can remember, so on the one hand it might be a shame to move. But on the other, if we could get somewhere with a good room for meetings, and good beer, it might be a good option and help build attendance!

AROUND THE CLUBS - CUMBRIA SITES NEWS

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

Please ensure that the farmer at Wilkinsyke 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.

FOR SALE

1 x pair of Crispi size 9 PG boots. They are very little used - as I bought the wrong size!!! I can sell them for £45.00 or swap for a similar pair at size 10.5, any make suitable for PG, Hanwag, Crispi etc.

Garry (garry_jean_hume@yahoo.co.uk)

BCC Scores

PILOT	CLUB	Goal	Distance (km)	Task points	Points after handicap	Team total	BCC team total
Andy Plimmer	Cumbria	Yes	46.7	1000	720		
Ben Keayes	Cumbria	Yes	31.8	681	490		
Peter Rycroft	Cumbria	Yes	15.2	325	325		
Ed Cleasby	Cumbria	Yes	17	364	295		
						1830	1000
Rob Downing	North Yorks SC	Yes	17.1	367	367		
Richard Cardwell	North Yorks SC	Yes	17.9	383	345		
Andy Lee	North Yorks SC	Yes	15.8	338	338		
John Lewis	North Yorks SC			DNF			
						1050	574
Kay Myerscough	Northumbria RED	Yes	19.6	420	378		
Gary Stenhouse	Northumbria RED	Yes	18.8	403	363		
Neil Smith	Northumbria RED	Yes	15.9	340	340		
Ron Donaldson	Northumbria RED	Yes	20.6	441	317		
Brian Day	Northumbria RED	Yes	16.1	345	310		
Alastair Wolf	Northumbria RED	Yes	16	342	307		
						1398	764
Alex Colbeck	Dales Tykes (A)	Yes	36.3	777	699		
Mark Elliott	Dales Tykes (A)	Yes	16.1	345	311		
James Watson	Dales Tykes (A)	Yes	15.6	334	334		
HH Tsai	Dales Tykes (A)	Yes	14.7	314	284		
Dave Wrigley	Dales Tykes (A)	Yes	12.5	268	268		
Sean Hodgeson	Dales Tykes (A)	No	0	0	0		
						1628	890
Andy Byrom	Dales Tykes (B)	Yes	17.5	375	375		
Kevin McLoughin	Dales Tykes (B)	Yes	17.7	379	341		
Kate Rawlinson	Dales Tykes (B)	Yes	13.2	283	283		
Dave Coultard	Dales Tykes (B)	Yes	0	0	0		
						999	546

TRAINING OPPORTUNITY

Northern Paragliding up in Kirby Stephen are this year repeating their very kind offer to help CPs go for their pilot's exam.

If you want some advice about passing the exam then please don't hesitate to contact me, Pete Logan on 07720 425146. Before you actually go for the exam its worth knowing that the BHPA like you to have your pilot tasks already signed off.

The following is from Ian Currer:

Northern Paragliding are offering another opportunity to attend a session at their place in the Dales to revise all those tricky theory sessions ready for the BHPA "pilot" exam.

Many pilots reach the flying level required for the Pilot rating but put off taking the exam because of lack of preparation or just not knowing what to read up on. These sessions cover all the appropriate subjects and should make you better prepared to know what to expect.

There are four theory sessions, Weather, Airlaw, Principles of flight, Human factors & Airmanship.

Our aim is to cover them all in one brutally intense day, divided into two sessions with lunch in the middle and (maybe) going flying at the end of the day. The sessions are FREE and all we ask is that the participants or club buys lunch for the instructor.

The aim is to choose one or two dates for these revision sessions, as it is a whole day then a Sunday would probably be most practical please ask your members, and if anyone is interested to contact us for dates & availability. Ian Currer - 0845 123 2555.

IMPORTANT INFO FOR THIS WEEKEND

Date: Thu, 26 Jul 2007 21:52:14 +0100

The following NOTAMS affect our area (Lakes)

Ref: H2778/07

Navigation warning in place on from 1015 on Saturday 28 July 2007 until 1615 Sunday 29 July 2007.

The area affected is a 6 nautical mile radius (longer than a normal mile!) centred on 54deg 22min N 2deg 56min W.

In land terms this centre is SD 39456 97198 and its 126ft NW of the tip of Belle Isle on Windermere (the big one).

The cylinder goes from surface level to 5000ft amsl (well its really at 5000ft with your altimeter set at the ICAO standard of 1013mb). The actual times are shown and its for the Windermere air display.

The really important one is Ref: J3331/07

Start date/time: 29/07/2007 10:55 UTC

End date/time: 29/07/2007 11:33 UTC

Lower height limit: 000

Upper height limit: 087

RESTRICTED AREA (TEMPORARY) AT WINDERMERE, CUMBRIA FOR A RED ARROWS DISPLAY WI 6NM RADIUS 542152N 0025544W. AREA ESTABLISHED UNDER ARTICLE 96 OF THE ANO 2005 (MIL ACFT SHOULD COMPLY WITH JSP552.201.135.9) AIC 33/2007 (MAUVE 218) DATED 26 APRIL 07 REFERS. AUS 07-07-0156/2943/AS1

This is the same circle but cylinder is higher at 8700ft.

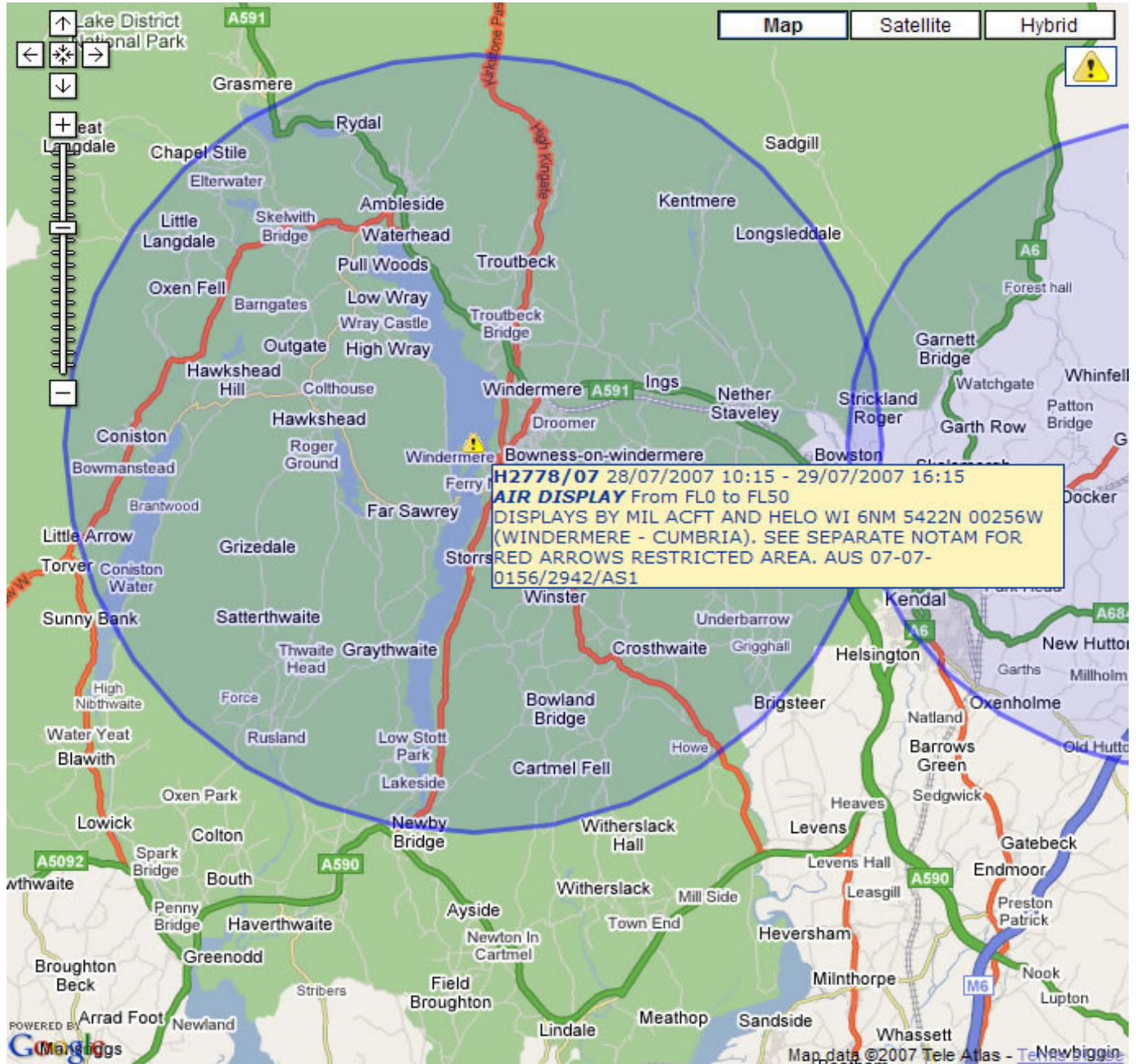
This one is a Preflight Information Bulletin and its an exclusion order. Go into this circle and

1. You will collect a very heavy fine
2. You will have alienated most of the commercial properties in Bowness and Windermere

together with a lot of visitors as the Arrows will abort the display.

Although this defines the restricted area, bear in mind that the Arrows will transit to and from the display in a loose formation (normally 2 blocks). 2 years ago they went up Coniston. Also during the display, some parts of the team will loiter round the edge of the display area (and possibly outside it) while the Synchro Pair are doing their bit.

The best thing about this NOTAM is it tells you exactly when they will be displaying. Sunday 1055 to 1133. If you want to see flying at its best, go see them!



John Edmonds - Days out with my Doodlebug..USA

Life is a funny thing. You've heard it, if given Lemons, make Lemonade.

So I have been given the chance to spend time in the USA, great.... in a place where it is not easy to get to a flying site but where there is lots of space. Great weather, sunny most days and flyable maybe 300+. The locals don't know about hangliding, so no aerotow or winch sites. What

to do? The answer power assisted foot launch.

The first challenge was to ship some stock over from the UK, a Target and a Doodlebug. A few pensive weeks in transit but mission accomplished. The big thing was to get things back together after making them smaller to go into boxes. I took pictures and consulted the manuals and after a bit of head scratching managed it, with no parts left over!

I had been looking around to find suitable areas for flying and no more than 5 miles away was 2000 acres of public land, easy access and takes most wind directions. One thing which is very apparent is the American electric supply system. Most of the cables are above ground and criss-crossing these vast acres are 30' poles and high voltage wires with a substation right in the middle....nothing is perfect. I did find a suitable take off and even though I had limited experience of powered take offs (1 flight in Spain), I felt confident enough to 'have a go'

All rigged, checked and strapped in. With the instructions in one hand.....no I knew what to do.....I bit the mouth throttle and ran to keep up with the glider and away.

Now, just around the corner were lessons waiting to be learnt.

It had been a problem with powered flight that the bore of the fuel pipe meant that bubbles could develop in the line leading to a loss of power and I can verify that this is the case. Managing to make only 300' with the revs rising and falling was not inspiring.

The 300' was the second lesson. Take off was at 4700' and warm to boot. Both these factors conspire to starve the engine of oxygen and hence, power.

The next lesson was that with added weight and thinner air ones descent can be rapid. A bent upright was the result.

There now started a programme of me getting in touch with other pilots and gathering information to see what to do next. There is a forum and this has given me a lot of hope, sorry help, and advice; it is not just me but a constellation of circumstances conspiring to keep me earth bound.

It has taken me 2 years to get to a situation where I can reliable take off, fly and land. I have had the cylinder modified, replaced the carburetor, manufactured a working choke. Fitted a high output exhaust and carbon fiber folding prop. Replaced all the fuel lines and been very frustrated by things generally not seeming to go my way.

The local councilors with their power to control decided that the land I was using was to be designated as a development area for a future recreational park and me and the other users, mostly off road dirt bikes and quads, were to be banned. I was rigging in my usual spot just about to do final checks when I was approached by a gun toting constable. 'You can't be here' he said and explained the new boundaries and told me today was the day of implementation. There were police cars on the unmade roads checking things out and he was kind enough to explain there was an area which had been designated for use of 'Off Road Vehicles'. Now I have the only hanglider in the town and was not going to debate with this armed gentleman semantics and definitions, was this flying device an off road vehicle? No, better to say, where am I to go?

The new area was on the north edge of the area had been using so only a mile or two down the road. I packed up and set off to my new field. When I got there it was busier, condensing the occupants of 2000 acres into 70 would have an effect. I was still able to find a suitable spot although it was not ideal. A highway 100 yards to the north, an interstate 400 yards to the east, 40' power lines 100' west. The bailout to the south was a bit rolling but would do. I rigged and

took off flying south west 8 miles over Lake Pueblo.

I was able to take advantage of the thermals and reduced the power to gain height, up to 3000'. From this height with flat land in every direction you can see for miles. I have yet to be up on a non hazy day so the photographs I have taken have not been able to capture the feeling.

I was heading back to the TO and another lesson was waiting for me. The revs on the engine died to a tickover and all of a sudden the 5 mile glide back looked a long way. I had had a situation with the throttle connection previously and I realized my repair was not up to the vibrations and had given up. Point taken, need to beef up repair technique. Knowing that I was not going to fly back I was scouting for suitable spots to put down. I had plenty of height and tried to get some orthographic lift from a ridge known as 'Lookout Point', I think I was too high to make anything from it so carried on the downwind glide in the general direction of 'home'. I made a respectable landing which was fine other than there was a 3 mile walk across the mesa in bright sunshine and high 80's to my van. It was quite enjoyable to be in the middle of nowhere, scenery which could have John Wayne popping up on his horse saying 'Howdy', no problem. There were butterflies and prairie dogs. Lots of birds and wild flowers. I was pleased though to get out of this idyll an hour later and have a drink!

I collected my van and set off to pickup the glider. I found my landing site and packed up. Heading back to the highway down a mile and a half of dirt road I noticed wisps of dust coming towards me. I was sure I knew the source and yes, a large white car with blue and red stripes came into view. No flashing lights but still imposing. I explained to the driver my distress and he seemed to accept that a retrieval was OK. In America, if there is a rule, then there is a rule and sometimes even petty things are not negotiable but this time all was well.

I had flown a few times from this new site quite safely and without incident and had landed one time when a car pulled up next to the van and the female driver asked if I needed help. I was explaining the situation and in the conversation I mentioned my misgivings about the area and how disappointed I had been to be moved from the first site. As soon as I mentioned 'safety' her ears pricked up and thought I had blown it, you had better not fly here....but no, this woman was one of the directors of the Pueblo Motor Sport Park, a race track adjacent to the designated area and using the same access road. She had authority to give me access to more land governed by the Motor Park. She carefully wrote me a note of authority on her business card. Armed with this after I loaded my stuff I set off to investigate. A mile or so further into the mesa I found a flower strewn area capable of taking any direction with no obstacles and have since flown there and appreciated the extra safety margins for both landing and take off.

Even now there is still learning involved. I tried to fly a couple of days ago, the wind dropped to nil after I had rigged and temperature rose, nearing 100 degrees. Despite 3 spirited runs there was not enough buoyancy in the air to lift me and the wing. There is a formula whereby you can calculate the 'Air Density' to get an equivalent height taking into account temperature, humidity and altitude. This day I was trying to take off at the equivalent of 9,200'

But, dear reader, take heart. I can and do fly here. There are pictures to prove it.

I have circled the sky with a Turkey Vulture, made lots of friends, promoted the sport of hangliding to an uninitiated public, frightened myself nearly to death's door and, as the picture shows, have the teeshirt (which matches my wing). My usual flying attire here is a tee shirt and cotton pants, very relaxing in the Doodlebug. I do have to wear gloves and a coat when I fly in January!

I am amazed at how different the conditions can be here. I have seen dust devils, had to hang off to the glider with all my might for 20 minutes while 30+ mph winds blew through from nowhere then left. Seen the wind change through 180 degrees in a matter of seconds.

One of the most remarkable sights is to watch a storm develop over the Rockies, 30miles to the west and to see rain and lightening pounding the land and watch the clouds dissipate as they drift to the east so that when the system gets to Pueblo the winds shake the trees and pick up the dust and that is all. A few days ago we had a 'gully washer, a storm which developed in the afternoon and come the evening dumped 3" of rain in as many hours. All things which remind you that the weather is a dynamic process and can be your friend or your enemy. Take nothing for granted.

A month ago a paragliding school from north of the state were using Lake Pueblo to tow and practice some safety manouvers. The afternoon winds can quickly pick up and need careful watching. One of these winds came up and collected a low air time pilot and carried her several miles. She landed fatally on one of the high voltage lines

There is some controversy in the USA, the hangliding and paragliding controlling body, the USHPA, want to be purist and now have excluded power harnesses. They have not been forward thinking enough to see the extra interest generated will bring more vibrancy and longevity to the sport, encourage investment in R&D from the manufacturers.

Given the choice I would much rather freely from Wether Fell but a powered harness is a close second, especially if Wether Fell is 6000 miles away!

I looked on Google Earth, if you go to Colorado, Pueblo, 38 18' 10.08" N 104 41' 01.44"W you should find my present TO.

A few pictures to wet your appetite.....just look at the blue sky.....

The pictures are



1. Me plus Target and 'Bug, all blue and yellow.



2. My house!



3. A shot of a relaxed pilot



4. The Motor Park race track and drag strip



5. looking west up the Arkansas River to Lake Pueblo

Editor's note....

As I sit and watch the wind trying to rip the washing off the line, it was great to read John's article and to think of my own trips to foreign soil. An inspiring article!

I'm getting a bit thin on the ground in terms of content and I'm sure that many of you will have been flying in foreign climes to escape the great British downpour that is our summer.

Please put pen to paper, or fingers to keys and e mail me tales of your exploits!!

I'll be standing down at the AGM from the position of Newsletter editor. I always intended to only

do it for a year, but to try and put something back into the club that has served me well for so many years. I'd like to think I've put the newsletter back on its feet. It doesn't take up too much time - about 3 - 4 hours a month. I use Quarks for the publishing, but just about any software will do. All the e mail addresses are on Yahoo so it will be a lot easier to pick up the threads. It would be a shame to see it die again - so contact me or John if you would like to take it over.

Many thanks

Ian

From Pete Logan...

I've just setup a petition to try and get the Flytec and Brauniger folks to put OS grid references on their GPSs. OK if you stick it in Skywords for a bit of publicity?

Attention! all Flytec and Brauniger Owners....

There are cool things about all the different flying Vario / GPSs combos out there for free flying. But none of them have all the features that would make them totally excellent to use.

I bought a Brauniger Competino and have got quite keen on it but the one thing its missing is the ability to work with Ordnance Survey landranger map references (the ones that look like SE 354 687). I asked the guys at Brauniger if they had plans to include it in the future and they said no, but I think if all of us who own Brauniger Competinos and Comeos and Flytec 5020s and 5030s got together and shouted then they might do it. Crucially, if all the people who would buy one of these if they did have OS refs on them also signed up then that would say to Flytec and Brauniger that there's extra sales to be made.

So if you want OS map references on your Flytec or Brauniger or would buy one if they had it then goto http://www.ipetitions.com/petition/flying_gps and sign up.

Cheers
Pete

HANG GLIDING CLUB COACHES			
<u>Trevor Birkbeck</u>	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			
<u>John Ellison</u>	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
<u>Pete Logan</u>	Various	Shipley	07720 425146
<u>Peter Spillett</u>	Weekends	Skipton	01756 760 229
<u>Sara Spillett</u>	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