

APRIL 2005

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22 3'02

Steve Scholefield (Flipper)  
taking off on Lijar  
(Algodonales)

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### ***MAKE IT A DATE***

APRIL 9th

**Club Night**

MAY 5th

**Club Night**

### **Hi All**

As we go every year, the Club has been invited to, if poss, fly down to the show in Duerley Bottom and then put a hang glider and paraglider on display – if it's not possible to fly, the plan would be to set up both types of wing on a static display.

I can't be involved because the British Open Series is on at Long Mynd but I would be grateful if folk could volunteer to cover the show.

As we are an established feature of Hawes, it is important to be involved.

Please email me if you can do the show. It is on Sunday 29th May during the Bank Holiday weekend.

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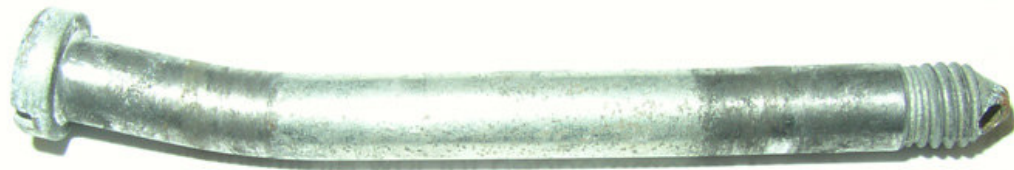
## CHAIRMANS CHAT

### XC season starts

Although I've been a little out of sorts for the last couple of months, I decided that the time had come to get going and therefore needed to check out the Combat 2. I'd last flown it on Wether Fell with Steve Mann in wind that turned out to be way too strong (40 mph) and was planning to land down in Wensleydale – the wind then dropped to 30 mph, so I decided to come in for a top landing on the flat part of the hill. This was going OK and I had the speed stabilized and was descending vertically when, WHAM, I was dropped in from 15 feet, so quickly that I didn't even get out of prone.

Steve was also in trouble and nearly got 180'ed just before landing but got it round OK – PHEW!

An upright was broken in 2 places so this was replaced but all other items needed checking, ie leading edges and keel. No problem with those parts but I felt sure the heart bolt would have suffered and it had!



The moral is to make sure you check all suspect parts of your glider after an incident!

### Over the back!

Flying on Sutton Bank last Monday and loving getting back on the Combat 2, when the leg started to give me some gip as I'd forgotten to dose up on Co-Codamol – decided to put at least an hour in before top landing on The Gallops and so suffered in silence. Conditions were improving and, though there was very little sun around, I got hoovered over the back and had to keep going.

Only got to 2700 feet ASL but then bumbled along in junk towards Helmsley losing height and got another climb to 3700 feet – this was a bit more promising and now felt that just one more climb and I'd be relaxing by the sea, whilst waiting for my retrieve. No such luck and I ended up past Pickering at 40Km with a slightly imperfect landing, as the air was a bit junky. A bit surprised that no-one else had gone but it was just circumstantial as there were good pilots there – Rich Lovelace, Gary Wirdnam, Malcolm Brown, Digby Rolf and Bob Delahaye. After not too long, Digby the hero came

blasting along the A170 in my Octavia to collect me – nice little start to the season!

### **And again!**

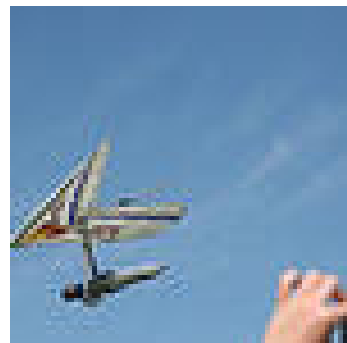
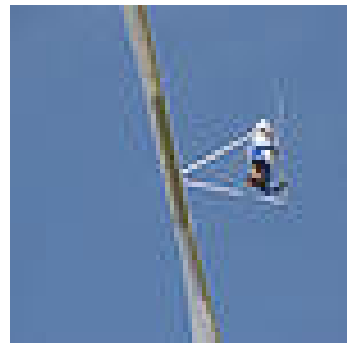
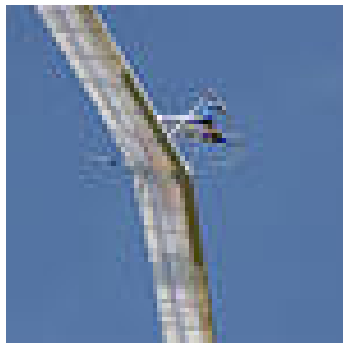
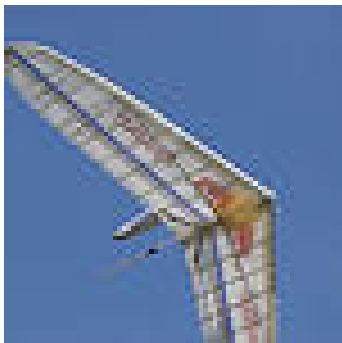
The next day also looked cracking on our favourite site, Wether Fell, but commitments meant I didn't get out early enough to get into the Vale of York. Digby Rolf was off on the demo Aeros Discus and sounding very happy with it on the radio – Andy Woods arrived and, as he was flying on the small Target that I have, I helped him rig it and chucked him off, following him on my Combat.

Monster lift which I should have instantly gone with but didn't – instead I came back to lose some height whilst Digby carried on and was now over Addleborough. A second climb carted me off and Andy said over the radio that it would have been the last chance as it clouded over and went naff after I had gone – caught Digby up just past Pen Hill and we bumbled along together for a bit. Trucked on as the sky was graying out and landed past Masham at 38Km with a superb touchdown, whilst diggers landed just before Masham.

Andy had agreed to stay on the hill earlier and duly appeared to pick us both up – another nice day, finishing with a meal in The Crown in Hawes.

### **Not recommended!**

There is a competition going on at Questair in Florida where all the notables from around the world are going for it and these pictures were taken by David Glover of **Chris Muller** putting in a loop at **150 feet** above the landing field – HmMMM!



**Trevor Birkbeck**

## **Easter BCC round at Paclick**

I can only assume we were lied to by both the BBC and weatherjack for the Easter weekend. There was a typical Lancashire clag surrounding anything vaguely flyable until around 2pm when we decided to take a walk up Parlick. And that was about it until sundown, we managed to fly the Small NW face and even get round into the bowl but there were no big height gains so no distance task set. Chris and I were mindful that we needed a task set to get a few club points in the BCC so Chris set a turnpoint and accuracy landing.

From the Dales, Paul Reynard managed the turnpoint with Kev and Zena getting close. By the time the light was fading I decided to set off down and it was immediately apparent that there was no chance of the turnpoint - it was all I could do to keep more than ten metres off the ground most of the way down Parlick. All in all it took about thirty seconds at up to 4m/s down to be over the landing field from where the reason for the sink out became obvious. The wind had switched round to the North East (and we'd been soaring the west face!)

I set myself up for the accuracy landing in the peaceful evening air when I seemed to be hear "\*\*\*\*ing turn Pete. Turn!". It was Tony's delicate tones talking me in for the spot landing. I just followed the noise all the way to the ground and planted my feet.

Still waiting for all the results to be collected but checkout the new BCC website in the meantime. [www.flybcc.co.uk](http://www.flybcc.co.uk)

**Peter Logan**

---

# **Pyxis** *by Roberto Stickel*

I am very proud to introduce this article. There is not much info about this glider. I succeeded in contacting the designer and getting some info and pictures I could use.

I will just place the texts I got from Roberto Stickel first and will comment after it.



" The idea of the PYXIS project is to have a new aerial sport that could deal with many different kind of flight with a sophisticated, practical and safe equipment.

Pilots could fly like a sailplane, be a skydiver, fly aerobatics and fly like a jet fighter with the aid of jets or rockets. It seems a radical sport, but the dangerous and difficult part of flying (takeoff and landing) will always be made with the help of others aircrafts. Attached over skydivers airplanes or under ultralights or catapulted over rails in hang gliding sites for takeoff and landing will always be with the precision and easy handling of a skydiving conservative parachute that will bring you and the microglider together to the ground. This concept of flying means much more liberty of aerodynamics design, much less glider weight (25 Kg) and less responsibility. Pilots will always use a parachute to land, no matter what happens in flight. If weather condition is really strong and turbulent, the microglider can be disconnected from the pilot (it will land with his own emergency parachute).

The great point of this flying concept over others is that any skydiver or paraglider pilot will be able to fly it immediately. There is a "fly by wire" electronic control system that can be tuned to pilots that never flew any aircraft before or highly skilled pilots. Microglider assembling and transportation will be very quick and practical."



#### "PERFORMANCE

- Glide Ratio 33: 1 @ 100 Km/h
- Minimum Sink 0,71 m/s @ 66 Km/s
- Stall speed 66 Km/h
- Maximum Speed 200 Km/h



A previous version of the Pyxis, which was flight-tested. Note: this one has a tail.

#### DIMENSIONS

- Span 9,5 m
- Wing Surface 3.91 sq. m
- Total Surface 4,32 sq. m
- Aspect Ratio 20,9
- Chord Root 0,51 m
- Chord Tip 0,45 m
- Sweep 12,5 degrees
- Dihedral 8,25 degrees
- Profile NACA 747A315
- Weight 25 Kg"







**This model is used in test flights to gain more info on the new Pyxis configuration.**

**I got this mail from Roberto Stickle:**

**"I'm working on this for 20 years !! Believe me . My first sketch ( you can see the evolution of the project in the third poster on [my website](#)) was made in 84. It was basically a wing connected to a small canard. Something a bit more sophisticated than the SKYRAY flying wing (used by Felix Baumgartner to cross the Channel) in performance and controllability.**

**In the fourth poster , you can see the flight of the version with tail. This was in 92. That flight showed me that the wing can not stall while the parachute is opening. I changed completely the concept to a flying wing with full possibility of gliding in thermals and able to receive others sizes of wings to fly acrobatics and to use jets to fly like a jetfighter . There was no model jet engines at that time, but I knew that they were supposed to be available when my project was ready ( just knew that some people are using them to takeoff sailplanes). In 96 I flew the Sukhoi 27 in Moscow to feel how is flying a fly-by-wire jet and of course to realize my life dream.**

**Last two posters are about my previous work with hang gliders and ultralights.**

**I designed the first hang gliders and ultralights here in Brazil**

in 81, 82.

**One of them was the first variable profile rigid wing.**

**At that time there was very few rigid wings in the market.**

**Basically the Fledge and the Mitchell wing. The problem of them was always low performance at lower speeds and high stall speed for a feet takeoff.**

**So, I used a standard profile for the whole flight and a very thick Liebeck profile with a 2.2 lift coefficient (very good at very low speed and very bad at higher speeds) for takeoff and thermaling.**

**The variable profile was supposed to be made by Manta, the manufacturer of the Fledge.**

**Manta broke after the end of class 2 (rigid wings) after the Japan 81 world championship (I was flying there), and so my project ended with them.**

**By the way: yesterday flew for the first time one 1/3 scale model of the latest version of my Pyxis. (the 1/1 is ready for the first radio controlled flight).**

**Best regards,  
Roberto Stickel"**

Wow, sure is a combination of a lot of good points from all kinds of sports. Safely of landing in parachute. Not having to steer while taking off and climbing to altitude as a beginner. Well, it is kind a bit the same like they do it the RC (Remote Control) world. I once did RC and in the beginning somebody else steered it to altitude and I could test my model at high altitude (safer!!). Once I wanted to land somebody took over again. Here it is with a parachute. I guess it goes as safe. But I am not a skydiver. So ... I might underestimate a few items of skydiving. Tell me if I am wrong.

A [flying wing](#): You would do it only for the looks if you needed to. ;^) But it has advantages too. It could lead to better glide ratio because there is almost no fuselage and tail to create drag. I sure hope we will soon get data of the model and many the prototype to affirm this.

[Proned pilot](#) (lying on his stomach): I guess it takes him logic from the hanggliders. The face in front gives less frontal area. And it gives a SUPERB view. But I wonder... where will they put the instruments? Can one see the instruments clearly from so close. Or will they use the mirror technique of the Horten Brothers. They used a mirror in the front to view instruments that were placed under their body. This way the distance eye - instrument became larger and the eye had to adjust less while shifting from the forwards view to instruments. It must be less tiring.

**If you would like to join this project, contact Roberto Stickel. Wanna be a owner, partner or sponsor of the project? Don't wait too long. Contact him.**



## Something for the weekend?

### NEW WING

Go on, treat yourself. There is a whole new range of excellent gliders being released. Get yourself to the top of the stack.

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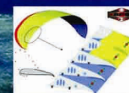


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### XC Club 2005

Well, after Saturday I can definitely say the XC season is upon us. I went to Parlic with Kate and Shaun (Ogi) under a very un-inspiring sky and feeling rough with a bad cold coming on.

We walked up, I set up and within 15 minutes I was climbing to base in a terribly 'soupy' sky with poor visibility as the photos show! A few thermals further on I landed at the M6 / A65 junction!

Kate also went over the back later in the day and landed at Dolphinholme (where did they get that name from?) and Shaun flew to Longridge (upwind – no one had told him XC was usually downwind dashing!!).



Somewhere east of the M6 - note V.large house surrounded by trees on the bend in the river, anyone know where it is (not that I was lost...)



See m6/A65 junction – my eventual landing spot!



Note how bad the visibility was – everything disappears in the distance!!  
So, this brings me on to the subject of the XC club



## **THE XC CLUB**

The XC club was formed last year to encourage pilots to fly XC (no prizes for guessing that!). The XC club was very successful with more pilots entering flights in the Dales league than anyone could remember!

The format went something like this –

I would phone Chris Fountain and Jake Herbert (nationals and top dales xc pilots) on a Friday evening to discuss what the flying prospects were looking like for the weekend. I would endeavour to send a group email by 8pm Friday evening to tell people what we thought. This usually consisted of a prediction of the type of flying ranging from ‘unflyable’ right through ridge soaring to thermic and ‘oh my god, sell your soul and risk a divorce to be on the hill tomorrow!!’ and covered both weekend days including an idea of our plans.

So the information would be a brief synopsis of the conditions for the weekend and which site(s) we were considering. We were available on mobile telephone to contact should there need to be a decision first thing in the morning, and then it was up to the members of the XC club to get themselves to take off. We would be available for advice on the hill – but only until we JUST HAD to fly!!!

Additionally, we also arranged a series of lectures covering different aspects of XC flying such as equipment, technique, thermalling, airspace avoidance, retrieves etc. when there was a non-flyable weekend.

So, how do you join in?

Easy, send me an email at [johnwingover@hotmail.com](mailto:johnwingover@hotmail.com) and I will add you to the mailing list! Simple as that!

Look forward to hearing from **YOU**

**John Ellison,  
Chief Club Coach,  
DHPC**

## ELECTRONIC HEADS

For all those electronics heads out there that have a few hours to spare and not wish to buy a £35 cable for their MLR GPS here's how to do it:

This information copied from the manual page 10, Version 2.0  
Looking at the connector you will find 3 plastic location notches.  
Using the same numbering scheme as the manual, pin 3 is directly between the

2 small notches. The other 4 pins are numbered clockwise.

Alternatively, if the GPS is held upright with the connector at the top, Pin

1 is at 6 o'clock 2 at 8, 3 at 10, 4 at 1 and 5 at 4.

Pin 1 is external antenna power supply output @ 2.7V. I wouldn't take more

than 50-100mA from here.

Pin 2 is DC input 10-20V

Pin 3 is NMEA / MLR data output

Pin 4 is NMEA / MLR data input

Pin 5 is Gnd (0V)

To wire your MLR to a PC DB9 serial port connect

MLR pin 3 to PC pin 2

MLR pin 4 to PC pin 3

MLR pin 5 to PC pin 5

The MLR connector is very similar to a mini-DIN socket, although the pin

layout is a bit different. Careful use of hot melt glue, might allow you to

reuse an old PC PS-2 mouse / keyboard connector.

Alternative method of making a plug

1) Put a thin layer of grease onto the MLR connector

2) Put a straight bit of wire (eg paperclips) with a wire soldered to it

into each pinhole.

3) Drip hot melt glue over the connector. The grease should stop it sticking

to the MLR.

- 4) Ensure the glue fills up the ring around the connector
- 5) When the glue has hardened, remove the "connector" you have just made

this should work with proper glue too.

The connector won't be very sturdy, but mine has lasted ages for downloading flights to my PC. I wouldn't use it for connecting to a PDA in flight unless you can make a good secure connector though.

Hope it works for you!  
Although it worked for me, don't come crying if you blow up your MLR / PC or glue yourself to the MLR!

**PETE.**

Pete

What you need is a real job!!!

Regards

**Flipper**

I agree, has anyone got a real job for me? Spending your hard earned tax building the NHS's latest mega computer just isn't fun enough anymore.

**Peter Logan**

How about government artist?

Drawing the Dole ;-)

**JOHN**

**A talk by Judy Leden**



**FLYING  
WITH  
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**Club Night September 1<sup>st</sup>  
Riverside Hotel, Ilkley**



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# **DISCUS**

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

Interested in a demo flight on  
this great glider? Contact.....

**Trevor Birkbeck**

Spring Hall, Grewelthorpe  
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Home tel: 01765 658486  
Mobile: 07836 342312  
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Check out Stewart Bond's (UK Aeros importer) site by going to this link  
<http://www.flyaeros.co.uk>



**Folks,**

I've written an extension to the XC League webpage that allows you to put in OS grid coordinates (0401234 0356789) as well as the more familiar Landranger coordinates (SD123567). This is mainly because a lot of people out there know the joy of owning MLR SP24XC GPSs that won't do the Landranger format.

To enter the OS coordinates:

knock the zero off the front of eastings and northings (to become 401234 356789)

Remove the m and 10m units off the end of eastings and northings (to become 4012 3567)

Join 'em together and stick the number in the web page (to become 40123567)

Whilst we're on the subject I'm totally re writing the XC League page over the next few months with lots of new features. So if you want any particular feature, let me know and I'll include it so long as my programming skills cover it.

**Peter Logan**

[contacts@dhpc.org.uk](mailto:contacts@dhpc.org.uk)

I want the website to artificially inflate my distances and shrink anyone who is beating me!!

And how about making up some ficticious hang glider pilots to help fill their league? Oh, hang on; they have more entries than us at the moment!!

**John Ellison**

John wants it better than that. It will need an algorith to keep him ahead of the last best flight and last best total flights combined. Course if Pete can do it for John he can do it for himself as well unless the bribe is large enough. While he is at it Can we send in a declared goal from a WAP phone just before landing ( post time stamped of course) Trev would find that one useful.

**Tony Pickering**

I'll have it taken care of Trev - the shiny new XC league webpages (when they're written) will have a bit where you can use wap on your phone to enter a goal before a flight and have it time stamped. Don't expect it too soon - it'll take a long time to write the code that manages to inflate John Ellison's XC distances ;-)

**Pete Logan**

Those computer illiterates amongst us need not be too impressed by Logan's nerd-jargon ... When he says it'll take him a 'long time to write the code to inflate John's XC distances' ... it's just a long-winded way of saying he'll add two noughts to the end of them or shift the decimal point twice rightwards.

**:o) Mick**

## CONGRATULATIONS!!!

Go out to

Sara Spillet, Pete Balmforth, Kev McLaughlin,  
Mark Elliot, Tony Pickering, Zena Stevens, Tony  
Blacker.

Who all passed their pilot exams.



Notification for the Baildon Sod - could be anytime from Mid May onwards.

I'm going to try and hold it a bit earlier this year since I'm away for a bit of June and July. Look out for a midweek nil wind or light easterly. I'll notify people via the smartgroups and the website. This comp is for anyone with a wing of any ability. Pete Spillet set the standard last year with a landing on the fairway so that's the target to beat.

Here's the problem to think about:

Your glide angle (L/D) doesn't change with weight or wing loading but the heavier you are the more you're going to penetrate if there's a slight headwind on the day. However, if you do hit some rising air on the way down, the heavier you are the less you will rise. Bring your balast and calculators on the night!

As always we'll sink a few beers in the pub after battle. I'll try to make it a Tuesday, Wednesday or Thursday night so most people can make it.

If you don't know where Baildon Moor is it's the east facing golf course a few miles north of Bradford.

Good luck.

Peter Logan

# Spotlight on HAWKSWICK

|                |                                    |
|----------------|------------------------------------|
| SITE CODE      | 17.011 (Use for NOTAM mid week)    |
| GRID REFERENCE | SD953713                           |
| WIND DIRECTION | SW (210-235)                       |
| HEIGHT         | 1290'<br>625' / 191m Top to bottom |
| GRADE OF FLYER | Soarers Only                       |



## **Location:**

Between Hawkswick and Kilnsey.

## **IMPORTANT**

Beware of the cable in the bottom landing field

## **General Information**

The access to Hawkswick is via a public footpath running between farm buildings, then left up a private track across the face of the ridge.

If the conditions are good and there is plenty of lift, the site will support a good number of gliders.

#### PLEASE NOTE

Closed for lambing March To May.

Trees have been planted below the ridge to repopulate, this may affect flying in the future.

**XC potential:** No restrictions until Leeming MATZ, which extends to 3200ft. Possible distance 50 miles to Hartliepool.



## LAMBING

It's lambing time again so please check with the farmers on the relevant sites, before flying.

Mainly :-

Addingham Moorside

Semer Water

Hawkswick

Knipe Scar

Windbank

Please don't fly without checking first

## CLUB NIGHTS

June: Noel Whittal

September: Judy Leden

October: Kaz Stuart  
(formally Harland)

Steve Clarkson, has decided to call it a day, and has given notice that he will be stepping down as club treasurer at this years AGM.

So as Steve puts it,  
Okay, here goes...



'Qualities' required:

- A tendency towards thrift.
- Honest as the day is long, gov.
- Pernickety and picky in all matters, financial or otherwise.
- The (now rare) ability to count to at least ten.
- To remember to say '*HOW MUCH?*' after every proposal.
- To accept insults with good grace.
- To dispense insults with good grace.
- A propensity towards sadness.

I think that just about sums it up...

All applicants form an orderly queue...

**So don't be shy!!  
Have a go at looking after the club funds.  
It's not as bad as Steve makes out, HONEST.**



## **Cross Country League Rules**

- **Entry to the DHPC XC League is free and is open to all members of the DHPC.**
- **All flights must be flown between January 1st and December 31st 2005. Pilots must submit their flight details within one calendar month.**
- **Trophies and prizes will be awarded at the next Dinner Dance.**
- **Flights must start from a Dales site. These can include non Guide Book sites such as Barkin Fell and Cautley Spout. Or the pilot must be competing for the club if the flight is from a non Dales site.**
- **Only a pilot's six best flights will count. They can be Open Distances, Out & Returns or Triangles.**
- **Minimum distance is 5km for straight flights and 15km for all flights with turnpoints.**
- **Completed Out & Return flights score double the flight distance where the majority of the flight is out of ridge lift.**
- **Completed Triangle flights score three times the flight distance as long as they conform to the FAI 28% rule (the shortest leg of the triangle must be at least 28% of the total distance). However a completed Triangle flight which fails the 28% rule scores double the flight distance when the majority of the flight is out of ridge lift.**
- **Take off and landing witnesses are recommended, if not essential, in order to prove a flight when challenged.**

**All flights must comply with current airspace regulations and restrictions**

## 2005 Dales Paragliding League

| Pos | Pilot               | 1   | 2 | 3 | 4 | 5 | 6 | Total |
|-----|---------------------|-----|---|---|---|---|---|-------|
| 1   | <b>Jake Herbert</b> | 9.8 |   |   |   |   |   | 9.8   |
| 2   |                     |     |   |   |   |   |   |       |
| 3   |                     |     |   |   |   |   |   |       |
| 4   |                     |     |   |   |   |   |   |       |

## 2005 Dales Hang Gliding League

| Pos | Pilot                | 1    | 2    | 3   | 4 | 5 | 6 | Total |
|-----|----------------------|------|------|-----|---|---|---|-------|
| 1   | <b>Trev Birkbeck</b> | 40.6 | 38.1 |     |   |   |   | 78.7  |
| 2   | <b>Kevin Gay</b>     | 46.7 | 8.4  | 5.4 |   |   |   | 60.5  |
| 3   | <b>Steve Mann</b>    | 34.5 |      |     |   |   |   | 34.5  |
| 4   |                      |      |      |     |   |   |   |       |

## DRUERLEY BOTTOM

Hi All

As we go every year, the Club has been invited to, if poss, fly down to the show in Duerley Bottom and then put a hang glider and paraglider on display - if it's not possible to fly, the plan would be to set up both types of wing on a static display. On Sunday 29th May during the Bank Holiday weekend.

I can't be involved because the British Open Series is on at Long Mynd but I would be grateful if folk could volunteer to cover the show.

As we are an established feature of Hawes, it is important to be involved.

Please email me if you can do the show.

Trevor Birkbeck

Spring Hall

Grewelthorpe

Ripon

North Yorks

HG4 3DT

Tel: 01765 658486

Fax: 01765650100

Mob: 07836 342312

trev.birkbeck@spring-hall.co.uk

## SITES NEWS

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

## WINGS AND THINGS

Nova Carbon L for sale, complete with large harness, 30 hours still crisp, good condition.  
Contact [fred Winstanley](#), 015242 63134.

Wanted Intermediate Hanglider for 14stone(ish)pilot, K4, Magic6 or what have you?  
Contact [Miles Hockliffe](#), 07968 819395.

Large(90-120kg) Gradient Bliss DHV 2/3(blue)in excellent condition less than 50 hours an absolute bargain at £1000. also available old but still serviceable medium SupAir Cacoon harness open to reasonable offers  
Contact [Kitt Rudd](#), 01539 727913.

Combat 1 hang-glider 14m for sale. In good nick and flies lovely, asking £1500 ONO. Call Kev to arrange a test flight. Reason for sale: trading up to keep with the competition.  
Contact [Kevin Gay](#), 07973 2937007.

Aeros Stealth KPL 14m, good condition and easy handling, 2 owners since new - always stored indoors, new wing wires just fitted. White leading edge and upper, green and red undersurface. New glider forces sale £750.  
Manchester  
Contact [David McLean](#), 0161 432 5457.

AIRWAVE K2. Max 80Kgs clip in. New wing wires in Nov04. Almost immaculate condition. £300 ish  
Contact [Pete Jones](#), 07968561849.

O-Zee flying suit in black with red shoulders. In perfect nick and washed. Super warm for those long winter flights or if you get chilly in summer. Usually £160 new. Size for a six footer. £120  
Contact [Peter Logan](#), 07720 425146.

Combat 1. 14m Selling to get the next in the range. this fantastic glider is offered at a bargain price of £1100. Always kept indoors very clean Blue Yellow and Lilac undersurface. Flying this glider is easy, very light to handle and can fly very slow when needs be. And very fast when you want to. High performance glider at an affordable price. Contact me for a test flight ASAP. Go on you might even get in the dales XC League.  
Contact [Kevin Gay](#), 07973293707.

Im selling my Vauxhall Arena Sports conversion van to raise cash to purchase a microlite.Its v reg 79000 miles tax and test with only two previous owners.I have recently had a full service and cam belt change.It comes with the following....three rear seats with belts,side window,roof sky light,single bunk with air bed,cooker,chiller,water container,tv radio,tow bar & electrics with bike rack,75 amp liesure battery with power points in living area, loads of storage,cd player ect ect. It does over 30 mpg and is great for an overnigher for flying bikeing ect.If anyone is interersted i have loads of pics to e mail.Going in the auto trader next week for £3499 will sell to club member for £3100 to save the hassle.

Cheers

Contact [Dave](#), 07947367501.

## Flying Gear Wanted

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

Wanted a hang glider suitable for a 15st novice pilot, possibly an Aeros Target 16.2m or similar. Please call Steve on 01325 316355 or email [wilzimm2000@hotmail.com](mailto:wilzimm2000@hotmail.com)

Contact [Steve Wilson](#), 01325 316355.

Aeros Target and harness for 70kg novice pilot  
Contact [Malcolm Peacock](#), 01293511479.

WANTED Hanglider XC bag to suit K4  
Contact [Miles Hockliffe](#), 01484 440269.

I need a paraglider reserve chute for max 100kg for under £150 and a helmet (preferably full face) size roughly 57cm for under £65ish. Contact me via email, thanks.  
Contact [Alex Colbeck](#), 07717707632.

Wanted Vario and hanggliding harness for 5,10 13 stone  
Vario flytec or brauniger or similar  
Contact [Kev smith](#), 07773 447730.

Aeros Target and harness for 70kg novice pilot  
Contact [Malcolm Peacock](#), 01293511479.

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## **HANG GLIDING XC LEAGUE** **SPONSOR**

*fun 2 fly*

Thanks to Icarus School of Hang Gliding who've come up with the goods this year. We have a three prize format for the first time to spread the joy:

1st: 15% discount

2nd: 10% discount

3rd: Goody bag of useful stuff

Give Stuart a call on 01484 461561 for hang gliding gear.