

JUNE 2005

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HANG GLIDER ON STAGS



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# **SEMER WATER** **CLOSED**

Please note as happens at this time of year, new sheep have been introduced onto the hill. We have been asked not to fly Semer Water, until the sheep have settled. So please don't fly Semer Water until further notice.  
Many Thanks.

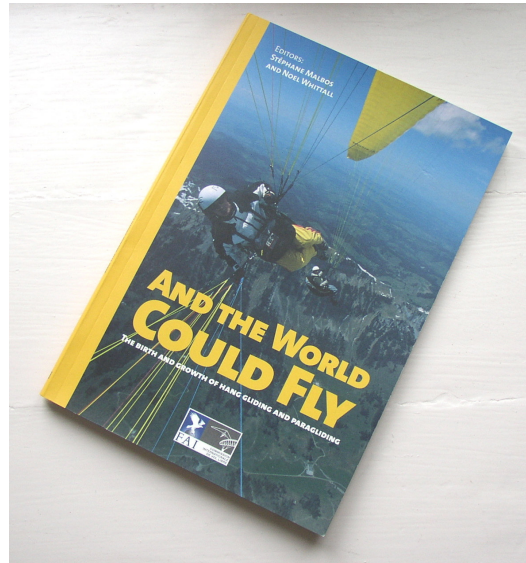
## CHAIRMANS CHAT

### A Good Book to Read

The International Hang Gliding and Paragliding Commission (**CIVL**) wished to celebrate the centenary of the **FAI** by producing a complete history of our sports, put together by contributions from all over the world and our Noel Whittall was given the job of editing, along with Stéphane Malbos who was mainly concerned with the production.

Starting with a chapter on the true pioneers such as Otto Lilienthal, Percy Pilcher and Lawrence Hargrave, the book covers the work of the great Francis Rogallo, now 93, through the developers in the early 60s, namely John Dickenson, Bill Moyes and Bill Bennett to the fantastic wings, both hang gliding and paragliding, that we all fly today.

This a book that has to have a place on your bookshelf and I guarantee that you will be compelled to read it to the end, once started. A must-have at £15.50 so get one now – Noel is also dealing with the distribution so give him a ring on 01132 502043.



### The British Open Series at Crickhowell

This was the second competition in our hang gliding series in the UK, based in South East Wales around the Abergavenny/Crickhowell area but the weather was not overly kind to us. The first day saw us hike up the Blorenge, a 4 WD trek to get modern heavy hang gliders to take-off for us old gits – a task was set but it wasn't activated as the max distance flown was only 7km. Most of us ended up landing in Castle Meadows, the bottom landing field.

Saturday, the 2<sup>nd</sup> day, was blown out over the whole country so Kev Gay dragged us off to the Llangorse Rope Centre (not screaming, mind) where we had a great afternoon climbing their walls (the first time I've done it so it was an interesting new experience for me).

Sunday we were on Merthyr Tydfil but light winds and no thermals put all the keenies in the bottom field – after the take-off window closed, some of us still on top waited as things were improving and, sure enough, the sun came out and we were off in good climbs. Not great distances covered but a fun end to the day, albeit non scoring.

Monday, back on Merthyr, and an interesting course was set with 2 turnpoints on the way to goal. Quite a large number of pilots made their way round the course with 4 getting to goal – I went down and after I came back up, the wind picked up, making it hard to set off round the course – after some hours of flying, I top landed as did many others.

Merthyr is said to be the most lawless town in the UK, with a history of stealing anything left unattended ie. Hang gliders – Johnny Carr had his stolen years ago, with an immediate offer to have it back if he paid £100, which he did – on this day, one of our pilots, Stewart Reid, was sat just 50 meters away from his glider when a car stopped and started putting it on their roof (with no rack). He ran over, shouting “What the f\_\_\_ are you doing with my glider” and they they threw it on the ground and went to beat him up!! Fortunately, folks in the pub came out to help so they drove off. Just 2 weeks ago, a rigged glider was take (getting a bit damaged in the process) and a return demand made which was paid. Doubtless, all to feed drugs habits. The effect is quite localized and once you land away from the vallies, it’s OK.

On the way back from the comp. we heard about the fantastic conditions experienced in the North of the country and of Simon Ferrier’s amazing flight from Wether Fell of 162 km, landing down in Lincolnshire. Just our luck to be down on crap SE Wales on that day!



Last day, Tuesday, we were back on Merthyr (boo) and a shortish goal task was set (last day) of 58 km. I was busy on the phone to start with then thought I had better show a leg, and immediately started going down. Half way down, eyeing up the landing field, I was getting half thermals when, as result of excessive praying, I hooked a corker and got back up, with loads of pilots coming into my climb – set off on the course with Kev Gay (who very politely decided that he shouldn’t come in over the top of me as it was my climb, thanks, Kev). He then out climbed me but I passed him later on and was surprised to find that I was

up with the top guys like Gordon Rigg, Justin Needham, beating Johnny (comeback kid) Carr and others. As I was happy with my flying on the last day, I’ve put my picture in to show that I’m not as ugly as the one on the DHPC website.

### **Day in the Dales show, Duerley Bottom**

I couldn’t be at this as I was away in SE Wales, so thanks to those who did help with the flying demonstrations – here is a letter from Philip Bradshaw, thanking us for our attendance. It’s very important to be involved in local events.

**Wensleydale Foxhounds**  
**Kennels, West Duerley, Gayle, Hawes, North Yorkshire. DL8 3SG.**  
**Telephone: 01969 667260**

Dales Hang Gliding and Paragliding Club,  
C/O Mr. T.J.Birkbeck  
Spring Hall  
Grewelthorpe  
Ripon  
HG4 3DT

31st May 2005

Dear Mr. Birkbeck,

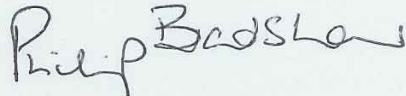
Thank you, to you and your colleagues for putting on the Hang Gliding demonstration on Sunday.

We feel the quality of the demonstrations and the size and quality of the classes throughout the show as a whole this year provided a thoroughly interesting and enjoyable spectacle for all the hunt supporters and all those people who joined us for a day out. It made for a good show, helped by the new layout centred on the farm buildings and of course we were blessed with good weather.

We hope you enjoyed your day, as your presence at the show certainly enhanced our day.

Once again, many thanks.

Yours sincerely,



Philip Bradshaw.



## 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. Ring us for advice, its free!



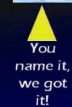
### NEW HARNESS

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Richard Gallon all fly U-Turn. Find out why. Northern are now the UK importers for this exciting new brand. (Smoke is optional)

Coming soon...

**Paragliders Direct 2005** Should drop on your mat with the June Skywings. WARNING: Could seriously damage your bank balance!

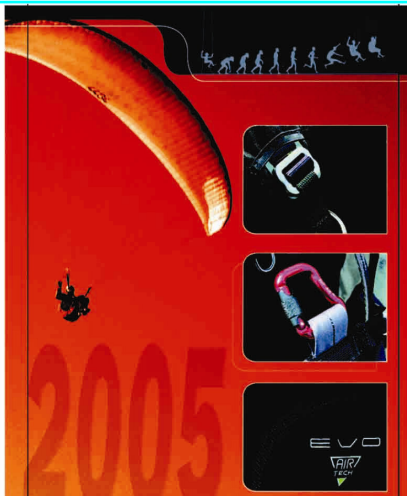


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  - MiniMax** Tandem passenger
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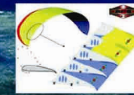


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## Hydrate or Die...! \*

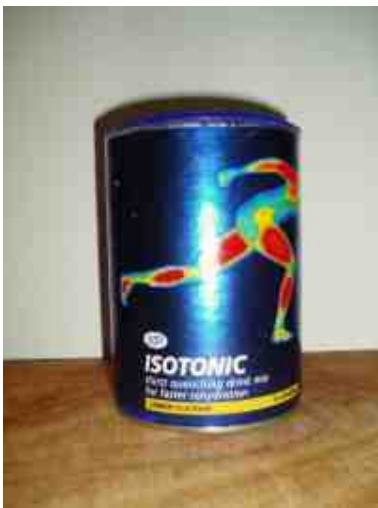
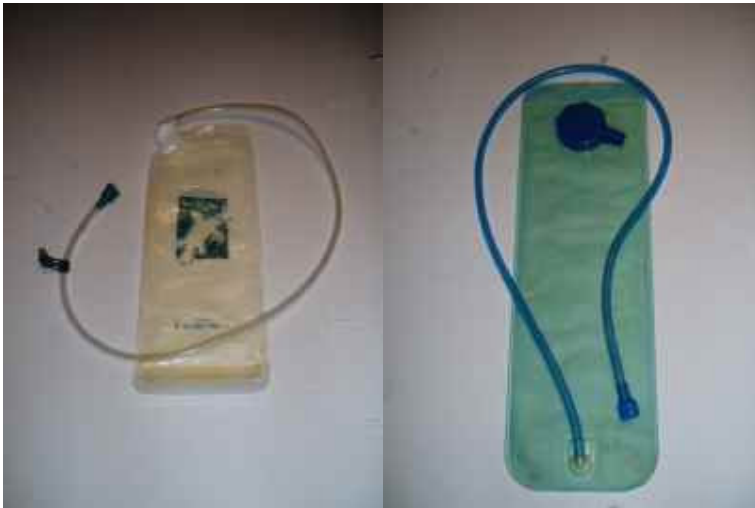
I used to land after a days flying with a splitting head ache. After a little investigation I discovered the headaches were down to me not drinking enough water and ending my day dehydrated. The body is mostly water, and needs topping up.

To keep our bodies and more importantly our minds working properly we must make sure we do not get de-hydrated. This is easier said than done as, to quote ex- world record holder Jim Lee, “your thirst response is unreliable. Usually, by the time you are thirsty you’re already dehydrated”. Research has shown that 2% dehydration can impair performance by as much as 20%.

So, we don't know it is happening, so how do we stop it?

I have learnt to force myself to drink water, especially when abroad. Always having a bottle of water to hand is a start! This year I'm looking for a watch with a half hourly alarm to prompt me to take a drink while flying.

But when we are flying, how can we take a drink when we don't want to have to let go of the controls?



The solution used by most people is a ‘Platypus’ or ‘camelback’, stored in the harness. This is an excellent solution and has been recognized by the harness manufacturers, who are starting to include specific drinking system pockets into their designs. A top tip is to store these systems in the freezer when not being used as this stops any of the black growth that can appear in them over time.

But what should we fill it with?



When I am in the UK I tend to use water but when I am in Europe, where I suffer more, I tend to add an isotonic mix.

How does an isotonic mix help?

They are supposed to be formulated to increase the rate of water absorption and re-hydration and contain a mix of easily absorbed sugars (good to keep energy levels high) and the minerals that ensure that we remain hydrated.

So, now we remain hydrated, we now have the problem of – “I need a pee.....”

now there lies another story.....

John Ellison

**\*Taken from the famous Owens Valley T-shirts**

Some extra tips from the Ed:

If you already have the black sludge in your pipes then a brush on the end of a long flexible wire can be bought from brass instrument shops that does the trick nicely.

Also, losing the mouth ends can be a pain (especially at £4.50 a time for replacements) as they tend to slip off when caught on a bit of your harness. Take a stainless steel pin and drive it through the collar of the nipple and tube end. Cut to length and put an elastic band round the whole lot so no sharp edges stick out.



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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  
Ripon, N. Yorks, HG4 3DT

Home tel: 01765 658486  
Mobile: 07836 342312  
Fax: 01765 650100



Check out Stewart Bond's (UK Aeros importer) site by going to this link  
**<http://www.flyaeros.co.uk>**

### **BCC Round - Early June**

Paraglider pilots needed for intense competition, no experience necessary as it usually ends in a drinking contest anyway but if you do a bit of XC and want to do a bit more why not give it a go. This is the round in the Dales on the 5th / 6th June.

[Contact Pete Logan.](#)

### **LCC Applications**

Get your application form in for the Lakes Charity Classic 17 to 19 June. Contact

[Pete Logan](#)

## **Use of sites on farmland eligible for Single Payment Scheme (SPS)**

**This new farm subsidy payment could have implications for all of our flying sites that are on farmland. It may mean that the use of sites could be limited to 28 days per year.**

**Most farmers in England, Scotland and Wales will be filling applications for this new agricultural support scheme (deadline 16th May 2005) and may have to make difficult applications for money that is essential to keep them financially viable. To add to their problems they will receive this money several months later than expected and are having to cope with a whole new and complicated set of forms so you may need to be patient with your landowners if this becomes a big issue for them. As always, good relation with site owners is a vital element of our flying.**

**The scheme is being interpreted in Scotland with more flexibility than in England and Wales. In Scotland it will simply mean that you should not damage the land that you are using as a flying site. Being careful with vehicles on wet ground and not having hoards of people at the sites should mean that flying could carry on as usual.**

**In England and Wales the rules of the scheme are more restrictive for free flying. To receive payment, farmers may need to show that for 10 months of the year paragliding and hang gliding is limited to no more than 28 days. This is a total of 28 regardless of how many sites each farm has. The farmer will choose which ten months are used for the purposes of the scheme and there will be no restrictions on the remaining two months.**

**As clubs/schools the options get around this are limited you have the option of measuring the amount of land used for flying and compensating the farmer for the money he has lost from not entering that particular land into the SPS. This, however, will be difficult once the farmer has made the application to the scheme. Alternatively you could record the number of flying days a site/land holding is being used for and stop after 28! The landowners may not pick up on the restriction and it may not become an issue for many clubs, however there are already several Welsh farmers who have noticed this and the Welsh advice is only now being published! A percentage of farms will be inspected for compliance with the scheme and if challenged it would be the farmers' responsibility to show that flying has been limited to 28 days.**

The scheme is being reviewed at the end of this year but until the review we are stuck with these regulations (unless we wish to spend years challenging it in the European courts). The BHPA will be making the case for change at all appropriate levels and with luck and a fair wind this may be a thing of the past by next spring.

In the mean time being understanding of the landowners and keeping records to show that sites are not used for more than 28 days a year is about all that we can do. If particular problems occur then I may be able to offer some advice, so get in touch if things look bad. It would also be useful to know of the scale of any problems as this may help our case for change, so any reports of issues/solutions/restrictions to flying would be very useful.

Steve Walsh, Sites Officer,  
[steve-walsh@bhpa.co.uk](mailto:steve-walsh@bhpa.co.uk)

Well I did volunteer the flight diary for it

Talking of 'volunteering' ... It's about time the 1st DHPC (Volunteers) did a spring clean at Nonts so I'll be looking for a few mu.... erm, 'environmentally conscientious people' to give a hand and possibly have a day flying up there, wind and weather permitting. All welcome, including wives, slaves and pressed men. Bin bags and rubber gloves will be provided for those unfortunate people heavily into personal hygiene. Perhaps we can find some condoms with a different flavour this year Ugh!

:o) Mick Bolton





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### **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	John Ellison	13. 5						13.5
2	Sara Spillett	9.9						9.9
3	Jake Herbert	9.8						9.8
4	Pete Swanborough	9.0						9.0
5	Ian Newiss	5.7						5.7
6								

**2005 Dales Hang Gliding League**

Pos	Pilot	1	2	3	4	5	6	Total
1	Trev Birkbeck	40. 6	38. 1					78.7
2	Kevin Gay	46. 7	8.4	5.4				60.5
3	Steve Mann	34. 5						34.5
4	Digby Rolf	33. 3						33.3

**Ladies & Gents**

Please read carefully and take note of the attached e-mail from the Cumbria soaring club. Cheers, Andy Sandham

Dear Club Contact,

Could you please ensure that any of your members who wish to fly on CSC sites take note of the following restrictions. As always up-to-date CSC sites information is available on the CSC website ([www.cumbriasoaringclub.co.uk](http://www.cumbriasoaringclub.co.uk)) and on the CSC Sites Information service (Tel: 01539561969).

Many thanks, Simon Raven  
CSC Club Contact

**CARROCK FELL**  
FLYING ON THIS SITE IS NOW RESTRICTED TO SATURDAYS ONLY  
(until the end of June 2005).

Peregrines are nesting on the cliffs and the National Park Authority and the RSPB have requested, due to recent infringements, that we limit our flying on this site for the near future. (The RSPB WILL stop us flying this site (permanently) if we cause distress to any nesting birds. Please do not give them the opportunity). There has always been an element of difficulty with maintaining our access to Carrock Fell – there are a large number of parties with an interest in the land and, on occasions, our actions have not stood us in good stead with those parties who ‘tolerate’ our activities. The National Park Ranger (Graham) has been standing our corner for a long while now and we must be grateful to him for the work that he does in keeping us on the site at all. The RSPB do not like us being on the fell and they particularly, and understandably, do not like it when we disturb the nesting birds. Recent flying on the crags has caused a problem and the short term solution is to agree to ‘Saturday only’ flying until the end of June. With responsible behaviour our unrestricted access to the site should return after June.

**CLOUGH HEAD**

THIS SITE will be CLOSED for the period 9th May 2005 to 1st June 2005. Please respect the farmer’s wishes and do not fly this site during the ‘CLOSED’ period until the restriction is lifted.

**SOUTHER FELL**

THIS SITE IS NOW closed, in order to let the sheep settle on the fell, for the period 25th April 2005 to 9th June 2005 (inclusive). Please do not use this site until the ‘no fly’ restriction has been lifted.

(PLEASE NOTE that the CSC Answerphone [01539561969] and the CSC Website ‘front page’ and the online Sites Guide detail the present site restrictions. I rely on the Sites Officers to keep me up-to-date however I would like to hear from members if they know, or hear of, any problems with CSC sites).

**WALLA CRAG**

**SAFETY:** This site lies in the path of the busiest military low flying corridor in the country. THIS SITE MUST BE NOTAM’d prior to ANY MID WEEK FLYING (Tel 060051 5544—SITE CODE 17.078 GRID REF: NY 277214). WALLA CRAG IS NOW A NOTAM ONLY SITE (for ALL mid week flying). Any pilot who is known to have flown on Walla Crag, midweek, and has failed to carry out the correct NOTAM procedure WILL BE NAMED AND SHAMED. Continued abuse of the SITE RULES governing flying at Walla Crag WILL RESULT IN THE SITE BEING CLOSED and measures put in place to prevent future flying at the site.

[Simon Raven, CSC Club Contact]



## 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. <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) NNW (330-360)	<b>CLOSED</b>
<b>Stags Fell</b>	17.009	WSW-SSE (160-250)	MEMBERS ONLY (12 max) <b>(No XC Aug-Dec)</b>
<b>Sutton Bank</b>	11.065	SW-W (225-260)	Active sailplane club. <b>Caution rotor on TO/TL &amp; turbulence from trees.</b> <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> <b>- Knipe Scar</b> <b>- Hawkswick</b>	17.011	S-SW (180-225) SW (210-235) SW (210-235)	£1.50 per pilot to Mr. Mitton £1.00 per car to Mr. Dibb

## WINGS AND THINGS

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. Advert has 31 days to run.

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 leisure 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 intersted 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.

sup-air flying suit .size x-large. blue/black, in very good condition. £60

Contact [jamie](#), pen9jamie@aol.com

almost unused Airwave Logic, medium (80 - 100 kg) plus edel corona large harness also hardly used. wing comes with stuff bag and proper airwave rucksack

Contact [Richard Laybourn](#), 07760 273604.

almost unused Airwave Logic, medium (80 - 100 kg) plus edel corona large harness also hardly used. wing comes with stuff bag and proper airwave rucksack. Also have medium air control helmet. All hardly used as never finished training 1300 the lot

Contact [Richard Laybourn](#), 07760 273604.

Nova Carbon (L) 15hrs very crisp bargain £500

Contact [Ron Freeman](#), 01670 816924.

Airwave Sport (small). Blue white. Very nice condition. Only selling because I want a medium. (consider swap if also excellent condition). £575ono

017687 71456 (keswick)

Contact [Peter Batey](#), 07768771736.

## Flying Gear Wanted

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

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.

Wanted Vario and hanggliding harness for 5,10 13 stone

Vario flytec or brauniger or similar

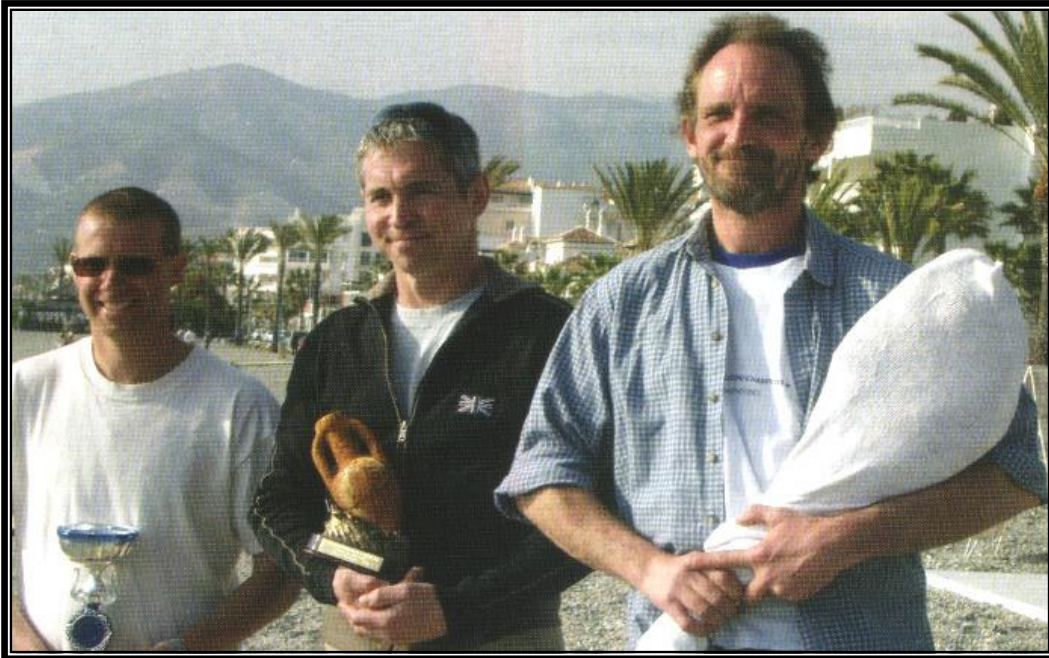
Contact [Kev smith](#), 07773 447730.

Aeros Target and harness for 70kg novice pilot

Contact [Malcolm Peacock](#), 01293511479.

## Spanish Cups

"Being hungry and having blown all his money on a weeks binge drinking,  
Don was chuffed to come third and win the leg of lamb"



Sorry Don, couldn't resist it. ;o) Best. Mick Bolton Dales Club.