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AUGUST 2005



Photo by Chas Ward

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SEMER WATER OPEN

Thank You for your
patience, Semer Water is
now open for flying
again.

WHAT'S ON

September Club Night

Judy Leden will talk on Flying with Condors - the film will be aired in October so good timing.

October Club Night

Kaz Harland sorting your flying head out. The evening workshop will explain why sports psychology is so important to pilots. The theories of sports psychology and is recounted with relation to my personal experiences as a pilot and climber, and all have practical day to day applications for you

CHAIRMANS CHAT

Trevor has been away, so in his absence, he sent in an article for publication:-

History of Icaro, hang glider manufacturer

- ICARO 2000 was the first hang-glider factory in Europe. It was founded in **1973** by **Alfio Caronti & Peter Skarupp**. Alfio received his first glider from Bill Moyes, during a water-ski competition in 1969. He was the first Hang glider pilot in Europe, who took off from a mountain on the 4th November 1971. In fact, until that time gliders were used only for boat-towing. Unbelievable but true, the glider used by Alfio was a kingpostless glider with square tubes. Peter was the technician of the factory and together they manufactured hang-gliders under the license of the Australian firm **Moyes**.
- In **1981**, **Franco Garzia & Gianni Hotz**, became the new owners of ICARO 2000 and continued to make **Moyes** hang-gliders. Their first glider was the **Meteor 170**
- Since **1983** ICARO has been committed to top quality, using only the **best tubes in Perunal** (aluminium alloy 7075 for aeronautics) from the Swiss manufacturer Alumenziken.
- Since 1998 ICARO has its [own landing area](#) (more then **50.000** sq m) with **Club House, Camping facilities** and **Store of accessories for Sport Aviation**: these facilities are located at a very nice place, at Lago Maggiore (northern Italy), facing a mountain ideal for flying.
- At the end of **1998**, Icaro introduced on the market its very famous [helmet range "SkyRunner"](#). Since this year ICARO produces also helmets for the sport: items of high technology (kevlar-carbon shells) and great Italian look, certified according to the most recent European requirements. ICARO's Helmets - from then on- have been successfully sold world wide.
- Until **1991** ICARO sold -in Europe- more then **3,000** gliders (Moyes models like Mega II, Missile, Mars, GT, GTR and XS).



Designer and Manufacturer

- In **1992** ICARO goes its own way, Manfred Ruhmer becomes part of the staff and ICARO starts to develop original designs with its own sailmakers and a well equipped workshop with 20 employees and a +1.200 sq m building. The development of new models is carried out by **Manfred Ruhmer, one of the world's best pilots, Franco Garzia**, a former Italian champion, and **Markus Pause** for sail design. Since this time all ICARO hang glider models are certified by the **DHV** (Germany)
- In **1992** the first ICARO's original design is born: the **Brazil**. With this glider, a new era started for ICARO. The frame of the hang-gliders became stronger and more rigid with a big improvement of maximum reachable speed and glide at high speed.
- Then in **1994** it is time for the new and very successful **Laminar**. The sail of this glider has a perfect shape at every speed; the result is an incredible good handling for thermalling and a good glide at middle-high speed. With this wing ICARO started to reach very important competition results:
- **1994** European Championship in Laragne (France): Manfred Ruhmer is 2nd
- **1995** World Championship in Ager (Spain): Manfred Ruhmer is 2nd. In this year the hang-glider evolution needs a new generation of wings. The first prototype of kingpostless gliders appears in the competitions scenery.
- In **1996** ICARO presents its first prototype of topless glider and with this wing, Manfred reaches the 2nd place in the European Championship in Hungary
- So in **1997** the new **Laminar ST** is born, and for ICARO starts a new generation of gliders. With this glider, we reach again, the 2nd place in the World Championship of Australia. Now we are ready to change...
- In **1998** Manfred takes conscience of his skills and the performance of his glider. With the **Laminar ST, Manfred wins his first European Championship in the Czeck Republic**. From this moment on Manfred and Laminar become "The Pilot" and "The Hang Glider". In this year ICARO opens the horizons also towards the rigid wings and forms an agreement with **Felix -A.I.R.**, by which ICARO will make keels and sails for the **Atos** (ICARO has made 550 so far) and obtains the option to sell the Atos in certain markets.
- **1999**: like if it was a promise, **Manfred wins his first World Champ Title in Italy**.
- From **2000** the modifications that Manfred has introduced on his glider, become available for any pilot that wants them. The **new high performance glider by Icaro 2000** is born: **The Laminar MR**. Its tuning is completely followed by Manfred. With this glider Ruhmer wins his 2nd European Championship in his home country: Austria.
- **2000** is also time for other two ICARO adventures. ICARO introduces on the paragliders' scenery the **Cyber**, a new basic-intermediate wing, with the latest technology and construction methods and highest safety DHV 1. Always in **2000**, on October 25th, ICARO reviews its agreement with Felix; ICARO takes over the worldwide production and distribution of the Atos from the home base in Sangiano. Felix works exclusively on the development of the design. In fact, after having sold more than **400 Atos in two years**, period in which ICARO took an active part in the manufacturing of sails, A-frames and keels, it was decided that henceforth A.I.R. would devote 100% to the **development and technical support**,

whereas ICARO would become in charge of the **production and distribution of the Atos**. But...

- In **2001** the development of Atos is always followed by **Felix Rühle** with Manfred Ruhmer's collaboration, looking for meaningful improvement, but Felix wants to resume the Atos' production in Germany. By this time, ICARO constructed over 100 Atos gliders, including those flown by the Italian Champion Christian Ciech, taking second place at the World Championships/WAG in Spain in 2001. It's in this way that the podium of **2001** World Championship in Spain is full of Atos. Alex Ploner is on first place. Second place for Christian Ciech and third place for Manfred Trimmel. In September **2001 Christian Ciech** starts working for Icaro 2000 in the development team, and after six months comes into the scenery the new Icaro 2000's rigid wing: the **Stratos**.
- **2001 Manfred wins his second World Champ Title in Spain. He becomes shareholder of Icaro**
- **2002: with the new Stratos Christian Ciech achieves his first World Champion title** in Chelan Washington USA.
- **2003 Manfred wins his third World Champ Title in Brasil.**
- **2004 Christian Ciech wins his second World Champ Title in Austria.**
- **2004 Manfred wins his fourth European Champ Title in France.**
- **2004 Christian Ciech wins his fifth Italian Champ Title.**
- ICARO is proud to reach -end of 2004- the milestone figure of 8000 gliders manufactured and sold: most of them being top-end models very successful in competitions



Ally Johnston getting off Tailbridge with his new Aeros Discus

SEPTEMBER 1988

Whilst browsing through a pile of Skywings I came across the September 1988 edition of Wings. Funnily enough this about when I first started paragliding so it was somewhat poignant to see that the only mention of paragliding was a 4-liner saying that the first British Paragliding Championship was to be held in October of that year in mid Wales!

Flicking through the mag I came to the XC league pages. Lo and behold, just look at the names... kind of familiar eh? And Dales Club top of the list with a massive 667.13 miles. Yes MILES. That's over 1000 km!! Crikey, what's happened in the meantime? Is the weather not what it used to be? Was 1988 a particularly good year (maybe Nick or Trevor could shed some light)?

Just shows you the potential of our hills. Seems like over the last few years we haven't had the big, big days, or do I just always miss them?

Anyway, well done boys for doing it then and keeping up the enthusiasm over the last 17 years.

Neil Cruickshank

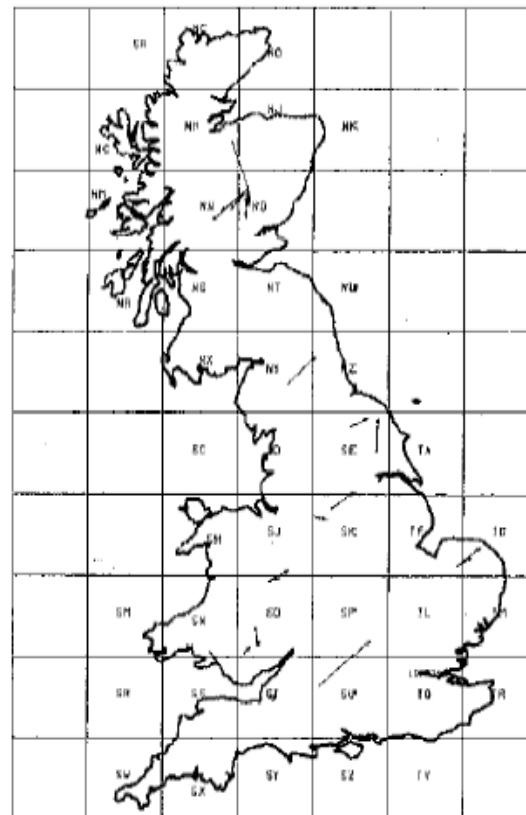
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NATIONAL XC LEAGUE 87/88
CLUB TABLE as of 29/ 8/88

POS	CLUB	TOTAL DIST. (MLS)	PILOT	INDIVIDUAL DISTANCE
1	DALES	657.13	NICK PAIN	284.07
			TREVOR BIRKBECK	244.94
			COLIN RIDER	111.89
			STEPHEN BRIERLEY	26.23
2	THAMES VALLEY	640.25	KIM TIPPLE	185.88
			DAVID DRAPER	183.71
			JASON PRIOR	140.92
			STUART PROSSER	129.75
3	AVON	556.69	MARK HAYCRAFT	179.80
			GEOFF ADAMS	163.13
			KEN WILKINSON	114.53
			SIMON WHITE	99.23
4	NORTHAMPTON	536.13	ANDI NELSON	215.68
			ROBIN RHODES	194.46
			DEN ASHMAN	73.58
			PETER HOMES	52.41
5	SHEFFIELD	528.38	GORDON RIGG	179.73
			STEPHEN HUDSON	131.92
			MALCOLM BROWN	114.71
			JUSTIN NEEDHAM	102.02
6	PENNINE	440.32	STEVE ELKINS	185.21
			SIMON SCOTT	105.45
			ANDY WALLIS	92.69
			DEREK HOLMAN	56.97
7	S E WALES	405.51	MARTIN PINDEL	155.85
			ANDREW STRANGE	134.35
			KEVIN TURNER	76.79
			CLIVE RANDLE	38.52
8	D & S CONDORS	398.90	SIMON MURPHY	141.95
			STEVE TILLING	109.32
			JEFF HOER	79.78
			NICK ADAMS	67.85
9	NORTHUMBRIA	368.63	JOHN WALLIS	97.20
			JON MILLER	92.64
			CLIVE BRIDGES	90.54
			PETER WHITE	88.15
10	SOUTHERN	318.09	ANDY NAPOLITAN	139.07
			JOHNNY CARR	107.07
			ROB SINCLAIR	44.46
			MARK CHICK	27.49
11	N YORKS	274.17	PETER HARGREAVES	216.94
			ANDREW LUMB	57.23
12	S W WALES	263.87	MARC ASDWITH	78.73
			TONY TOOLE	70.43
			IAN DAVIES	59.14
			MIKE TOMLINSON	55.57
13	KERNOW	259.58	BILL SCOTT	111.44
			GRAHAM PHELPS	59.86
			PETER COAD	49.40
			DAVE BAZELEY	38.88
14	ABERDEEN	249.90	DONALD CARSON	183.50
			BOB DUNTHORN	49.35
			GRAHAM BURNETT	17.05
			CHRISTOPHER TAYLOR	113.79
15	CUMBRIA	248.75	ED CLEASBY	93.53
			JIM WHITWORTH	27.71
			ROY RICHARDS	13.72
			DAVE WHELAN	87.93
16	DUNSTABLE	215.61	MIKE STEPHENS	53.60
			PETE ROBERTS	51.84
			ANDY FRENCH	22.24

NATIONAL X-C LEAGUE

FLIGHTS OVER 10 MILES FLOWN DURING JULY



NATIONAL X-C LEAGUE
DEFINED FLIGHT TABLE as of 29/ 8/88

POS	NAME	CLUB	DISTANCE IN MILES	TOTAL
1	JOHN THOMPSON	LANARKSHIRE SOAR	38.452	38.45
2	SIMON SCOTT	PENNINE	35.243	35.21
3	JASON PRIOR	THAMES VALLEY	19.218 14.468	33.61
4	ROY BUTTERFIELD	GEORGE GAYLEY	17.058 15.148	32.17
5	SIMON MURPHY	D & S CONDORS	15.438 18.388	30.39
6	STEVE TILLING	D & S CONDORS	18.458 11.648	30.09
7	CARL TINKS	AVON	29.693	29.69
8	MICK PAIN	DALES	29.571	29.57
9	GORDON RIGG	SHEFFIELD	23.912	23.91
10	LEN HILL	SHEFFIELD	21.742	21.74
11	BILL SCOTT	KERNOW	20.018	20.02
12	STEVE GALE	SKY SURFER	19.648	19.64
13	ANDREW STRANGE	S E WALES	19.488	19.48
14	NICK EVANS	S W WALES	19.418	19.41
15	JOHN CLARK	S W WALES	19.198	19.19
16	ANDY SPART	WALVERN	19.163	19.16
17	STUART PROSSER	THAMES VALLEY	17.158	17.15
18	MIKE TOMLINSON	S W WALES	16.498	16.43
19	GRAHAM KING	WALVERN	15.458	15.45
20	KAY SIMPSON	THAMES VALLEY	14.458	14.40
21	TONY TOOLE	S W WALES	14.258	14.25
22	MARC ASDWITH	S W WALES	14.218	14.21
23	JEFF HOER	D & S CONDORS	14.148	14.14
24	PHIL FOURCRAE	D & S CONDORS	14.148	14.14
25	MICK HOER	D & S CONDORS	14.148	14.14
26	NICK MORRIS	WALVERN	13.978	13.97
27	IAN DAVIES	S W WALES	13.868	13.81
28	NICK ADAMS	D & S CONDORS	13.348	13.29
29	ED CLEASBY	CUMBRIA	12.928	12.91
30	PETER METHENOST	D & S CONDORS	11.468	11.46
31	MARTIN PINDEL	S E WALES	11.458	11.45
32	MARK DALE	GEORGE GAYLEY	10.658	10.65

Simon's great day at Wether

Sunday/Monday 29/30 May looked potentially good days for Wether Fell but the wind looked too strong for Sunday and too light for Monday. My wife Sue agreed to come with me to Wether Fell on one of the days so I opted for Monday. Spending Sunday out walking with the family near Malton the sky to the west was beginning to look epic and the wind was calming down by mid-afternoon. Have I made the wrong decision? To make it worse on Monday morning all the weather stations were giving the wind as very light and off to the NW. I was struggling to get out of my dressing gown and was thinking of doing something else rather than a wasted drive to the Dales which I'd had several times over the last few years. Fortunately Sue talked me into getting the glider on the car and off we headed to Hawes with our 2 year old daughter Isabel.

On the hill it was very light and off to the North - Bob Delahaye was flying at the Model Ridge. However, several paragliders were getting high and heading over the back. About 8 of us hang gliders rigged and I was at the front and not very keen. However, with my instruments fastened to my upright with duct tape due to my pod being broken I got ready and watched two paragliders just staying level with the ridge for quite a long time.

Eventually they started going up and it was time to take off, despite my unease having only been out once this year. Fortunately I flew straight into a constant 10up thermal which took me to 5000ft just over the back.



I had no choice but to head off, the question was where? In my limited experience of XC from Wether I have always followed Wensleydale knowing

that you can land and be retrieved easily. However, the best sky looked further south into the boonies where I haven't been before. I left the paraglider I had climbed out with and headed south east whilst the paraglider went more easterly. Flying over Coverdale low was definitely worrying but my second climb put me up to 6000ft Scar House Reservoir. Cloud suck was a serious concern and I came very close to losing sight of the ground on several occasions. The conditions were epic for the UK and the thermals were as strong as anything I have experienced in the Alps.

Leaving the Dales I glided into the flatlands feeling confident but ended up very low with legs out just south of Ripon. I couldn't believe the cloud I had headed for had produced no lift but with about 500ft to spare I hit another superb climb up to 6200ft. I had set goal at home in Terrington but decided to go for Skegness. To get around a blue hole near Harrogate I headed to York close to Rufforth and then went south to Selby. Conditions in the Vale of York were a lot less lively and I got low at Selby but got a good climb downwind of Drax Power Station.

From then on there was lots of lift and I could clearly see the effects of the sea breeze coming in from the Humber Estuary. Gliding on towards Market Rasen I crossed the 100mile point and realised I was not going to get over the Wolds to Skegness (another 30 miles) as all the smoke was showing a strong easterly and it was completely blue. I'd lost radio contact with Sue early in the flight so decided to land although I was still high at this stage. I was in a convergence line which went on and on to the south but my motivation was gone and I slowly burnt off height to land. I was later joined by a sailplane pilot who had flown from the south over 40 miles without turning once - so maybe a record flight was on for somebody hungrier?

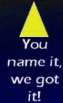
Many thanks to Sue for such great support. The next day was spent on the beach at Filey.

Flight distance: 163km
Time: 5 hours
Best height: 6200ft
Glider: Icaro MR700

Something for the weekend?

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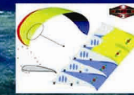


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SPANISH SUNSHINE – ALL YEAR

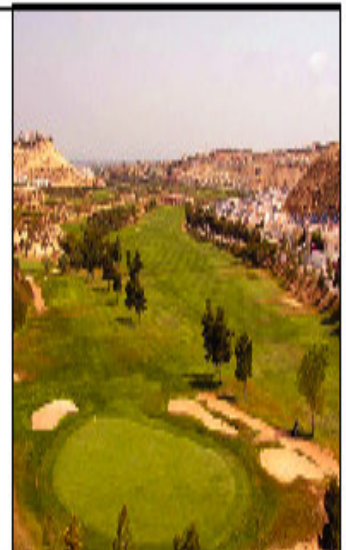
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Be sure and cancel your credit cards when you die, just in case. 😊

A lady died this past January, and Citibank billed her for February and March for their annual service charges on her credit card, and then added late fees and interest on the monthly charge. The balance had been \$0.00, now it is somewhere around \$60.00.

A family member placed a call to Citibank: Family Member: "I am calling to tell you that she died in January."

Citibank: "The account was never closed and the late fees and charges still apply."

Family Member: "Maybe, you should turn it over to collections."

Citibank: "Since it is two months past due, it already has been."

Family Member: "So, what will they do when they find out she is dead?"

Citibank: "Either report her account to the frauds division or report her to the credit bureau, maybe both!"

Family Member: "Do you think God will be mad at her?"

Citibank: "Excuse me?"

Family Member: "Did you just get what I was telling you . . . the part about her being dead?"

Citibank: "Sir, you'll have to speak to my supervisor."

Supervisor gets on the phone:

Family Member: "I'm calling to tell you, she died in January."

Citibank: "Could you fax us a certificate of death?"

Family Member: "Sure." (fax number is given)

After they get the fax: Citibank: "Our system just isn't setup for death. I don't know what more I can do to help."

Family Member: "Well, if you figure it out, great! If not, you could just keep billing her. I don't think she will care."

Citibank: "Well, the late fees and charges do still apply."

Family Member: "Would you like her new billing address?"

Citibank: "That might help."

Family Member: "Odessa Memorial Cemetery, Highway 129, Plot Number 69."

Citibank: "Sir, that's a cemetery!"

Family Member: "What do you do with dead people on your planet?"

New Pet

A guy decides that maybe he'd like to have a pet and goes to a pet shop. After looking around he spots a parrot sitting on a little perch; it doesn't have any feet or legs. The guy says out loud, "Bloody hell !, I wonder what happened to this parrot?"

"I was born this way," says the parrot. "I'm a defective parrot."

"Ha, ha," the guy laughs. "It sounded like this parrot actually understood what I said and answered me."

"I understand every word," says the parrot. "I am a highly intelligent and thoroughly educated bird."

"Yeah?" the guy asks. "Then answer this: how do you hang onto your perch without any feet?"

"Well," the parrot says, "this is a little embarrassing, but since you asked, I will tell you. I wrap my little parrot penis around

this wooden bar, kind of like a little hook. You can't see it because of my feathers."

"Wow," says the guy, "you really can understand and answer; can't you?"

"Of course. I speak both Spanish and English. I can converse with reasonable competence on almost any subject: politics, religion, sports, physics, philosophy. And I am especially good at ornithology. You should buy me; I am a great companion."

The guy looks at the £200.00 price tag. He says. "I can't afford that."

"Pssst," the parrot hisses, motioning the guy over with one wing. "Nobody wants me because I don't have any feet. You can get me for £20.00; just make an offer."

The guy offers twenty quid and walks out with the parrot. Weeks go by and the parrot is sensational. He's funny; he's interesting;

he's a great pal, he understands everything, sympathizes, and gives good advice.

The guy is delighted.

One day the guy comes home from work and the parrot says, "Pssst," and motions him over with one wing. The guy goes up close to the cage. "I don't know if I should tell you this or not," says the parrot, "but it's about your wife and the postman."

"What?" asks the guy.

"Well," the parrot says, "when the postman came to the door today, your wife greeted him in a sheer nightgown and kissed him on the mouth."

"What happened then?" asks the guy.

"Then the postman came into the house and lifted up the nightgown and began petting her all over," reports the parrot.
"My God!" the guy says. "Then what?"
"Then he lifted up the nightgown, got down on his knees and began to lick her body, starting with her breasts slowly going down and down." The parrot pauses for a long time...
"What happened? What happened?" says the frantic guy.
"I don't know," says the Parrot, "I got a hard-on and I fell off my perch."

Thanks to Mick Bolton for the above.

Hello all,
Thanks to all who turned up. I apologise once more for the short notice but I could not turn my nose up at the conditions.

I reckon there were at least 12 pilots. I think everyone had a good time, if only from laughing at everyone else dropping into the ferns on takeoff.

The layout of the site does not lend itself easily to objective measurement but the last flight by Alex Colbeck was almost certainly the furthest of the evening and hence he is declared the winner. Nice one!

There were some impressive flights by Martin, Tony and Kevin plus a couple of others whose names I did not get.

Annual dinner dance is where the petrified astroturf gets handed out so don't forget your ticket.

Now what to do about the hangies? None turned up so I assume the hangy trophy is still up for grabs. Pete Logan will be back from Monday anyway.

Peter Balmforth

DEFRA and the SPS Payments

Good news. As a result of the BHPA applying for a judicial review of the way DEFRA is interpreting European legislation they have now included hang gliding and paragliding among the list of permitted activities.

The legal action cost us approx £1.50 per member and probably saved a couple of schools from going out of business.

John Aldridge



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Airwave

NOVA



DAVE SMITH

I've not flown since Dave Smith (from Dewsbury not north of our border) had his accident in Passy Plain Joux.

Just a quick note to say how he is doing.

I went to see him yesterday in Hospital. He is conscious. Trying to speak and yesterday trying to get out of bed. They are feeding him artificially and will be putting a feed bag directly into his stomach on Thursday. It's a long long road as they say and only time will tell. His mum was there and there's immense pressure on him to not fly the hang glider again.

For anyone that doesn't know, we went on holiday to the French alps a couple of weeks back. It was cut short because of Dave's accident. It looked to me like he got low over the trees in Passy Plain Joux, hit a tree and stalled into a road from about 40 feet.

Luckily for Dave, the first on the scene was a paramedic who just happened to be driving past. I was at take off and was only alerted to the accident when two French women came shouting at us and pointing at my glider.

Dennis

Trot and I then drove down to where Dave lay. The paramedic had already called the emergency services. They arrived soon after. I felt absolutely "useless" just watching all the pandamonium that ensued.

He was then flow by air ambulance to Geneva. He spent a week in Intensive care and was flown back to the UK via air ambulance a week last Thursday. He's now in the LGI.

Oh and the worsed thing.... they cut off his "pride and joy" dales hang gliding club sweatshirt. He wore it with pride, people. Our great chairman Trevor has donated him another one.... nice one Trevor.

So, his injuries.... It looks like he pushed the bar out (as you would) and the right upright was bent. This has had some effect on his right arm which is still inoperative. His helmet was not the best to say the least and it looks like the head injury is the worst of his problems.

Vince Gledhill

How long does it take you to do an inspection for a glider and how long for a reserve, what's involved in the inspections?

A full inspection and service takes one person 1 ½ hours to a half day depending on the condition of the glider.

The inspection involves firstly checking the porosity. This is usually taken from the centre and tips of the glider to give an average reading. The glider is then hung on the rig for a full visual inspection of the leading edge, cell openings and walls; the bottom and top surfaces, looking for any holes or tears and paying particular attention to stitching and line tabs!

As well as actual damage we are looking at the general condition of the fabric, 'wear n' tear' etc.

We then look at the risers for wear to connection points, Mallion fatigue and condition of brake poppers.

All the lines are individually inspected both visually and by touch. Dyneema lines are measured for shrinkage and all brake main lines are measured. Depending on the age and condition of the glider a line maybe tested to destruction, this is usually a centre main 'A' line. A centre mid 'A' and or upper may also be tested. If any of these lines should fail, ie. come below the recommended minimum- about 60kg for one main line on an average glider, then successive lines are tested i.e. 'B's then 'C' etc. Damaged or failed lines are then replaced as necessary. If a complete line set is required the cost of replacement can sometimes be uneconomical and the glider would be written off! When a full inspection is complete the glider is then removed from the rig and any repair work carried out.

A Reserve and system inspection, repack and refit in to the harness takes approximately 45mins. We prefer to receive reserves 24 hours in advance this allows us to deploy and hang them to air overnight.

My first glider was an Apco as and it lasted for years, I bought it three years old and flew it for three and sold it on and as far as I know it's still going now. I've heard of pilots looking for new gliders that will only consider a glider made wholly or partly from Gelvenor eg. Apco, Ozone, Airwave as they are worried about the life of the wing.

As a service and test centre you must service many types of glider, does the Gelvenor fabric really last that much longer than the other fabrics eg. Porcher Marine or is the fabric not as important to the life of the glider as good care?

Gelvenor is a good wearing fabric and it does tend to go porous much slower than other fabrics. However, as with all good things, there are down sides to it. Because of its waxy coating it is sometimes difficult to apply a conventional adhesive patch, so a small, let's say, 5cm tear could result in a trip to your local repair centre.

Gelvenor tends to be heavier than other fabrics, resulting in an overall heavier glider. Bad news if you've got a big mountain to climb.

I don't want to criticise any glider manufacturers but does the build quality of the different gliders vary a lot between the manufacturers, can you tell what kind of glider it is just by the finish of the wing and risers?

Yes it is possible to tell the difference between gliders just on build quality. But that is all we will comment on the matter!

Ten years or so ago pilots tended to fly gliders from their local dealers which accounted for all the Apco gliders in the Dales, FreeX and Edel gliders in the Lakes and not much else as I recall. Now it seems there are loads of manufacturers out there and pilots aren't tied to just a few manufacturers. If a pilot were thinking of buying a new glider they may be put off by some of the more obscure names. If someone were to come into your workshop with a glider in bits that needed repairing and it was made by one of the odd names out there eg. Sol from Brazil, or Air Systems from Slovenia would you be able to repair it? Where do you get your technical information from for the fabrics and line diagrams etc?

We can do repairs to any gliders and replace any lines. However, as you say, on some more obscure wings we may have problems sourcing the exact original cloth in the correct colour and it is sometimes difficult to stock every type, diameter and colour of line that is used today.

We hold or have access to line length plans for the majority of gliders. If we don't have the information for a particular glider it is also possible to replace a damaged line by removing and measuring its' equivalent on the other side.

When you service a glider you test the porosity of the material, the simple way to do this is to try and suck air through the fabric of the glider with your mouth and if it's a bit too easy to breathe then start to worry, can you explain how you carry out this test?

The industry standard 'JDC' machine we use draws a given amount of air through a fixed area of fabric and measures the time it takes to do this. The quicker the time the more porous the cloth.

Years and years ago ITV suffered porosity problems with their Saphir and if I can remember rightly I think Falhawk Athletes went porous, this affected their flying characteristics and they became prone to deep stall problems. With advances in gliders fabrics do you have many gliders that fail your porosity test when they come in for servicing?

Gliders still go porous and suffer problems that we have to write them off for. However, gliders are inherently much more stable today than they were 10 years ago, consequently a porous modern glider may just suffer from launching problems or a inferior glide and not be prone to falling out of the sky as perhaps some of its' predecessors might.

I've heard that putting a glider away when wet can affect it's porosity, do you know if this is true and if so why? Any tips on glider storage that we should know about?

Storing a glider wet is a bad idea. It can cause the fabric to deteriorate; go mouldy; porous; weaken not to mention smell. You would never think to fold up and put away wet clothes but yet we've seen people treat their £2000 paragliders with less regard. Don't do it. If you do get your glider wet, get it out at the first available moment and let it dry properly before storing it in a cool dry place away from chemicals!!!

Another common problem from a few years ago was line shrinkage. Is this still a problem on today's modern gliders, does it only affect certain types of line? How much wrong in length do the lines have to be before the glider starts to fly pissed? How do you get the correct line length, do you have to replace the lines?

Line shrinkage is still a character of some gliders which is why we still check line lengths against manufacturer specifications. Generally we are only concerned with dyneema lines which have a tendency to shrink sufficiently to effect glider performance. Having said that, it does not mean that all dyneema lined gliders will need their lines restretching.

If you have a dyneema lined glider, DON'T PANIC, if you're experiencing no problems it's almost certainly fine. Problems tend to manifest themselves at first when ground handling, as shrinkage is usually most prevalent at the trailing edge, and the glider may 'hang back' when launching. If this does occur we wouldn't recommend tying your risers to your bumper while you and your mate have a tug-of-war on the other end. Our methods are rather more subtle and until you've checked the line lengths you don't know for sure if that is the problem. If your glider is inspected annually it should be fine!

I've heard that acro king Mike Kung who tests for the DHV changes his glider every fifty hours. I wouldn't buy a second hand glider from him as I would expect it to be pretty worn out, do you know what sort of effect that flying acro can have on a wing, constantly pulling lots of high loads? Do the lines stretch or anything like that, can you tell if the wing has been thrown about a lot?

Wings can and do stretch when put under lots of stress but this isn't something that we are really able to test for at the moment. When we can we'll let you know.

It's recommended that pilots change their reserves every ten years even if they haven't been thrown as the material degrades chemically. How do you go about testing an older reserve to see if it's still fit for it's purpose?

Yes, as you say, materials degrade over time and manufactures recommend replacement after 10 years regardless of use. We stick to this policy as best we can and refuse to repack reserves that are too old or tired.

Harness designs are much better now than they were five or ten years ago, I remember seeing a few reserves that would never have come out of the bag due to poorly designed harnesses and deployment handles. Do you still come across the odd older harness with a reserve that would never work?

Do you see many reserve packing mistakes that may cause deployment to fail and if so what are the common mistakes?

Fortunately, mistakes are rare, but almost all mistakes we do see are the incorrect fitting of the reserves into the harnesses.

Kite surfing and traction kites seem to be taking off in a big way now, several manufacturers have expanded into the kite market. Do you service and repair kites, if so is it just like servicing a glider or are there different things to look out for?

We don't tend to be asked to service kites but we often do repairs.

Do you do other repairs as well as gliders and reserves? Can you patch flying suits and repair harnesses, eg. replace worn leg straps?

If we can fix it we will, just don't ask us to replace zips



JAMES GOLDSBOROUGH

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	78.5	40.6	13.5				132.6
2	Jake Herbert	30.0	19.1	18.6	18.0	17.5	16.1	119.3
3	Pete Spillet	45.2	10.6					55.8
4	Sara Spillett	13.3	12.2	9.9	6.8			42.2
5	Neil Cruickshank	20.6	16.3					36.9
6	James Goldsborough	15.1	10.2					25.3
7	Neil Plant	15.1	7.5					22.6
8	Tony Pickering	10.1	10.0					20.1
9	Harry Harrison	17.2						17.2
10	Richard Cardwell	17.1						17.1
11	Zena Stevens	8.3	6.8					15.1
12	Chris Fountain	15.0						15.0
13	Pete Swanborough	9.0						9.0
14	Ian Newiss	5.7						5.7

2005 Dales Hang Gliding League



Pos	Pilot	1	2	3	4	5	6	Total
1	Trev Birkbeck	40.6	38.1	23.3	13.3			115.3
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
5	Ally Johnston	18.1	11.1					29.2

Simple and Effective

Following the disaster in London . . .

East Anglian Ambulance Service have launched a national "In case of Emergency (ICE) " campaign with the support of Falklands war hero Simon Weston.

The idea is that by entering the acronym ICE - for In Case of Emergency - into the mobile's phone book, users can log the name and number of someone who should be contacted in an emergency.

In an emergency situation ambulance and hospital staff will then be able to quickly find out who your next of kin are and be able to contact them. It's so simple that everyone can do it. Please do. Please forward this email as you deem appropriate, hopefully everybody will soon know about this. It really could save your life, or put a loved one's mind at rest. For more than one contact name use ICE1, ICE2, ICE3 etc.

SITES NEWS

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

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816924.

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