

WINGS & THINGS

Mosquito powered harness for sale. Recent full service by registered dealer, New carbon propeller. Two fuel tanks. Rev counter £1500 for quick sale. Contact Allan Blackett on 01388 814541

Airwave Race 2 hg harness. 6 yrs old - excellent cond. Blue with pink trim. 6'-6"2". £175.

Contact Jim Jennings, 01629 56452.

ATOS C, carbon fibre A frame. 14 month old, 85 hours flying time, excellent condition, never damaged. Complete with waterproof bag and new V tail. Only 5000 ono. Contact Jim McMackin, 07803 583700.

XC Flight Deck

Made by The Loft it has a zip compartment for camera etc, whilst your vario and GPS velcro to the top surface. The map compartments can be unfolded from the back to rest on your legs. £40 new so a bargain at £25.

Contact Pete Logan, 07720 425146.

Aerofoil UK Uprights (x2) bought as spares for Magic IV, also fit kiss, etc. Bright pink and never used £50 ono. Also plastic coated side wires for magic IV 166 never used and as new £free. Pontefract / Manchester.

Contact simon christie, 01977 615905.

Gin Bolero Plus

Only ever been flown on half hour test flight! Brand new condition! Complete with top of the range harness!!! £1680 or close offer. Saving of over £500!!!!!!!

Contact Jonathan Parkes, 01706815804.

AEROS COMBAT 2 13 meter Only 6 months old. Immaculate, of course, and only selling it as no-one wants to buy my Oleg Racer, which I will fly though the Winter and then get a new Combat 2 13m in the Spring. Price new is about £4100, selling at £3000. 01765 658486

Contact Trevor Birkbeck, 01765 658486.

AEROS OLEG RACER 14 meter. 3 years old but not many hours as I have had a Combat and a Combat 2 since. Also, I was out of action for a year after trying to demolish myself on the Combat. Flies great so if I sell the Combat 2 13m, I will fly the OR during the Winter prior to getting a new Combat 2 13m in the Spring. Very good condition and new wires all round. £1500 Contact Trevor Birkbeck, 01765 658486.

UP Vision Paraglider. DHV1/2 65-90kg. £435. Not a hot ship but solid and forgiving even in stong alpine conditions and easy to ground handle. Great for early CPs or for leaving at your favourite holiday destination. Contact Andrew Nightingale, 0113 256 7606.

Crispy red Nova Pelix DHV1 60-80kg. 50hrs flown but I'm too big for it. Nice fast glider, fun to fly with quick turns. £680. Contact Andrew Nightingale, 0113 256 7606.

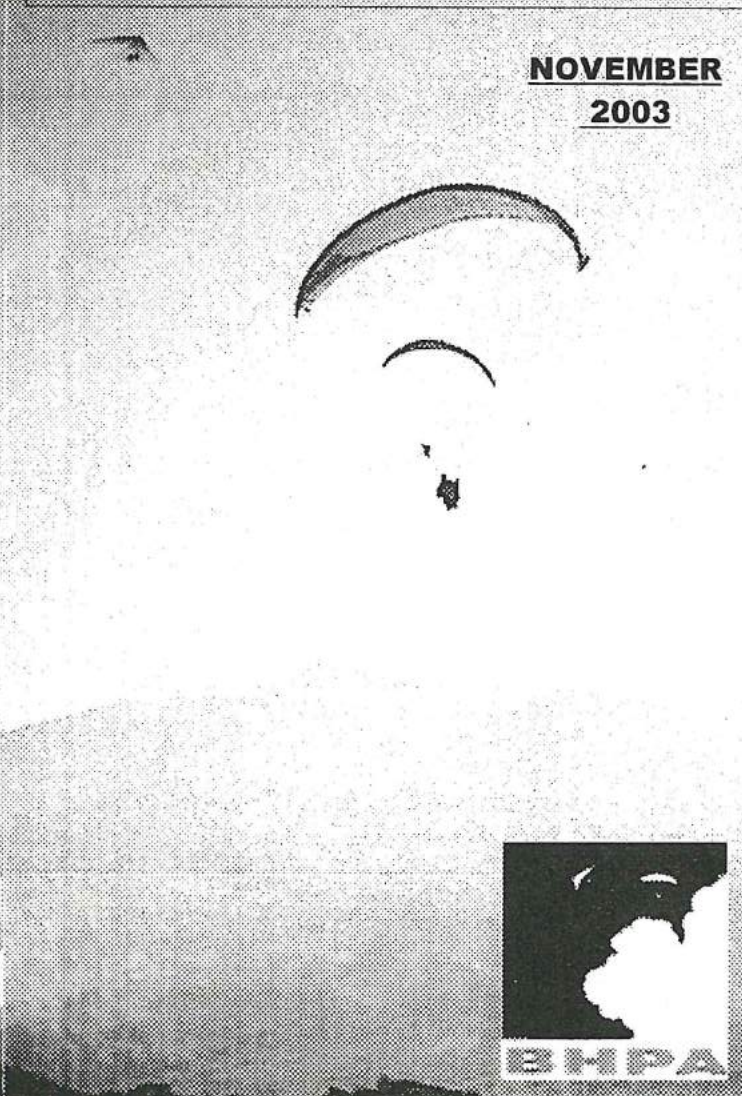
CALYPSO - Excellent condition - very low hours, undamaged! Unique stunning colours! Be different! With a pristine condition solo-wings "The Edge" harness. INCLUDES: AIRFRAME MANUAL and BATTEN PROFILES! Plus spare upright, speed bar, glider-rider and water-proof travel bag! Even a ladder if you need one! All you need to get into this exciting sport in a safe way. Leaving the country forces reluctant sale. £800 for ALL this!


Contact Neil Koopman 07810 808 018


SKYWORDS

THE MAGAZINE OF THE DALES HANG GLIDING AND PARAGLIDING CLUB IN NORTH YORKSHIRE

**NOVEMBER
2003**







D.H.P.C. COMMITTEE

CHAIRMAN

TREVOR BIRKBECK

Spring Hall, Grewelthorp, North Yorks. HG4 3DT
01765 658486(PHONE) / 01756 650100(FAX) / 07836 342312(MOBILE)
chairman@dhpc.org.uk

SITES OFFICERS

GRAHAM LAYCOCK

Mistal Cottage, Townhead, Hawes. DL8 3RH
01969 667145

MICHAEL BOLTON

210 Brooklands Ave. Seacroft, Leeds LS14 6RH
01133 683025
sites@dhpc.org.uk

MEMBERSHIP SEC.

JOHN EDMONDS

16a Otley Road
Guisley
Leeds
LS20 8AH,
membership@dhpc.org.uk

TREASURER

STEVE CLARKSON

Poplar Dene, Nunwick, Ripon, HG4 5ED
01765 607304

SECRETARY / H.G. COMP

ANDY WOODS

2 Lickley Rd. Ripon North Yorks. HG4 1LJ
01765 602076
contacts@dhpc.org.uk

LIBRARIAN

LIZ ADDY

Alderman Cottage, Austwick, N Yorks LA2 8BB
01524 251682 / 0777 5690925 (MOBILE)
lizaddy@austwick777.freemove.co.uk

NEWSLETTER EDITOR

CRAIG RICHARDSON

152 Clough Lane, Brighouse, West Yorks. HD6 3QR
07990 730143 (MOBILE)
skywords@dhpc.org.uk

SAFETY OFFICER

Anthony Pickering

48 The Whartons, Otley. LS21 2AG
01943 466 632

CHIEF COACH

Vacant

PARAGLIDING COMP. SEC. / WEB MASTER

PETE LOGAN

07720 425146

SOCIAL SECRETARIES

JOHN ELLISON

SCOTT ARMITAGE
01943 601815

COVER PHOTO
Andy Williams takes off at
Algodonales

AUCTION NIGHT

4th DEC



Come along to the club auction night, hosted by our very own NOEL WHITALL.

Bring along your unwanted flying gear, as long as it is in working order then we may be able to find some sucker, I mean punter to pit. Auction is to be held at the Riverside Hotel, Ilkley, starting at around 8:30 ish.

CLUB CONTACTS

Andy Woods	Various	Ripon	01765 602076
Mark Ashcroft	Various	Wensleydale	01969 663106
SENIOR CLUB COACH			
Rob Burtenshaw	Sundays	Bradford	01535 643872
HANG GLIDING CLUB COACH LIST			
Trevor Birkbeck	Various	Ripon	01765 658486
Nick Devlin	Weekends	Leeds	0113 2760855
Alistair Irving	Various	Huddersfield	01484 844898
Steve Clarkson	Various	Ripon	01765 607304
Stewart Bond	Various	Huddersfield	01484 841213
Steve Mann	Weekends	Ripon	01765 650374
Malcolm Wilcock	Various	Bolton	01204 521945
PARAGLIDING CLUB COACH LIST			
Noel Whittall	Various	Leeds	0113 2502043
Les Cowling	Various	Howarth	01535 646048
David Greenwood	Various	Huddersfield	01484 847492
Liz Addy	Weekends	Austwick	0777 5690925 015242 51682
Peter Spillelt	Weekends	Skipton	01756 760229
Graham Laycock	Various	Hawes	07974 151073
Robin Moore	Various	Ilkley	01943 865108
John Callum	Various	Hawes	0797 4171175
Terry Denton	Various	Stockport	01614834500
Steve Mann	Weekends	Ripon	01765 650374

The above is a list of good & trusty people, who are club coaches, instructors and observers. They have volunteered to make sure there is a friendly face on the hill for new pilots. New members to the club are advised to make contact with a coach and meet on the hill.

WHAT'S ON

Dec. 4th.
Auction Night

Jan. 8th
Club Night

Feb 5th.
Visit by the Stockton Weather Centre

March 4th.
Noel Whittall to give a talk on the Wright Bros.



Inside this issue:

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CHAIRMAN'S CHAT

Northern Clubs coaches to get together

I've just spoken to Andy Berzins, Chairman of the George Cayley Club, and they are proposing a getting together, for a whole day, of coaches, both hang gliding and paragliding, on a periodic basis. To start the ball rolling, they are suggesting that the meeting be at the Wellington Oak, Pocklington on Saturday, 21st February.



involved in Coach Training so perhaps he could co-ordinate DHPC coaches who are keen to attend.

ton Oak, where Cayley Club have their do's has a large room at their disposal at no cost. The only cost would involve transport but getting together, four in a car, will make this quite minimal. Pete Logan seems to be very much in-

British Open HG Series

The day, Which will have a firm agenda, will not be a day of sitting down and being talked at by whosoever but will involve coaches in being split into groups, four persons in each group say, with different subjects being talked about in each group, say, harnesses, parachutes, wings, sites and so on.

I'm very much in favour of an activity like this, ideal for the Winter months and the Welling-

Unlike the PG national series, we in hang gliding have been sensible with our dosh and are not on the breadline; therefore, we are keen to try and attract pilots by lowering the cost of entry, increasing the pre competition training and having more prizes given out. Entry for the British Nationals (next year this will be at Millau in France) will now be free for your first year of entry (normally £85) whilst the cost of entering the British Open Series (ie all the

DALES XC LEAGUE

2003 Dales Paragliding XC League

Open 1 January sponsored by Active Edge PG School

Pos	Pilot	1	2	3	4	5	6	Total
1	Jake Herbert	87.7	43	24.9	24.1	23.9	23.7	227.3
2	John Ellison	43.2	38.5	37.8	33.4	24.0	23.9	200.5
3	Chris Fountain	35.9	32.2	28.7	27.5	25.0	22.7	172.0
4	Harry Harrison	29.5	26.0	21.6	20.9	16.1		114.1
5	J Goldsborough	30.1	20.0	11.4				61.5
6	Graham Laycock	31.3	10.1	9.8	6.5			57.7
7	Steve Mann	34.4	12.4					46.8
8	Gus Hurst	32.2	14.5					46.7
9	Andy Williams	32.5						32.5
10	Neil Cruickshank	25.2						25.2
11	Martin Baxter	16.4	8.2					24.6
12	Peter Logan	11.4						11.4
13	Les Cowling	7.2						7.2
14	Andy Wraith	5.6						5.6
15	Pete Condick	5.3						5.3

2003 Dales Hang Gliding XC League

Open 1 January sponsored by Aerotow.com Flight Park

Pos	Pilot	1	2	3	4	5	6	Total
1	Trevor Birkbeck	130.3	47.9	42	28.4	27.9	13.2	289.7

DHPC 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 2003. 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.
- 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.

To submit entries for the league simply email: webmaster@dhpc.org.uk or use the SUBMIT AN XC ENTRY link at www.dhpc.uklinux.net/dhpc/league.cgi

Or failing this a phone call on 07720 425146

Try to include details like:

Start site

Finish location

Date and Time

Wind Direction

Distance (see rules, points 5 to 8 on league webpage for help with this)

Type of flight (Open Distances, Out & Returns or Triangles)

Hang glider or Paraglider

Any witnesses at take off or landing.

Cheers

Pete Logan

UK based comps, starting with British Open) will 3 for the price of 2 (ie 2 X £45) if you pay before 1st March. If the weather is bad, this series will include an extra 2 day comp at no extra cost!!!

So, if you fancy some fantastic flying, brilliantly organised by John Aldridge, at great sites why not get signed up when the time is nigh – you won't regret it!

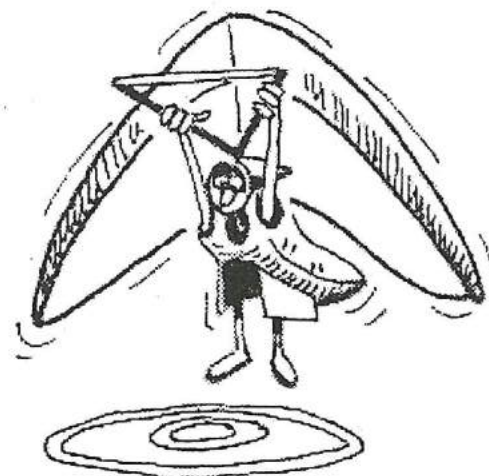
Great DHPC AGM

Good to see an excellent turn out at the AGM – this indicates to me that the club is in a post F&M reviving state and, hopefully, 2004 will demonstrate this to be the case. I won't go through all the details as Pete Logan has written a comprehensive report in the form of minutes but main changes to the Committee are Safety being taken over from Liz Addy by Tony Pickering, Sites being handed by Mark Ashcroft to Graham Laycock and Mick Bolton, Les Cowling standing down as Chief Coach (new post holder to be selected by the Committee) and, finally, the vacant post of Social Secretary being fought over by John

Ellison and Scott Armitage (but not for more than a microsecond as we elected both of them).

So, thanks very much to all departing Committee members for doing a great job and we can now look forward to a really active 2004. Under AOB the proposal by Kate Maddison to more strongly support the Yorkshire Air Ambulance organisation (extended to include the Fell Rescue outfit) was well received and the various schemes discussed to raise money for these very worthy causes will, I am sure, easily reach the financial aims that Kate suggested.

Honest TJ



Last Big Flight of the Year '03

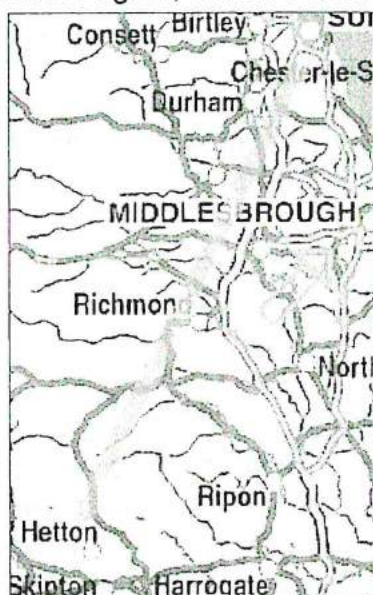
September 4th.

Hawswick to Easington Lane
When me and Gus got to the Hill it looked like nothing special, the sky was very cloudy, however there was a paraglide doing very well in the valley, so we charged up the hill to take off. Chris Fountain was about half an hour behind us, driving as fast as he could.

From Take off it was obvious that it was working well. Just battling up and down the ridge got me to about 400 metres above take off. Then I got a good climb to about 800metres ato. The sky was breaking up and lovely cumulus clouds were appearing everywhere. I decided to wait a bit as I hadn't got to base yet, so flew back to the hill. Here I got into a thermal above Chris and Gus and took this easily to base. Base was a respectable 5500ft, and afforded great views across the Dales. As soon as I got to base I was off - first target Great Whernside where a perfect cloud was forming.

This worked with a nice climb of about 2 m/s to base- typical of all the climbs that day. At base

it looked nice downwind so I went off again, before I lost



much height I got the next climb which I took back to base then left again. This happend for the next 30-40km, until I got passed Catterick. This is how XC should be, all the clouds worked and the climbs were lovely and smooth. I hardly dropped below 4500ft until I got passed Richmond. Big smiles all round! I could even see Gus flying about 10km south of me.

At Richmond, about an hour after leaving the hill, I was forced to take a NNE route to get me around the Teeside TMA, this made me lose a bit of height

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.
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.
Cowling and Sutton Pinnacles Hill (Earl Crag)	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)	Manes 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)	OK to land in field next to top road but no parking in field. OPEN
Stags Fell	17.009	WSW-SSE (160-250)	MEMBERS ONLY (12 max) (No XC Aug-Dec)
Tailbridge Hill	17.075	SW-W (225-270)	Max 12 fliers. Don't crowd.
Wether Fell	17.017	WNW (280-310)	
Whernside	17.010	SE-E (090-155)	Flyable, but the club does not have parking permission.
Windbank - Knipe Scar	17.011	S-SW (180-225) SW (210-235)	£1.50 per pilot to Mr. Mitton £1.00 per car to Mr. Dibb OPEN

ARTICLES WANTED

I can only make the mag as interesting as the articles sent in. I am desperate for articles for the mag.

If you have any stories of your recent flying activities, or even non flying stories, send them in to me.

Craig Richardson
152 Clough Lane
Brighouse
West Yorkshire
HD6 3QR
07990 730143
skywords@dhpc.org.uk



For those wishing to compete in the British Paragliding Cup next summer you will need to get your pilot's qualification. Exam notes are on the website as are a list of coaches available to help you and sign your tasks off. Visit the www.bpcup.co.uk website for more details.

Cheers
Pete Logan

and I found myself getting quite low over the A66. Here the terrain changes from Hills to rolling down to Middlesborough. I got a couple of small climbs above some enormous quarries and



countryside, and I had to slow down a bit and take all the lift I could find. Eventually the flatlands started to work and I got back to base around Newton Aycliffe- helped out by a friendly buzzard that pointed out the thermals to me.

then finally ended up in the picturesque town of Easington Lane. 86km from take off!

Bus to Durham, train to Leeds and home in time for tea! Flight time was about 3 and half hours.

A quick look at my GPS and I had done about 50km! As I crossed the A1 at about 65-70km, the thermals were getting weaker, so I slowed it right down and potted along with the drift. I crossed the A1 south of Durham and at this point had a lovely view of the sea, and the East coast from Sunderland

Jake Herbert - Septemeber 4th.

HUMOR PAGE

Pete Wood (Pennine SC) Gets Artistic:

The War of the Roses 2003
 The War of the Roses two double oh three
 Is now but a distant yet fond memory
 We started in Hawes our spirits quite high
 And sat upon Nappa, Lennies filling the sky
 So we trooped off to Carlton or was it Model Ridge?
 There was a café on take off, cool beer in the fridge
 We had a good ridge run then decided to land
 Not enough of us did it, so the 'comp got canned.
 Round two in the Dales and the sun's scorching hot
 Do you think we'll be flying? I rather think not
 The winds gusting to 30, there's no place to hide
 Shall we try Nappa? No let's make it Brant Side
 There's no chance of flying and the Sun's causing pain
 But look in the valley, a chuffing steam train.
 So the comp got binned, it's really ok
 But the Murph went to Parlick and flew 30k.
 Round three was at Parlick what a jolly good wheeze
 A ridge run to Fairsnape without any breeze
 But the Dales came mob handed and completed the task
 A red ribbon won the day? I'd rather not ask
 But we saw the prize, and you lot are having it
 There's just no room left, in our trophy cabinet !!!
 So it's the end of the season, but shed not a tear
 We need a trophy for drinking most beer.
 Woody

Heard recently on a gusty local site (Baildon East face to be exact) allegedly

The Gorgeous Pouting Pete Logan (for it is he) ... "Mick, I'd prefer it if you'd address me as 'Pilot Pete' from now on."

Mick. "OK Pilot Pete sir" ... "Tell me, this wouldn't be a belated attempt to bolster your flagging self-esteem after yet another dragging through the sheep sh1t would it ?" "Can I carry your gear back to the car sir ?"

;o) Writs for slander to:- sky_dog@ntlworld.com please.

Errr,

As I remember it I was carrying two wings that day and I did get your wing to fly..... ;-)

two and stay in it for a while at least.

The conditions throughout the trip mainly warranted alpine launches and we tested Chris's nerves on a few occasions (watch that tree!!). But the Northern team assisted by Andy coped well, they were always attentive and their critiques (run pixie run) were always positive even when they were not warranted (was that there yesterday?). They offered measured advice over the ear-piece when required (do not go into that cloud Nick!).

Throughout the trip our decision-making skills were tested to the limit, both in the air and on the ground. Although in essence the hardest decision was always whether to have lunch at launch or in the landing field (now that was tough one).

Over the week the conditions became less buoyant due to the onset of an inversion and the thermals were that lazy on some days they stayed in bed, although we were still able to fly. Unfortunately the thermal hunters among us were frustrated, as it made their lives that little bit harder but they relished the challenge. The inversion eventually put paid to the

aspirations of the XC hounds, but us mere mortals were still happy and flights were abundant. One pilot was ecstatic after staying up for 28mins (don't know who that could have been), although the anti gravity boys and girls were able to stop up a lot longer than that may I add.

In my view all my expectations were met, the Northern Paragliding team was excellent their dedication, patience and professionalism were second to none, even though we did test their nerves on several occasions at launch and in the air. My confidence grew as the week progressed and I learnt about my glider with the safety of a few thousand feet. I feel we all progressed as pilots, as we learnt about mountain flying and came to understand the different conditions experienced in mountain conditions. We also learned a great deal about ourselves, our wings and were able to develop our flying skills in a safe environment under the watchful eyes of Chris, Andy and Martin. No guesses where I will be going next year if I can wangle a pass out.

Gary Miller Sunderland

very long and at present there are two launches, one North and the other West. Dependent upon your ability and the weather the opportunities are endless; the only restrictions would be the lack of a road from which a retrieve could collect you. But what the hell I would love to get that amount of distance so that I had to walk to be picked up!

The range consists of various pinnacle's that are regularly bathed in the midday sun and immediately in front of the Northern launch is a deep gully with high rocky ground to the left and right. The North and West launches are both definitely four wheel drive territory and the transfer from landing field to launch is a bone jarring 30minute ride, although the awesome scenery truly compensates for any discomfort.

Whilst based at Kyrenia we visited two sites on the five fingers range (Phat Komando [N] and The West Wing [W]) and one on the pan handle peninsula called Alfs Trousers [S]. The first site was named Paradise by the locals, but we renamed it Phat Komando due to the local army camps that we had to avoid whilst flying. One mature ex-para even landed very near the

camp and to ensure there was no collateral damage he surrendered. Luckily his story's kept the soldiers at bay until we were able to rescue him and save the soldiers in the process.

The Phat Komado launch (750asl) on the Kyrenia ridge is facing towards the north coast and can take N-NE winds, the launch is big enough for a glider to lay out and launch. The ridge can be a good source of thermals and can be soared for approximately 2.5kms east as far as St Hilarion castle and about 2.5 kms to the west. The landing field (25asl) is about 40 degrees to the east and around 3km from launch and consists of a reasonably size field with a few small trees, small power lines and the obligatory tree in the middle. The field is easily recognisable from the North take off and did not present any problems, although it was often bumpy on the run in.

The flying was great, although I must admit that I was a bit nervous on the first morning peering over the edge of take off to the landing field 2000+ft below. On several occasions throughout the trip the thermals were working well with the anti gravity pilots getting well above take off. Some of us lesser mortals even managed to find a thermal or

Six Go Mad in Alicante

Alicante, it's not the sort of place that immediately springs to mind for a flying holiday is it? That's what I certainly thought when Dave Kirton phoned me and asked if I fancied a cheap five day trip to Spain with DoYouWanna. Initially I was very sceptical about the whole idea but as five of my flying friends were going and as it was so cheap I thought why not! I mean, I can always get p*ssed or go jet skiing if the weathers bad can't I?

That's how it turned out that I was stood at a cold Newcastle airport in October waiting for the rest of the fly-

ing contingent of the North Yorks Sailing Club to arrive. Our organiser then turned up with a pack-

age full of t-shirts and promptly charged us a fiver each for the privilege of wearing them. Apparently, it's mandatory to wear silly t-shirts with nic-names on the front when going to mainland Europe on any flying holiday, honest. So as Captain Underpants, I went to check in for my flight, shortly followed by Tigger, The Controller, KiteMaster, Captain Spacey and the Beer Fetcher, Oh how the rest of the flight laughed.

It was at this time that we had roughly eight conflicting reports on what the weather was doing in southern Spain at that moment in time. I'd like to say which conclusion we settled on but quite frankly it got a little blurred after that in the airport bar and all that talk of isobars and pressure systems was boring me somewhat so I decided to switch off.

One 2 ½ hour Easyjet flight, 2 gin & tonics and a bag of nuts later and we landed in a scorching hot Alicante. Only one out of the six of us had the courage of his convictions when forecasting the weather and had shorts

on. The rest of us were toggged up in flying boots and heavy trousers, but hey, we had our shades on so



that's ok, no really! The apartments which were on a coastal ridge just 10 minutes from the airport must be some of the cleanest and best kept I have ever stayed in, complete with pool and beady for washing your feet, what more could you want. They would have been even better if we hadn't pulled the water boiler plug out to plug in the toaster and then wonder why we had no hot water for 2 days, ddeerr. We arrived in the evening so

flying that day would be out of the question so everyone decided that we should all do what we do best, go for a drink. I don't remember much after that, only that we drew straws for the double bed in the apartment and I won, hurrah!

Nic, the owner of DoYouWanna and all-round good guy took our gliders the next morning in the 'Big Van' to Cabo, a ridge just behind the apartments for some coastal soaring. Nic's knowledge of the local sites and the help and guidance he offers is second to none, couple this with the inexpensive price of the package and any flyer would be mad to go it alone. Cabo is a wonderful coastal site with a 2 km long ridge to play with over hotels and villa's ending in a flight past a light-house on the peninsular. The panoramic view down to the Med is unbelievable with an azure blue sea lapping gently on the fine, white sand. On take-off someone told me that there was a nudist beach at the bottom but unfortunately, we didn't have any binoculars and so couldn't substantiate the fact, I just thought the man sun-bathing was holding a windsock, ahem!

At two o'clock on that first day Nic decided to get everyone down as the wind was backing, so that we could go to Palomo, a mountain site some 50 minutes away. Oh I was so happy to be told to land over the radio, I did for a split second contemplate doing the radio interference thing and pretending not to hear him but thought better of it on the grounds of safety.

50 minutes later we were stood on the launch site of a big, quite intimidating mountain with yet again stunning views. We carried out our pre-flight checks on the gravelled launch area

and after some Pythonesque take-offs everyone was in the air and generally enjoying themselves. The air was wonderfully buoyant and even on the outside of the thermals the air seemed to be going up. It was again, a case of stay up as long as you like and land if you need a drink or the use of a nearby tree. We soared over tree lined ridges with the smell of pine in our nostrils and then over olive groves which some of us narrowly missed landing in. Some pilots even disappeared over the horizon of an even bigger mountain behind the one we were flying to go XC.

The only bad thing to happen on this holiday happened just as I was about to unload my wing from the van on launch. Paul, a gentleman amongst pilots, who wasn't with our group tried to reverse launch and either used the swapping brakes method or let go of a brake due to a twist in his line. As he did so a thermal caught one side of his wing and accelerated him into the only big boulder on the site, impacting his knee. He said he didn't feel any pain but by the way Roger Braney was pointing out which was a ligament and which was a tendon to me I think I felt more nauseous than he did. Paul, if you're reading this, don't worry we've got a good video close-up of the inside of your leg for your archives. Fortunately, Paul's operation was a success and the eight pieces of his kneecap are now back together again. We only flew for another hour after the accident as the sun was quickly diving over the mountainside cutting off any further thermal activity for the day. It gave us just enough time for a last fly down and for Dave to promptly land in the only field full of snakes and scorpions, which Nic had told us specifically

Northern Cyprus a Chamber of Secrets

"It's not to do, to dwell on dreams and forget to live" with this quote from Harry Potter ringing in my ears I picked up the phone and booked my place onto the October Northern Cyprus trip with Northern Paragliding. I was off to Kyrenia; St Hilarion, Northern Cyprus and expectations were high. We had arrived in October to enjoy the brilliant summer temperatures, lazy thermals and crisp blue skies that are evident at this time of year. The idea being to learn to thermal in smooth, friendly conditions with the aim of following the XC hounds to Nirvana (well that was the idea). The first thing that we saw as we disembarked from the plane was a blood red sunset and a silhouette of the five fingers range that we were hoping to fly for the next ten days. The ridge was going to be our wall of fun or so we hoped.

A short air-conditioned drive took us to a wonderful hotel called Oscar in the resort of Kyrenia. The hotel was smart, it was way out of normal paragliding bum league, but we made do. The hotel offered excellent accommodation, great rooms, 3 pools, fitness centre, water

slides, Jacuzzis, saunas and surrounding restaurants that charged anything from £5- £10 a head for a meal and beer.

We were all anxious to get to the five fingers range that houses St Hilarion castle and have some awesome flights. The range is a sensitive area and it is preferable if the local pilots or other organisation guides you onto launch. To get to launch you turn onto the highway that leads to St Hilarion castle and right at the sign for St Hilarion, you go past the castle and take the left fork up the ridge. You then follow the tarmac road for approximately 4kms. Eventually you arrive at a fork in the road that indicates no entry sign to the left. The road then meanders towards the right and enters the woods. After turning onto a dirt track you travel through the woods to the launch where you can park a few yards short of the launch point. To get to the west wing (westerly take off) you follow the dirt track along (15min walk) until you come to a clearing; the valley is on your left.

The five fingers range is long,

recent course.

Proposed, P. Logan, seconded T.J. Birkbeck Carried.

iii) That the DHPC give a vote of thanks to Kristine for being an excellent host at the Riverside Hotel.

Proposed T.J. Birkbeck, seconded A. Woods Carried.

10) Any Other Business:

Kate Maddison proposed a £1000 donation to the Yorkshire Air Ambulance since they were in attendance at three Dales accidents this year and are entirely donation funded. Steve Clarkson said

that the club does not have the authority to do this with members subscriptions since its purpose is the continuation of Dales flying. Kate also proposed either an event or events aimed at fund raising for the Air Ambulance, possibly along the lines of a Charity Classic competition. John Ellison was willing to help with this. Pete Logan proposed that by allowing the magazine to be emailed out to those who wished it the cost savings on printing and posting could be passed onto the Yorkshire Air Ambulance and Upper Wharfedale Fell Rescue.

The following was decided from the ensuing discussions:

i) A tick box(s) and suggested donation of £5 be put on future membership renewal forms saying that the money will be directly passed on to the Air Ambulance and Fell Rescue. The club would then be able to giftaid the money to the organisations allowing them to qualify for tax relief on the donation amount. The section on the form would look like this:

Donation amount (suggested amount £5)

£ 5

I would like it to go to the Air Ambulance

I would like it to go to Fell Rescue as well

All donations will be forwarded on by the DHPC and giftaided.

Proposed K. Maddison, seconded T.J. Birkbeck. Carried.

ii) The club membership database be changed to get rid of old errors to a more useable system that would allow people to elect to receive the magazine by email. Any savings that would result from this (calculated on a postage and printing cost per person basis) would go to the Yorkshire Air Ambulance and Upper Wharfedale Fell Rescue.

Proposed P. Logan, seconded K. Maddison. Carried.

iii) That the club support some type of Charity Event / Competition with the aim of specifically raising money for the Air Ambulance and Upper Wharfedale Fell Rescue. This to be organised by Kate Maddison, John Ellison and any volunteers.

Proposed K. Maddison, seconded P. Logan. Carried.

not to do. The difference between Dave running out of that field with wing under arm and how fast he moves to the bar to get the drinks in is staggering, scientists would be baffled. Dave later claimed he had spotted, draw your own conclusions, and berated me for landing and then catching the edge of a tree whilst bringing my canopy down. After another good

meal and a few drinks we retired to bed happy in the knowledge that we got some flying done. After all, it was October and the weather could have been awful. Friday morning woke with another glorious sunrise and the thermometer rising at a steady pace. At 8 o'clock we got a text message from Nic say-

ing to meet him at the usual spot, a café 5 minutes along the coast. On our arrival Nic informed us that we were going to a 15km ridge called O'Neils which would be good for ridge runs and XC's. We were in the car for what seemed like hours but as we drove to the bottom of a huge ridge that went on forever, it all suddenly became worth it. On launch we could see the ridge lined a huge val-

ley with small towns and villages spread out within it giving off a multitude of colours and a different smell with each thermal that came through.

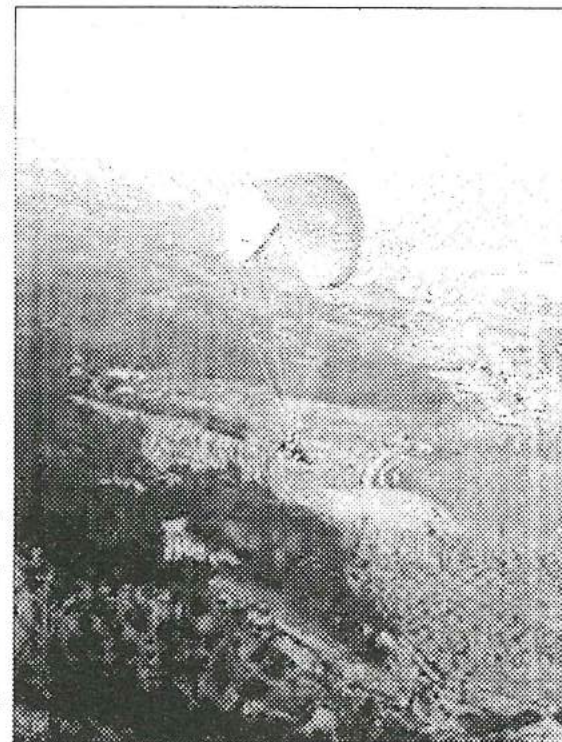
It was a day I'll never forget, a massive ridge with endless possibilities and thermals kicking off all over the place. Again, everyone got to fly and had an excellent time shouting ob-

scenities at each other on passing, well it's gets a bit boring over the radio doesn't it. Later, when the wind started to drop a couple of the guys bombed out and bottom landed in the designated landing field. They were then treated to a display by the Swedish National Tree Accuracy Landing Team, who managed to

miss the field and land in every tree in the vicinity, of which there weren't that many. It wouldn't have been that bad but the LZ was the size of Cornwall. One extract over the radio went as follows:

Jonny: Dave are you coming back up for another flight?

Dave: Yes mate, just helping another Swedish pilot to remove his wing



from a tree.

Jonny: I'll wait for you then so that we can take some in-flight pictures of each other.

Dave: Yeah, good idea mate, I shouldn't be too much longer.....oh for GOD'S SAKE that's the third one in a ***** row to miss the ***** field, how ***** hard can it be.

Dave did eventually make it back up to take off and we did get some good video footage and pictures to boot. This though was to be the last flight of the day and again we all packed up and went home with big smiles on our faces. That night consisted of us having a few cheeky drinks and then an early night, yeah right. Rumour had it that some people had been seen in the swimming pool at 3am that morning celebrating an engagement, boy if we ever find out who they were are they in trouble.

Everyone tried to get up on Saturday but found that the Beer Monkey had been hitting their heads with a rubber mallet and stealing money out of their wallets. It came then as no surprise that all and sundry were delighted to hear that Nic felt the flying would be best left until the afternoon. We met Nic at 2 o'clock who told us we would be flying Cabo again, no-one minded though as we had all wanted to get some more photo's of this stunning place. This time though the wind was a little weak and moving around so yet again, after an hours flying, Nic came on the radio and told me to land.....it's just as well he's bigger than me.

We all got into the van & hire cars and headed for Benidorm of all places. For those of you who think you've seen an obscure site, think again, this place is straight out of a dream. You fly the 1500ft ridge behind the tall hotels and

apartments and over the newly opened theme park with screams echoing up the hillside. The ridge itself is very high with views out over the sea and a backdrop from a picture postcard. The highlight of this flight was the LZ, which Nic thought was plenty big enough but with the rest of us claiming it wasn't much bigger than a Ford Cortina. It consisted of a triangular dusty space next to a road with lampposts along one side and a 20 meter crater and trees to negotiate just before landing on the other.

In the absence of the Swedish experts we took it upon ourselves to see how many obstacles we could 'take out' on the way down. Alan went first and landed about 30 meters before the field but over the radio claimed he had 'blo*dy loved it'. Dave then made an excellent spot landing (first time for everything mate). Roger was next and made a good landing after what seemed like wingovers from 20 feet. Colin then landed well, after enquiring about the likelihood of being allowed to land on one of the two helipads nearby.

Finally, Alan flew again and landed on the very edge of the LZ with his wing folding itself up on the pavement next to the busy road. It was just after this that we noticed Nils, a Norwegian pilot, who we had become friendly with trying to make a landing that looked like he should have had a box of milk tray under his arm. I can't recall if there was any landmark that Nils missed on the way in but I do remember thinking that after hitting the lamp-post, trees and landing in the crater he must have hurt himself. To our relief, after a minute or two we saw a big smiling head appear above the abyss and a slightly dishevelled Nils lived to fly another day. Nils accompanied us

accidents. Only sketchy details were known about some of the four notable accidents the Dales had had this summer. The spring repack had been oversubscribed with more than enough for a second repack night. Dave Elliot will be willing to attend another repack next year as opposed to members just informally helping each other out with repacks.

vi) Library Officer - Liz stated that £155 had been spent on new material that year and that older books were usually sold off at auction night.
vii) Sites Officer - Mark announced he was standing down this year due to family and work commitments. Recent issue were reported as resolved with Sutton and Cowling Pinnacles now flyable after the new horse owner incident. Also Sermer Water opened after a delay this summer mostly due to the difficulties between the two halves of the Lambert family that the site occupies. The issue of the Hang Gliders approach and rigging area to the left of the bump at Wether Fell was re-iterated for members benefit. Mark went on to look back on some of his past achievements of six years in the job. Knipe Scar was re-opened after a patient persuasion of Mr. Mitton who is now keen to see fliers there. The National Parks officer had praised the club for actively managing sites and liaising with them. Meanwhile difficulties with English Nature had been smoothed over when we almost had to stop flying Staggs Fell due to the elusive Golden Plover which may or may not live there. The Morris family at Duerley Bottoms Farm had also praised the club in the past, usually when the whisky was delivered. Trev thanked Mark for his efforts.

viii) Paragliding Competitions Secretary - Pete reported that the club had actively participated in

the British Club Challenge this year with several rounds in Derbyshire. We came fifth in the finals improving on last year's result of sixth. The War of the Roses was held three times with a

scorable task being held on the third outing at Parlick. The official score was a draw since the top six pilots from the Pennine and Dales clubs scored equally. However, the Dales took the PG trophy for turning up in greater numbers, one of our red ribbon pilots doing exceptionally

well (plus he was able to get the trophy fixed). The Baildon Sod was held in a slightly windy easterly but a valid task was managed with an equal first place being registered. Pete said he would try to encourage more club members to

be in the BPCs next year.

ix) Website Officer - Pete reported that new features like the Gear Sales page, Flight Log page

and Flying Dictionary had been successfully launched. Hits to the site were steady varying between 200 and 400 per week. Several improvements to format and design were in the pipeline for next year as is a Safety discussion page and an interactive XC League page.

x) Hang Gliding Competitions Secretary - Andy reported that the Shining Tor comp had gone ahead but that the DHPC had not qualified. He said it was difficult getting enough members to compete these days. The Hang Gliders held a separate War of the Roses but had not been able to hold a task because of airspace and landing restrictions downwind.

xi) Club Secretary - Nothing to report but Andy is willing to carry on.

7) Nominations were invited for the above posts.

8) Election of Officers:

i) Chairman Trevor Birkbeck

ii) Newsletter Editor Craig Richardson

iii) Membership Secretary John Edmunds

iv) Treasurer Steve Clarkson

v) Committee to decide on next Chief Coach.

vi) Safety Officer Tony Pickering

vii) Librarian Liz Addy

viii) Sites Officer Graham Laycock for northern sites.

Mick Bolton for southern sites.

ix) PG Competitions Sec Peter Logan

x) Website Officer Peter Logan

xi) HG Competitions Sec Andy Woods

xii) Club Secretary Andy Woods

xiii) Social Secretary John Ellison and Scott Armitage to share.

9) Proposals:

i) That the DHPC would, if required, offer the use of Dales club sites to the PG Nationals, the HG National League or to the British Club Challenge.

Proposed T.J. Birkbeck, seconded A. Woods Carried.

ii) That the DHPC's news Club Pilots are contacted fresh from school and specifically assigned a nearby "buddy" coach when they leave the school. There are plenty of coaches after the

ANNUAL GENERAL MEETING

Held at the Riverside Hotel, Ilkley at 8.30pm on Thursday the 6th of November 2003

AGENDA

- 1) Apologies for absence.
- 2) Chairman's opening address.
- 3) Minutes from the previous meeting.
- 4) Matters arising from the minutes.
- 5) Reports from officials.
 - a) Newsletter editor
 - b) Membership secretary
 - c) Treasurer
 - d) Club coach
 - e) Safety officer
 - f) Librarian
 - g) Sites officer
 - h) Paragliding competition secretary
 - i) Hang gliding competition secretary
 - j) Club secretary
 - k) Social Secretary
- 6) Nominations are invited for **all** of the above posts - some existing post holders will be standing down but if you have an interest in being involved in the running of your club, then please put your name up for election; the precise post can be sorted out later.
- 7) Election of officers
- 8) Debate of proposals
- 9).Any other business
- 10) Date of next meeting

PROPOSALS

- 1) That the DHPC would, if required, offer the use of Dales Club sites to the PG Nationals, HG League or to the British Club Challenge, as the Committee sees fit, as a venue for a competition in 2004
Proposed T.J.Birkbeck, seconded A. Woods
- 2) That the DHPC CPs are contacted and specifically assigned a nearby coach when they leave school. We will have plenty of coaches after the recent course.

- Proposed P.Logan, seconded T.J.Birkbeck
- 3) That the DHPC give a vote of thanks to Kristine for being an excellent host at the Riverside Hotel.
Proposed T.J.Birkbeck, seconded A. Woods

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- 1) Apologies for absence were received from Andy Woods and John Edmunds.
- 2) The chairman made his opening address stating it had been a good year for the club also helped by the great summer we'd had. The club held a national HG comp and was also host to several local PG comps.
- 3) The minutes were read out from the last meeting.
- 4) There were no matters arising from the last minutes.
- 5) The minutes from the last AGM were approved.
- 6) Reports from officials:
 - i) Newsletter Editor - Craig apologised for the outage from September last year of the magazine due to personal reasons. He also stated that in the future the magazine would be developed to include an enhanced safety section as well as a return of the spotlight on sites. He was also open to the idea of emailing the magazine out saying that this would reduce his workload.
 - ii) Membership Secretary - John said that membership had recovered to pre Foot & Mouth levels, possibly higher 220 to 246. The uncertainty was due to difficulties with the membership database.
 - iii) Treasurer - Steve reported that subscriptions were up but that Nont Sarahs had not been paid for this year. Trev and Steve undertook to ask the Pennine Club about this. Also the clubs running costs surplus was back from last year's poor figures. Richard from the floor asked about site fees for flying the NYSC's Carlton and Model Ridge sites. Trev asked Richard to formally write to the committee so that it could then pass the request on to the NYSC about reciprocal flying agreements. Steve Schofield raised a point about the closure of Dean's school in the Dales leading to a reduced number of members. The committee stated it was ready to make any changes necessary to ensure the continuance of flying in the Dales.
 - iv) Chief Coach - Les announced he was standing down to concentrate on his microlight. Trev thanked him for his efforts. There were some Pilot qualifications this year and one Advanced Pilot.
 - v) Safety Officer - Liz encouraged members to report

that night for a meal and relived his ordeal much to the delight of everyone around the table.

The weather was due to be overcast on Sunday, our last day so we were delighted to wake up to brilliant sunshine and a stiff breeze. We again ended up at Cabo for some proper English dynamic wind cliff flying.

When we got to take-off the Germans, Swede's and other nationalities didn't seem too keen on the conditions, which we thought were fine. Then as we all started to take off there was a panicked scramble for wings and harnesses alike as each foreign pilot decided that it didn't look too bad afterall. It was a case of stay up for as long as you like landing for lunch and then taking off again. We had a whale of a time soaring the ridge with 18 other gliders, flying over villa's and swimming pools waving (without letting go of the brake lines obviously) and shouting 'Olla' to the occupants who would wave back excitedly. Strange that Dave only did it to the young, blonde women who were sun bathing. Anyway, when the time came to land Roger and myself top landed with the others claiming they had meant to bottom land but could have top landed if they'd wanted to. Roger's 25mph side wind top landing wearing a flying suit and sandals is another story and probably best left for those who are not faint hearted. On the other hand, the ladies 'Pimms and Lemonade' trophy will be awarded to the biggest blouse for bottom landing at our reunion scheduled for later this month. The flying on the last day was the best it had been all holiday and it was almost as if we had been rewarded for our persistence on the site. Roger went back for more later in the day and must have accumulated somewhere

close to six hours flying, possibly because he knew that would be the last he would see of his wing for a number of months. The rest of us decided to retire to the pool for a chill-out session before packing ready for the trip home.

Unfortunately, that was the end of our flying and our holiday and it had finished way too soon. Some might say we had been lucky with the weather but Nic told us that he had only ever missed four weeks flying in five years during the season. All I can say is that I was wrong to be sceptical, Alicante is a magical place with friendly people, good food and mind boggling flying sites. Without wanting to advertise for Nic, I have to say that to go without a guide is foolhardy and dangerous as the conditions can change in an instant, so I would recommend 'DoYouWanna' to anyone planning on visiting the area. I would also like to thank Dave, Colin, Alan, Roger and Carolyn for making the trip what it was. I'm sure we'll all be back next year.

John Bolton

INCOME & EXPENDITURE ACCOUNT
FOR THE YEAR ENDED 30 SEPTEMBER 2003

<u>INCOME</u>	<u>2003</u>	<u>2002</u>
Subscriptions	3713.25	2908.00
Dinner Dance	1361.00	1321.00
Magazine Advertising	60.00	180.00
Auctions	66.90	48.25
Sites Guide Sales	27.90	22.00
Club Clothing	27.11	90.00
Paffles	23.69	5.54
Bank Interest	100.95	229.92
Video Sales	-	130.00
<u>TOTAL INCOME</u>	<u>5380.80</u>	<u>4934.71</u>
<u>EXPENDITURE</u>		
Membership Expenses	136.34	84.92
Dinner Dance	1699.97	1692.19
Magazine	1136.09	1458.06
Library	155.70	164.19
Farmer's Whisky	391.11	380.50
Site Fees	-	352.90
Club Night Expenses	54.55	187.86
Committee Expenses	211.29	199.68
Competition Expenses	60.00	10.00
Trophies	46.00	950.00
Parapack	14.00	-
Donations	-	100.00
<u>TOTAL EXPENDITURE</u>	<u>3905.05</u>	<u>5580.30</u>
 <u>EXCESS OF INCOME/EXPENDITURE</u>	 <u>1475.75</u>	 <u>(645.59)</u>

BALANCE SHEET - AS AT 30 SEPTEMBER 2003

<u>CURRENT ASSETS</u>	<u>2003</u>	<u>2002</u>
Cash at Bank:		
Current Account	415.57	339.48
Deposit Account	10367.53	8966.71
Cash in Hand	28.84	30.00
Magazine Float	<u>200.00</u>	<u>200.00</u>
	<u>11011.94</u>	<u>9536.19</u>
 <u>NET ASSETS</u>	 <u>11011.94</u>	 <u>9536.19</u>
 Balance at 30 September 2002	 9536.19	 10181.78
Add Excess of Income/Expenditure	<u>1475.75</u>	<u>(645.59)</u>
	 <u>11011.94</u>	 <u>9536.19</u>

NOTES

- In addition to the current assets listed above, the club holds the following stock as at 30 September 2003
 - Club Clothing at cost £373.05
 - Club Videos £20.00
- The club also owns a number of items (televideo, PA system, books etc.) which, as the individual values are relatively low, have not been listed as assets, any such purchases being included as expenditure.
- Although the net effect is slight, two items should be noted
 - a) No site fees for Nont Sarahs have been paid this year (none were billed), so this has reduced the expected expenditure by approximately £180.00. Presumably we will be billed for two year's fees at some point next year.
 - b) The Black Horse hotel requested an early deposit (£200.00) for the 2004 Dinner Dance. This has increased the expected expenditure as the accounts now include deposits for both 2003 and 2004.
- Although no donations appear on this year's accounts, a cheque for £100.00 was given to the Air Ambulance at the October club night.
- The healthy surplus shown in this year's accounts is mainly due to a recovery in subscription levels coupled with a continuous eye to expenditure by the committee.