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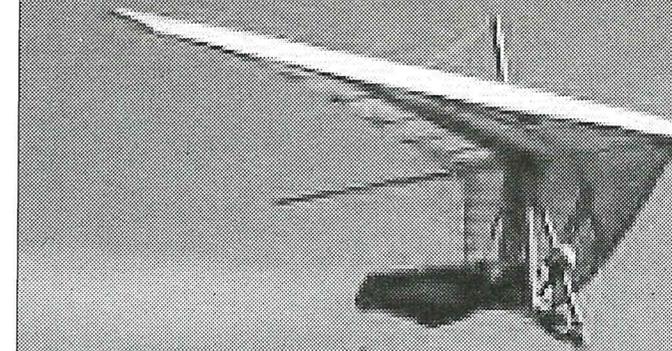
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my NOVA Windsock (less
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with all the usual suspects;
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Ken Walker, 01423
504703. or 07773350606

FEBRUARY
2004



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

SKYWORDS

Page 2 D.H.P.C. COMMITTEE

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 Hang Glider On Wether Fell
 By Gus Hurst

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John Callum	Various	Hawes	0797 4171175
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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.

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)	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)	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

WHAT'S ON

March 4th.

Noel Whittall to give a talk on the Wright Bros.

MARCH 21st.
Algodonales Trip

APRIL 1st.
Club Night



Inside this issue:

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CHAIRMANS CHAT

Davis Straub has been flying both an Airbourne Climax 14 and a Moyes Litespeed 4.5S in the Australian Comps (instead of rigid wings) so that he can write knowledgably about them. He had a problem with a bad turn in the Climax and then flew with a broken tip wand in the Litespeed, which wound him up quite a bit!

Tom Lanning <tom.lanning@att.net> writes:

I did have two tip wands break on a new Litespeed 4 last spring. One tip wand broke cleanly a few inches outside the wand socket on the leading edge and punched a small hole in the sail on the leading edge. The second wand broke while I was flying.

Unlike your incident, the glider developed a progressively worse right turn until I was hanging on the down tube just to maintain level flight and was seriously thinking about throwing my parachute. Luckily it was a breezy day in Florida and I was over large pasture fields. I thought that if I could just keep the glider into the wind on final, I could fly it into the ground without much speed.

I managed to pull off a respectable 3 step landing even as the glider wound around to the right. Unlike yours, this tip wand unwound in the center with a spiral splintering that reached about 1/3 of the way to either end. I would not say the wand became "unwrapped", but the pattern was similar. Both of my tip wands were fiberglass.

I know of at least two other Litespeed fiberglass wands that broke on the ground while the glider was just sitting unattended. One of the pilots even flew the glider and landed complaining of a "new subtle turn" in his glider! I ended up flying another Litespeed 4 last summer and fall and had no problems with the tip wands and they are still relatively straight.

(editor's note: It was great to hear from Ian Duncan about the carbon fiber tip wands that he now produces for Moyes and how straight they are. I found mine to be perfectly straight after flying with them. This is really a big improvement and Moyes and Ian are to be congratulated for coming up with this method. I didn't notice any problems with the Climax tip wands and I will check from over the coming week.)

New Aeros Combat L

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 2004. 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

DALES XC LEAGUE

2004 Dales Paragliding XC League Open 1 January sponsored by

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2004 Dales Hang Gliding XC League Open 1 January sponsored by

Pos	Pilot	1	2	3	4	5	6	Total
1								

G. W. Meadows <gw@justfly.com> writes:

I noted in your comparisons of the Litespeed and Climax (both fine gliders) that you mentioned the Combat and how light it is. This may confuse some of your readers (and for good reason), so I figured now is as good a time as any to announce our new glider.

The Combat L is Aeros' latest glider for the flex wing racing market. The "L" is for Light. The glider is the lightest topless wing that we've ever produced and this reduction in weight has made a glider that has tremendously light (while still being predictable) handling.

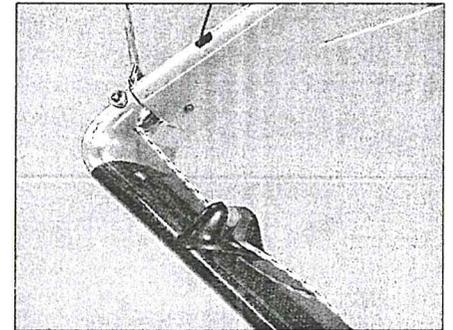
Our 13 meter size wing (approx 145 square feet) weighs in at only 73 pounds in the "full race" mode. So how did we reduce the weight so much? By going to a 7075 aluminum airframe and carbon fiber ribs.

The 7075 tubing allows us to shave a few pounds off the wing and the carbon ribs reduce the weight by almost another 2 pounds. This glider is officially available now and can be purchased in 3 sizes.

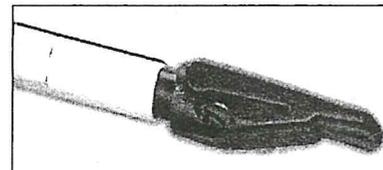
Our website is being updated now with the information about the Combat L and we hope to have it live by the end of this week. www.flyaeros.com. Currently, Oleg, Bo and Kevin Carter are flying the Combat L in Australia. Oleg and Bo are on the production models and Kevin is flying the 'pre-production' Combat L.

From the website www.flyaeros.com

The Combat L features some of the best innovations in Hang Gliding. The Aeros Microdrag Control Frame has been proven to be one of the most aerodynamic and comfortable control frame systems you can buy. The Combat L (as well as the Aeros Discus) feature the 'lever tip rib system' - utilizing an ingenious method of easily



tensioning the ribs on the glider.



The Carbon Rib system on the Combat L allows for lighter glider weight as well as a better airfoil at high speeds. Offering

(Continued on page 6)

(Continued from page 5)

the only KEVLAR leading edge inserts - Aeros offers a better method of insuring your high speed performance.

The Combat L comes complete with a full 7075 airframe and highly engineered carbon cross beam. The lightest combination currently available.

Combat performance in the Oz comps

There are 4 good pilots in these comps on the Combat 2 13m - Oleg Bondarchuk, Bo Hagewood, a Czech called Bares Radek and an American called

1	DURAND Jon Jnr.	Moyes Litespeed S4	AUS	4404
2	COOMBER Kraig	Moyes Litespeed S	AUS	4303
3	BADER Lucas	Moyes Litespeed S	DEU	4277
4	HOLTKAMP Rohan	Airborne Climax 13	AUS	4187
5	MOYES Steve	Moyes Litespeed S5	AUS	4059
6	HAZLETT Brett	Moyes Litespeed S4	CAN	3884
7	BARTHELMES Oliver	Moyes Litespeed S4	DEU	3742
8	BERTOK Attila	Moyes Litespeed S45	HUN	3713
9	BUSSINGER Diego	Moyes Litespeed S	CHE	3593
10	SEIB David	Moyes Litespeed S5	AUS	3571
11	PATON Len	Moyes Litespeed S4	AUS	3564
12	BOSMAN Mart	Moyes Litespeed	NLD	3446
13	HEINRICHS Gerolf	Moyes Litespeed S4	AUT	3418
14	STRAUB Davis	Airborne Climax 14	USA	3405
15	HIDEAKI Nagamitsu	Moyes Litespeed 4	JPN	3395

Kevin Carter.

The first comp was the Hay Open and NO Combats featured in this because Oleg was ill and had to be taken to the doctor.

my mind up. I am on my first XC, Yes!!! For the first few minutes we are on a glide and not losing too much height. Looking down I can see two wings on the ground on the next hill back, they must not have had the luck we are having. A little bump in the air and its back to 360's but this time I can only just maintain height so it's off again. Another bump and another 360 but no good and the ground is starting to pull me back down. John is about 100ft or so above me but also coming down. I now start thinking about a landing as the ground is on it's way up to meet me. At this point I discover my brain is not working and I'm a grinning fool riding as a passenger under this wonderful wing, so first daft thing,

I pick a landing spot..... on top of a hill! Next daft thing I notice some great ridge lift in front of the hill and fly away from it! A neat little landing and it's all over. As I look up

I can see John toying with the idea of flying on as he still has some height over the hill but then decides to land and join in with the grinning and a little leg pulling about the landing site. For me it just made my first XC a little bit more special having someone there to share the experience with.

So it was time to get off the hill and with the wind picking up the best option was a walk down off the hill. Looking at the map we couldn't believe our luck as where the footpath met the road there was a pub! So a quick call to Harry and off to the pub for a pint.



Special thanks to John, Harry and all the Dales team for a great Weekend and 8.2km of magic! Cheers..... Oh and by the way Pete it was about a week and a half before I stopped grinning like a fool!! See you next year..... Words Dave Buxton. Pictures John Elison.



glider and a couple of paragliders playing around cloudbase, now you see me now you don't style. After an hour or so of flying and a few top landings along the ridge I saw it was nearing briefing time. I flew over to the briefing area where I was intending to land but found more lift than I expected so I flew back out and had to decide whether to go back round for another attempt (this time a little further back) or carry on flying. I was only the reserve and all the team were there so it was an easy decision. As it turned out the task for the day had been canceled due to some rather large cu's out front, a long way off but coming our way.

A while later I saw Harry and John flying nearby so I thought I would go fly with them for a bit.

A while later Harry flew off along the ridge towards Hay Bluff and attempted the jump across only to sink out just at the last moment. So with some small bits of thermic lift I boated around for a while with John and someone else. Just then my wing twitched a little so I turned into the lift and found my vario bleeping to the tune of one and two ups. John found the same lift and decided to go have

a look up wind a little for something better. After a minute or two to my surprise I found myself looking down on John and the other chap, still with my vario quietly singing the same tune. John using his far greater skill and experience was soon up with me and on past. Two or three 360's later and a whole new experience as for the first time I climb into cloud! This is it I am at cloudbase for the first time. Brilliant! After a few moments of self congratulation I realised that this is not such a good thing because you can't see diddly squat in this cloud and it's just got colder! I stop turning and headed off in a straight line and soon sunk out of cloud to see John heading off over the back.

When I looked down I saw that I had drifted about 200m over the back anyway so this soon made



1	HAZLETT Brett	Moyes Litespeed S4	CAN	3602
2	BONDARCHUK Oleg	Aeros Combat 2 13	UKR	3474
3	DURAND Jon Jnr.	Moyes Litespeed S4	AUS	3423
4	HOLTKAMP Rohan	Airborne Climax 13	AUS	3120
5	BARES Radek	Aeros Combat	CZE	3089
6	DURAND Jon Snr	Moyes Litespeed S4.5	AUS	3087
7	COOMBER Kraig	Moyes Litespeed S	AUS	3039
8	MOYES Steve	Moyes Litespeed S5	AUS	3018
9	BARTHELMES Oliver	Moyes Litespeed S4	DEU	2875
10	PRITCHARD Phil	Moyes Litespeed S4	AUS	2847

The next comp was the Pre-worlds (Open) and this was also at

1	BONDARCHUK Oleg	Aeros Combat L 13	UKR	3811
2	DURAND Jon jnr	Moyes Litespeed S4	AUS	3732
3	BADER Lucas	Moyes Litespeed S4	DEU	3675
4	HAZLETT Brett	Moyes Litespeed S4	CAN	3655
5	BARTHELMES Oliver	Moyes Litespeed S4	DEU	3633
6	HIDEAKI Nagamitsu	Moyes Litespeed 4	JPN	3359
7	HEINRICHS Gerolf	Moyes Litespeed S4	AUT	3301
8	BERTOK Attila	Moyes Litespeed S4.5	HUN	3284
9	SEIB David	Moyes Litespeed S5	AUS	3221
10	PATON Len	Moyes Litespeed S4	AUS	3117

Hay with final results as follows:

Bogong Cup after 6 days

Davis Straub's campaign against drug testing

Straub has been running a campaign in the Oz Report against drug testing being foisted onto hang gliding competitors and the following facts have been stated:

- 1) Editor's note: - there is no evidence that it drugs give an advantage, nor that any drugs make any difference at all. In hang gliding competitions, unlike in "muscle group" competitions, no one is aware of any benefit to be derived from taking any particular

(Continued on page 8)

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drugs.

- 2) Some pilots have been (weakly) supporting drug testing because if they don't, they will lose government sponsorship.
- 3) Drug tests may be paid for by a pilot's governing body but, in the case where such a body will not cover these costs (such as Canada) if the pilots does not cover these costs himself, he might win a comp but would be deleted from results.
- 4) Davis feels that European pilots, who would be sponsored by their governing body may use drug testing to "beat" opponents who are not similarly supported.
- 5) I feel I have to agree with Davis on this point even though I'm not personally involved.

Trevor Birkbeck

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



on to Pandy. At this point a few people were looking out front and started pointing to what looked like a small landing field. The flight path would take you over two sets of power lines (one very large!), a church with a huge graveyard, a river and last but no means least a busy road! I then watched as the first two flyers set off down to the village below thinking that you get all sorts of nutters in this sport that will try almost anything! Madness!!

They made it with ease. It was then Harry kindly offered to pick us up at the bottom if John and I wanted to fly down as well. No more encouragement was needed! John then waited for me to get sorted and off we went, Team Advance! This was amazing 10 minute top to bottom. A real adventure in miniature all captured on film by John as he danced his wing around me to get every angle. A flying David Bailey no less! We both reached the landing field with height to spare though at times those power lines looked rather large. We packed up and met up with Harry and it was off to Pandy. This day was already great but it was about to turn into a very special day. The sky was still looking OK as we motored along, twisting and turning

round the narrow welsh roads, windows open, stereo on full blast to the sound track of the Foo Fighters. Great stuff!

John was first in the air (again!)



and I soon followed, now caught in his infectious desire to fly. A quick re-parking of the car and Harry was up too. On take off I noticed you had to do a few beats in front of take-off to gain height before attempting to fly up the ridge so as to avoid any turbulence created by small group of trees to the left of take-off. This achieved I soon found more ridge lift and sat nicely above the ridge.

**** LOOK AT THE SIZE OF THAT! My first view of pandy was breathtaking. What a place to be able to fly! I could see paragliders and hanggliders for miles. I soon got a km or two along the ridge watching a han-

A quick e-mail to Pete and a week later, car packed and I'm off to Wales as reserve for the Dales BCC team. One puncture and 300 odd miles later I arrived at the camp site just outside Crickhowell. Pete and family, Tony and Zena were already there and fully tented up, so it was up with me basha and a good look at maps of the local area whilst waiting for the rest of the team to arrive. It would have been rude for the team not to have visited the local beer outlet which needless to say we did. A few pints later it was time for bed. Next day I got a lift with Harry and John to the site of the first days flying. John was up and away flying before I had got my wing out of the car which I was most impressed with!



All got a bit busy in the few small thermals that came through. This was my first encounter with the competition 'scrum' and a 360 swivel neck was the order of the day. On Pete's encouragement, and a hunt for team points a few of us went for a

ridge run which for me ended about 1½ km along the ridge and a rather fast running landing into bracken. The walk back was most interesting following paths which disappeared into 6ft high bracken.

Next day, all looked well with the sky so after a short wait in the wash/shower queue at the campsite it was off to the Blorenge with Harry and John. The underneath of Harry's car took a bashing on the way up to take off much to John's displeasure (Oh the mechanical abuse!)

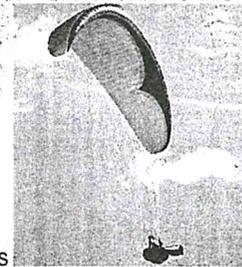
At take off much discussion ensued and it was decided that as the hangers were already there the danglers would move



Are You Ready for the New Season?

NOVA ARTAX

Continuing where the Carbon left off, the Artax is the next generation of DHV 1-2 gliders. Offering easy launching, perfect handling and excellent performance.



The Artax makes an ideal step up for those looking for their second glider or a great XC tool for those wanting the added safety of a DHV 1-2 Wing.

Next Generation DHV 1-2 £1899

NOVA AERON

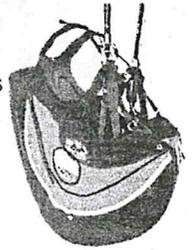
New DHV 2 wing sets new standards in performance and safety for it's class. This wing has already been used to set a 281km distance to goal World record.



New Reference DHV 2 £1999

High Adventure

The Cygnus SM offers ultimate protection. Featuring both Cygnus and mouse airbag. With lots of storage and a side mount reserve, truly a superb harness.



As flown by British XC Champion Kai Coleman.

Total Control £449

RESERVES

Over 30,000 made with well over 100 documented saves. DHV approved. Fast deployers with low sink rate and small pack sizes. PG or HG

Second Chance STD PDA £349
Revolution 2 twin skin, £389
Clou2 SAS shock absorber £399
Duo 160 lite tandems etc. £499
Duo 200 up to 200kg £599

Insider Chrome

The most popular full face helmet just got funkier. Now available in Chrome finish.
£119.95



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Secure online shop easy, efficient & freepost.

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HUMOUR PAGES

Aviation Stories

David Glover

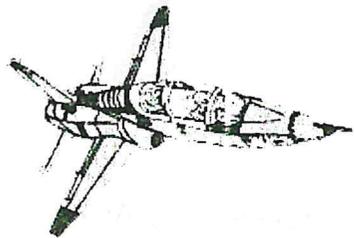
<david@davidglover.com>
sends these stories along for
your
amusement:

In his book, Sled Driver, SR-71 Blackbird pilot Brian Shul writes: "I'll always remember a certain radio exchange that occurred one day as Walt (my back-seater) and I were screaming across Southern California 13 miles high. We were monitoring various radio transmissions from other aircraft as we entered Los Angeles airspace. Though they didn't really control us, they did monitor our movement across their scope.

I heard a Cessna ask for a readout of its ground speed." "90 knots" Center replied. Moments later, a Twin Beech required the same. "120 knots," Center answered. We weren't the only ones proud of

our ground speed that day as almost instantly an F-18 smugly transmitted, 'Ah, Center, Dusty 52 requests ground speed readout.'" There was a slight pause, then the response, "525 knots on the ground, Dusty."

Another silent pause. As I was thinking to myself how ripe a situation this was, I heard a familiar click of a radio transmission coming from my back-seat. "Center, Aspen 20, you got a ground speed readout for us?" There was a longer than normal pause . . . "Aspen, I show 1,742 knots" No further inquiries were heard on that frequency.



Actual PG Towing

David Prentice
earthcog@yahoo.com
writes:

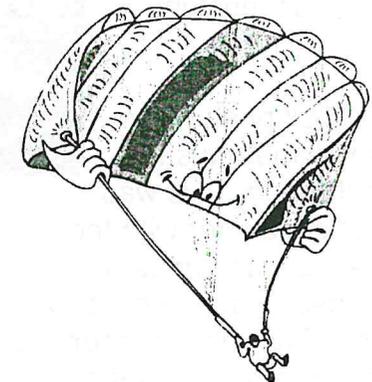
Well I guess the French guy who wrote the email saying aerotowing a paraglider can only be done in the smoothest of air, were not fully informed! Today Bobby aerotowed me to 2,000' agl into 500 fpm lift from which I skied out and flew 5 miles x-c! Now he is going to tow me till he runs out of gas 10,000 plus agl! Details later!

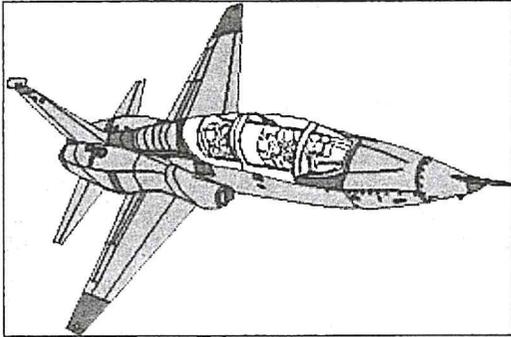
Later:

I just landed and I'm still shivering with chills from my 3,200 meters, 9,600 ft tow. We believe this to be the World's highest tow of a paraglider! The only reason I pinned off is because Bobby was freezing his ass off in his shorts, we still had over half a tank of gas!

After my mid day aerotow and x-c flight in 500 fpm lift earlier today I wonder if the naysayers will still keep the stance that this is only for skilled pilots in only the "smoothest of air"? We would not be surprised at this attitude, and for this exact reason the Wright brothers were here pioneering flight, and not the French!

But we also think the French would probably not claim this naysayer as one of their own! If we all had this type of attitude, there would never be any





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KEEP UP WITH THE LATEST UP TO DATE NEWS.

LOG ON TO THE CLUB WEB SITE

www.dhpc.org.uk
Site updated regularly
by Pete Logan

Woody (the Parlick poet)

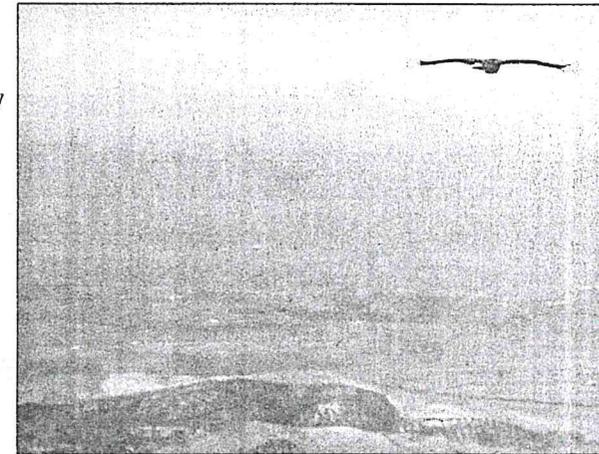
Parabloodyhawking ?

Oh how I'd love to Parahawk
Amongst the peaks so airy
And how I'd loath to go below
With a wheezing, old Canary.
I dream that I will fly with birds
But, as yet I've had no luck
I thought I saw a Flamingo

once
But it was only a Ruddy duck.
Now to thermal with an Eagle
I would note in

my log book
But up to now, nothing like,
Not even shat on by a Rook.
one for the mag
Tits like coconuts!
Sparrows prefer grain
If I'm to soar with Vultures
I'll have to go to Spain
So Penguins rarely thermal?
That's very strange I know

now the Arctic trips been cancelled
You can keep the soddin snow.
I'd like to loiter with an Albatross
If I did I'd 'phone ya
But as you know my name is Wood
And it really should be Jo-



anna.
Why can't I fly with Condors?
I fly exotic places
I've flown South and East and North and West

In fact all of Parlick's faces.
So there we are, all alone
Not even a Swallow or a Spit
I hope you'll excuse the spelling mistake
I meant to say a Tit.
Woody (the Parlick poet)

ONE TO TRY ON THE WEB

Hi to all

Here is a really good weather site,

<http://theyr.net/cg/cny/I1590c7/>

F=js*L=LC*s*030617*18*EN*enl_Hull

This gives you 3 days of weather from any one of about 12 monitor site in the UK.

You can tell it what to display but I have mine set to wind strength, temp, cloud and rainfall.

Along the top of each day is a film icon - click on it and the site downloads 6 one hour takes of the weather in that period and then runs them in an animation.

Very useful and quite accurate (which is why they only give 3 days info, any more becomes less accurate).

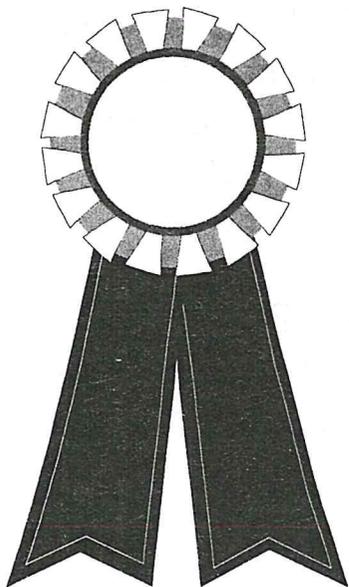
Have fun!

Trevor Birkbeck



Trophy	2003
Dales HG XC Shield <i>1st place XC League</i>	Trev Birkbeck
Founders Trophy <i>Longest XC from the Dales</i>	Trev Birkbeck
Baildon Sod HG <i>Winner HG</i>	No Winner
Dales PG XC Shield <i>1st place XC League</i>	Jake Herbert
Founders PG Trophy <i>Longest XC from the Dales</i>	Jake Herbert
Baildon Sod PG <i>Winner PG</i>	Dave Smith / Pete Logan
Northern PG Trophy <i>Best total dist in 1st yr of XC</i>	Andy Wraith
Active Edge PG Cup <i>Best 1st XC</i>	Dave Buxton
Cock of the Dales <i>Most enthusiastic pilot</i>	Zena Stevens
Cockcroft Cup <i>Most improved pilot</i>	James Goldsborough
Fairbrother Trophy <i>Pilot's Pilot</i>	John Ellison
Mark Sellen Trophy <i>Services to club</i>	Pete Logan
Stained Glass Trophy (HG) <i>War of the Roses</i>	No Winner
Stained Glass Trophy (PG) <i>War of the Roses</i>	Score Draw
Apco HG Cup <i>Best total dist in 1st yr of XC</i>	No Winner
Beaumont HG Trophy	No Winner

2003's Dales Club Trophies.



One or two names remaining the same this year. The PG XC league was lead most of the year by John Ellison but he was pipped to the post by Jake with a storming flight to the NE whilst John was out in Larangne for the Nationals. John gets the Fairbrother for some sound help and advice to many over the summer. One or two Hang Gliders putting up some competition for Trev might be helpful. At this rate we'll

have to get this year's sponsor to donate for second place in the HG league. James gets a gong for a good performance in some rounds of the BPC this year and Zena collects for always being out and some big walk-ups for a little 'un, trying to get some points for the Dales in the BCC this year.

The Baildon Sod was, according to judge Scott Armitage, impossible to call between Pete Logan and Dave Smith so some kind of shared custody battle will no doubt ensue. Dave Buxton coped with a strong day down on Pandy Ridge, which left many decent pilots grounded, to put in a solid 10km first XC. Andy had a few XCs with a highpoint in this year's fantastic Lakes Charity Classic. He'll probably need to get out of his current habit of landing during comp tasks to relieve himself in order to progress ;-)

Pete Logan

Coaching Announcement

Coaching

The Sir George Cayley Sailing Club are holding the first of what will hopefully become regular meetings throughout the North of England, to assist Club Coaches to pass on their skills.

This will also be a useful arena for discussing any coaching issues. We have the backing of the B.H.P.A. and many influential people in hang gliding and paragliding will be offering help!

The first meeting is to be held at the 'Wellington Oak' pub' on the A1079 road at Pocklington near York on Saturday 21st Feb' 2004 starting at 10.30 am.

It is hoped that most coaches [and those interested in becoming a club coach] will attend.

It is also hoped that other clubs will host meetings in the future to ease the burden for drivers. Our club will be paying travelling expenses to our club coaches [who will be expected to share transport] and it is hoped that others will do the same.

If you have any queries, or would like further details you can reach me on 01964 535436 or at berz-insweb@aol.com.

Pete Logan will coordinate any Dales members interested in going webmas-



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
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Brighouse
West Yorkshire
HD6 3QR
07990 730143
skywords@dhpc.org.uk



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America's finest lead you

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Feb 21 - Mar 07 (ONLY A FEW PLACES LEFT)

Tour: Carnival Tour
Guides: Brazil advenTOURS

Route: Carnival in Rio / South Wind Route.

Start with the Rio Carnival to get you in the mood, and then fly some of Brazil's most fantastic flying sites. You'll still be reeling when you get back!

Cost: £1050.

Mar 06 - Mar 20 (FILLING FAST!)

Tour: Flybubble Tour
Guides: Carlo Borsattino, Flybubble Paragliding & Brazil advenTOURS

Route: Exclusive Tour.

A special trip specially organised by Carlo Borsat-

tino with Brazil advenTOURS to maximise quality flying time and minimising travel. Be assured, this will be the trip of a lifetime!

Cost: £1100.

See the Brazil advenTOURS web site for more info & photos!

www.braziladventours.com.br

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Carlo Borsattino

