

WINGS & THINGS

I am selling my trusty DAVRON 808GPS, serviced in July 2003 with a new battery and updated software. It comes with a speed probe and battery/car charger, all manuals and service history. Sensible offers only as it is in mint condition.

If interested contact Mark Ashcroft on 01969 663106 or via e-mail at markashcroft@breathe.com

DAVRON 300+ ALTIVARIO EX. COND. £125.
DAM-IT FLYING SUIT WITH ZIP OUT FLEECE
LINING (5' 10") £55. APCO ASTRA (LARGE)
MUSEUM PIECE NOW BUT WAS THE HOT SHIP
OF ITS DAY
tony.jinfoot@btopenworld.com

Frantic Free X Plus (med) DV 1-2 50hr only, still crisp, one owner, cheap £595
Contact Ron Freeman, 01670 816924.

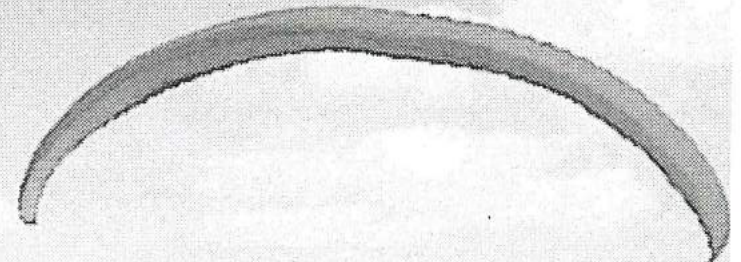
Alinco DJ-190 E.
2 m radio with all the usual features.
Always used and stored in a radio pocket so very good condition.
Complete boxed with instructions and charger.
£100.
Contact 0113 250 4893 or james@jamesgoldsborough.co.uk

A rare chance to purchase my NOVA Windsack (less than 50 hrs & still crispy), with custom built collapsible pole included for only £1200. Now this may seem a tad expensive, but it does come with all the usual suspects; NOVA X-Act 25 (DHV 1/2), HighAdventure harness, Charley reserve, Brauniger vario, Alinco radio, SupAir flying suit and lots of other extras. E-Mail me for the full list.
Contact Mike Ross, 0779 000 2803.

Nova exact 125 (med) good condition 50-60 hrs, with harness and helmet £550.ono.
Flexifail Buggy, as new c/w Kite. £325.ono.
Ken Walker, 01423 504703 or 07773350606

APRIL
2004

SKYWORDS



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

2. H.P.C. COMMITTEE

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johnwingover@hotmail.com

SCOTT ARMITAGE
01943 601815

COVER PHOTO

Les Cowling Takes off on
Lijar (Algodonales)

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 Spillett	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.

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 CHECK BEFORE FLYING (LAMBING)

WHAT'S ON

APRIL 18th
Para Re-Pack

MAY 6th.
Cub Night

JUNE 3rd.
Club Night

JULY 1st.
Club Night
Jockey Sanderson

Inside this issue:

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CHAIRMAN'S CHAT

Most of the old hang gliding lags will remember Shaun Wallace, life long HG instructor who moved out to Oz to teach - looks like things haven't gone too well for him and his family recently...

Immigrants in Oz

Gordon Marshall

<Gordon@hangglide.com.au> writes:

It is with great sadness that I send this to you. After nearly ten years in this country my Chief Instructor/friend Shaun Wallace has been told by the department of immigration to leave the country, Shaun, his wife Jackie and two children Laura and Tina have 1 month to get out of Australia, They are devastated. (I had a look around my place and it would take me a hellovalot more than 4 weeks to organise a move of that magnitude)

Shaun has been in my employ since 1998 (after the tragic death of his previous sponsor Andrew Humphries). Six years of faithful service, a dedication to safe training and many innovations in the training of hang gliding students,- dismissed by some bureaucrat. Western Australia-(250million+ square kilometres) is now left without a hang gliding flying school.

Shaun holds qualifications as a Chief flying instructor (hang gliding 17+ yrs instructing) Paragliding and Microlight instructor; however the bureaucratic apes at the department of immigration deemed him insufficiently qualified(?) to remain in this wonderful country, even after several letters of support from members of parliament, mayors, manufacturers, the HGFA and several hangies. The gap, the ever widening gap between morality and legality is incredibly frustrating to say the least. You see, Shaun's 'round peg' doesn't quite fit the required 'semi-elliptical' hole.

In the six years that Shaun has been in the employ of Sky Sports there have been some notable achievements. Each one of these would require a few pages of information to tell the complete story/adventure.

1. Not one incident/accident involving a student that required attention by a doctor. A safety record that I am proud and humbled to be associated with.
2. Many happy, qualified pilots.
3. All the company vehicles are painted purple. (something I am not to sure to be associated with, but I am stuck with it)

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 NORTHERN PARAGLIDING

Pos	PILOT	1	2	3	4	5	6	TOTAL
1	GRAHAM LAYCOCK	13.5						13.5
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								

2004 Dales Hang Gliding XC League
Open 1 January sponsored by

Pos	Pilot	1	2	3	4	5	6	Total
1								

- The hang gliding simulator.
- The marketing CD

6. The innovative and highly successful Training Trailer, this beastie has improved the early stages of training out of sight.

7. The FM transmitter, helping the 'virgin' students get into their first thermal and the 2nd and 3rd---

8. The wonderful 'Portable Hanger'. Without the dedicated help of Shaun this project would not have reached completion.

9. How can I forget the 'ski's' for landing tandems on the sandy beach, we had to test them on myself and Shaun prior to the paying fare.

10. Tandem wheels, both varieties, super duper heavy duty and the ones that the lower limb impaired people use.

11. The ongoing dedication, unwavering, unbiased, service that Shaun has provided to each and every one of his students and anyone that required assistance in any shape or form in the field of aviation. There is much more that I could say and what I have learned from this talented man, the stories are bold the achievements a huge

and the memories are held dear.

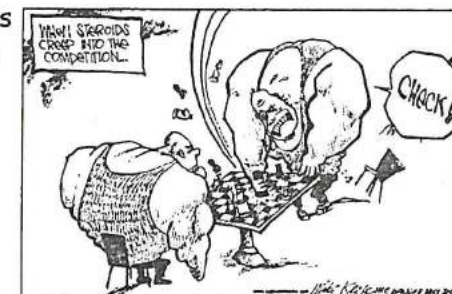
All the best in the future Shaun.



New Maps from CAA

The CAA is bringing out new versions of the 1:500,000 maps - this is the size that is best to fly XC with; the S. England and Wales is out on 15th April whilst the N. England one should be available on 13 May. I've been promising myself to get up to date so I'll be first in the queue.

Oz report anti-drug testing campaign



Davis Straub is rightly very much against drug testing coming into

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(Continued from page 5)

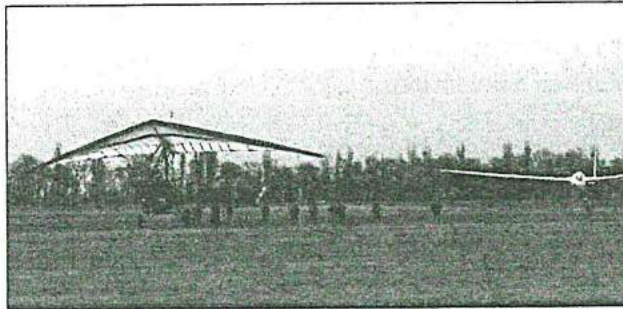
hang gliding and paragliding competitions - this cartoon shows the effect of it coming into chess games....

Ukrainian Ultralight Sailplane

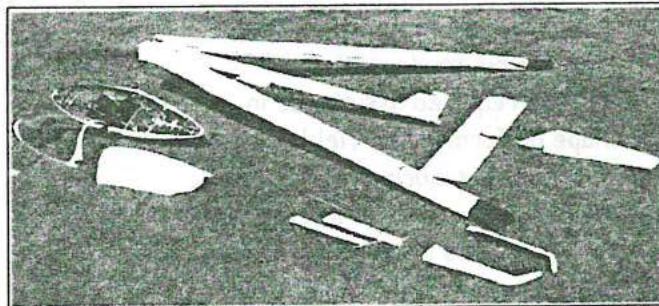
A very light weight glider from rigid wing parts.

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

Today the highly anticipated AL-12 ultralight Sailplane made it's maiden flights in Ukraine. I don't have any details of the flight, but I wanted to send some photos.



The glider in the photos is the very first one made and the aircraft is not yet in production. At www.justfly.com, you can see more photos and stay updated on the information about this aircraft which uses the D-cells from the Aeros Stalker and is designed by the folks at Aerola in partnership with Aeros Ltd in Kiev.



The photos show the AL-12 on tow and the aircraft in it's 'broken down' configuration. Portability as well as being able to be flown from hang gliding flight parks using hang glider tugs has been the criteria for design.

Trevor Birkbeck

PARACHUTE RE-PACK

We have managed to once again procure the valuable services of non other than DAVE ELLIOTT to assist and advise in the re-packing of those brick like lumps of plastic we hope we never have to use. When it is needed you really want it to unfurl neatly and not drag you to your death. We don't want your last thoughts to be " I've been carrying 3Kg of useless bl...y weight up the hill for and now its let me down!!!" – So now is your chance to get it sorted. Do it... or DIE!



Date Sunday April 18th

Time 12:30

Place St. Andrews Church Hall Skipton

Booking Contact Tony Pickering on 01943 46632
anthonypaulpickering@hotmail.com
Further details will be sent once booked.

Cost £5 to cover costs only.
Payable in cash on the day.

Please note that folks who book and then don't turn up will be pursued for the cash !

Free Flight Panoramas and BBC website

DHPC member Kate Maddison has put together 12 paragliding panoramas in aid of the Yorkshire Air Ambulance. They can be seen and purchased at:

www.xc-art.co.uk

"As a pilot who flies regularly in the remoter parts of the Yorkshire Dales, I value the service that the Air Ambulance offers, I like to know it's there if ever I should need it!"

Kate is selling laminated large photo print copies of these Panoramas as a fundraiser and all the profits will be donated to the Yorkshire Air Ambulance. They are between two and five feet in width.

"It's a unique chance to purchase a stunning image and support a good cause" says Kate

PANORAMAS is a fundraiser by Kate Maddison for the Dales Hang Gliding & Paragliding Club, and is supported by Maple Leaf Images, Skipton and Chrysalis Arts, Gargrave, North Yorkshire.

The DHPC now has an entry on the BBC website, North Yorkshire area:

[http://www.bbc.co.uk/northyorkshire/sport/adventure/hang gliding/index.shtml](http://www.bbc.co.uk/northyorkshire/sport/adventure/hang%20gliding/index.shtml)

(note there's an underscore between hang and gliding in the address above)

Peter Logan

www.xc-art.co.uk

Shining Tor Appeal

Dear Fellow BHPA Clubs, From Peak Soaring Association

The Bloreng, Tinto, Long Mynd, Bell Hill and now Shining Tor

Please forgive this long mass mailing, we have to start somewhere. We are asking for your support to help purchase the fifth site to be owned by a BHPA Club. That site is Shining Tor, the best westerly for both HG and PG in this area. The farmer, a most supportive landlord for over thirty years, has announced he is to retire and will sell the site. It is highly likely that the site will be lost as a flying site if it goes into other hands. The cost could be considerable, beyond 100k for this 114 acre site so you can see that we need all the support we can get.

How are we going to get this funding together? The two local clubs PSA and Derbyshire Soaring Club, who have many members in common, are combining their funds and fund raising. Applications are being made to grant bodies. The BHPA Reggie Spooner Fund, which helped secure Bloreng, Tinto and Long Mynd is now exhausted. However the four site owning Clubs are being supportive with their advice and help.

We would now like to ask you for your support. You may ask why?

Obviously because you are extremely generous and nice people who want help fellow pilots! However from a practical point of view, all the previous purchases have proved advantageous to HG and PG pilots nationally by establishing our sport as both involved and responsible. Through these purchases BHPA Clubs have moved into the community of site owners and are able to demonstrate both experience and an understanding of the rights and responsibilities of site ownership. Because the PSA believe this is an important part of our sport, it will be declared that the funds that are raised by PSA if not used for this purchase, outside of grants and pledges from other clubs which will all be returned, will be made available for any other BHPA Club trying to secure a site. We have taken advice from the four original purchasers about the status of the site following purchase - the issue of whether it will be an "open" site. Their advice, which we think makes sense, is that all BHPA members will be able to fly the site through an open membership scheme of many levels that helps maintain proper ac-

(Continued on page 8)

(Continued from page 7)

cess, order and club contact.

What do we want you to do?

Please will you consult with your committees and members and decide if you can make a pledge of funds to PSA. We are using the term "pledge" because we will only need you to release the funds when the purchase is imminent. In addition by supplying us with a pledge we will be able to demonstrate to funding and grant bodies a level of national support for this purchase, so though the money is helpful your support also has great value. If the purchase fails your pledge will not be redeemed, you will not lose your money.

What else could you do to help us?

We will be running a raffle and would hope that your members may be enticed by both the prizes and generous nature. If you would be willing to sell tickets please reply. If individuals would like to make a donation they would be most welcome, no matter how much.

In summary, please could you do the following.

1. E mail me back so I know I have contacted the right address!!
(These addresses were from Sky-

wings)

2. Ask your committees or members if they would be willing to make a pledge from Club Funds.
3. Tell me if you are willing to help with fund raising through selling tickets to our massive raffle.

We hope you recognise that if you were in the same position as PSA you would want the support and help of other BHPA Clubs. Thanks for reading this.

Best Wishes

Bill Morris
PEAK SOARING ASSOCIATION
(PSA) SITE PURCHASE AP-
PEAL

Raising Funds through Club and Individual Donations, Pledges from BHPA Clubs, Extended Memberships, Grant Appeals. To secure the future of Hang Gliding and Paragliding Flight at Shining Tor.

psasiteap-
peal@midflight.prestel.co.uk
Chair : PSA Working Party Bill Morris 01332 781834
Chair PSA : Dave Cowan 01782 327995

CLUB NIGHT 1st. JULY 2004

JOCKEY SANDERSON

Jockey will be talking on various topics, mainly SIV, XC and no doubt his videos



(Continued from page 19)

Friday 11/08/2000

Billy's Comments: GB

Light Westerly? All the moisture had gone

"Best conditions in years"

JE "Ooh La La" 63k GB to Annecy and back (4.5 hours)

Today was the big one. THE best flight I had ever had! We met up on take off and chilled out for a while. I was suffering badly from celebrating the previous day's flight and was in two minds about taking off. Several litres of water and a sandwich later my head had returned to my shoulders and I decided I would fly! Lesson: Do not get so p**ed the night before that you can not fly the next day! There will be plenty more opportunities for a 'few too many' when there is no chance to fly the next day! We all set off from GB and followed the route we had flown most of the time- from take off, over the back to climb to cloud base then a glide over to Pic De Jallouvre on the Chaine Du Bargy. We all met up above the ridge much to the delight of Bob and Caz, both happy to keep all the group up and together. "Bloody amazing sport this!" Caz commented on the climb to base, a sentiment that was in all our minds! From there we glided over to the rear of Mont Lachat and onto the Col de la Buffaz. The valley breeze was coming up both sides of the Col causing an area of convergence where we took a climb back to cloud base. Yippee! Here we go again! Lesson: Bob had explained to us the aim of our flight. He stressed to us to consider the flight as a series of small steps, from A to B, B to C and so on. This helps to concentrate you on the task in hand and you achieve that task as best you can before you

push on. From there we glided over the top of Tete Ronde, climbed again and pushed on to the Dent du Cruet, a set of cliffs at the back of the Dents de Lanfon. Wow! We made it to Annecy! We soared up the cliffs; turning 360's once we were above them, thermalled up above them then flew on over the Dents de Lanfon. The view was amazing. Below us were tens of gliders all flying round the area to the east of the lake and in the distance gliders were visible on the Roc de Beuff! Just a few days earlier our goals had been to fly round this lake having driven there from GB, now we had FLOWN there and were on our way back home to GB, which was clearly visible from Annecy!

A feeling I had not felt before suddenly griped me. The whole landscape seemed smaller, like Bob's relief map! I was beginning to piece the place together. I had flown here at Annecy and GB before. Now I was connecting the two! Cool!

The rest of the flight was a similar route to the previous day and we landed in the Grand Bernond landing field ecstatic and buzzing! A group meal ended the proceedings followed by serious drinking in the two guides till the early hours!

And so ended the course. I can thoroughly recommend Bob's courses (www.bobdrury.com) to anyone and will be returning for another as soon as possible! I hope you enjoy reading this as much as I have enjoyed writing it.

Lesson: pay for tuition and guidance / retrieve, you make the most of the day and the weather conditions! Oh, and buy John Ellison a drink at every opportunity!



Shop Online

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www.northern-paragliding.com

Pure Flying Fun

SPRING IS COMING, ARE YOU READY?...



Touching Cloudbase
4th Edition, Ian Currer
The long awaited, massively improved version of the classic manual. A MUST HAVE!!
£16.95



Red Bull Vertigo
Just arrived, the new Red Bull Vertigo DVD is packed with superb acro action from the 98 to 02 Vertigo comps as well as lots of bonus extras.
£29.99 DVD
Available on VHS **£24.99**

FreeX Balacava
Fleece except for lycra skull cap and mesh breathing panel. One size.
£15.99



Gin Writer Gloves
Very warm, windproof & breathable flying glove. Great value!
S-XL
£29.99



Skywatch Fun
Great value wind speed indicator. Adjustable units, small & compact. New lower price!
£39.99
NEW LOWER PRICE!



Windsock & Pole
1.2m windsock with 3-piece collapsible aluminium pole. Fits in the back of a harness.
£19.99



Mini Compass
Classic harness-mounted compass. Hundreds sold!
£25.00



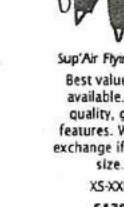
Hook Knife
Essential safety knife with moving blade.
£12.50



Cloudchaser Helms
Full-Face carbon-kevlar helmet. EN966 certified. 700g. White, Silver, Grey, Blue.
SUPERB VALUE
£79.95



FreeX Thermalator Suit
Superb, warm suit with 5 pockets, snow gaiters, boot loops, optional knee & elbow pads.
S-XXL
£149.95
WITH FREE MARMOT THERMALS WORTH £50!!!



Sup'Air Flying Suit
Best value suit available. Top quality, great features. We will exchange if wrong size.
XS-XXL
£130



BONKERS GLIDER CLEARANCE!!!

New gliders - end of line

	Was	Now
Apco Fiesta II S Turquoise	£1850	£1575
Apco Fiesta II M Royal Blue	£1850	£1575
Apco Fiesta II M Turquoise	£1850	£1575
Apco Fiesta II L Violet	£1895	£1600
Apco Fiesta II L Royal Blue	£1895	£1600

Ex-demo gliders

Apco Fiesta II S Violet - 10 hrs	£1850	£1295
Apco Fiesta II L Red - 15 hrs	£1895	£1200
Apco Presta S Violet - 50 hrs	£1900	£1050
Apco Presta S Royal Blue - 3 hrs	£1900	£1400
Apco Presta M Red - 1 hr	£1950	£1500
Apco Presta L Red - 1 hr	£1950	£1500
Apco Keara S Royal Blue - 1 hr	£2150	£1600
Apco Keara M Turquoise - 5 hrs	£2200	£1600
Airwave Sport L Blue - 20 hrs	£2045	£1400
Airwave Wave M Sky Blue - 2 hrs	£1950	£1450
Edel Live M White - 2 flights	£1895	£1000
FreeX Joker S Red - 2 hrs	£1750	£1400
FreeX Joker M Red - 10 hrs	£1750	£1350
FreeX Joker M Red - test flown	£1750	£1450
FreeX Joker M Red - 5 hrs	£1750	£1400
FreeX Joker M White - test flown	£1750	£1450
FreeX Moon L Red - 1 hrs	£1850	£1400
FreeX Moon L Blue - 2 flights	£1850	£1450
FreeX Moon M Blue - test flown	£1850	£1450
FreeX Blade L Blue - 1 hr	£1950	£1450
FreeX FXT M White - 3 flights	£1800	£1200
Gin Bolero Plus M Red - 10 hrs	£1899	£1500
Gin Oasis M Ocean - 5 hrs	£1999	£1500
Swing Arcus 1 S Blue - 30 hrs	£1799	£1000
Windtech Pulsar S Red/Wh/Blue - 5 hrs	£2049	£1650
Windtech Tonic 27 Red - 10 hrs	£1799	£1200
Windtech Tonic 29 Yellow - 10 hrs	£1849	£1250

WITH HALF PRICE HARNESS OR RESERVE WITH THESE AND USED GLIDERS! WE MUST BE MAD!!!

TAKE A LOOK AT OUR NEW-LOOK WEBSITE FOR ALL THE LATEST PRODUCTS AND OFFERS...

WE WANT YOUR PART EXCHANGE!! TOP PRICES OFFERED ON WINGS, HARNESSES, RESERVES AND INSTRUMENTS



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ting up with the discomfort and stress as it enables you to achieve a goal. I try to think about what comes after the 'scary' bit I am in at that moment! Stick with it! But obviously know when to quit if it is dangerous. The others saw me climbing and headed back to join me. As soon as I had enough height above the ridge I ran for it (bravely bugging off!). Once I was out of the valley and could see Plan Joix I relaxed and took a few photos whilst deciding where to aim for. It

was amazingly satisfying to fly to the site where I first flew with my friends a few years ago on my first visit to the Alps.

When we were discussing the flight that evening, Will was genuinely surprised at the conditions we had suffered. He and Chris had taken off, flown straight into a fat juicy thermal in the bowl and climbed out! LUCKY B***ARDS! They were sitting above the Brevont waiting for us to catch up! There were looks of surprise and disbelief all round! Same route, same day, different flight! Billy said, "I found my limits today!" Bob said, "I was about to bin it until you guys starting to climb!"

The rest of the flight was peaceful by comparison. Billy commented "All those green fields (at Plan Joix) looked VERRY appealing after the Chamonix valley, I'd had enough and they were all beckoning me!"

We all eventually landed at the Plan Joix landing field, said hello to Dennis

Trot and Kenton Birch (top guys) then headed off to Annecy...

1st flight: 1:23min, 15km, 2454'ato

Our second flight was memorable for a better reason! Epic!

We took off from Mont Min, flew to the pre-Dents and then on to the back of La Tournet. From there we glided over towards the Chain De Aravis. On the glide we lost a lot of height and ended up scratching in a wide and fairly flat valley with a bowl at the back. I re-



remembered what Caz had said about speeding up and slowing down as conditions dictated. We scratched around for what seemed like an eternity. I gave up worrying about going down and thought of all

the time I have spent scratching around on the South Downs. Slowly Caz and I found a weak thermal, which took us to the back of the bowl where it broke free and took us up to the Chain De Aravis! From there it was a fairly easy flight along the amazing range back towards Grand Bornand and home! We landed, grinning from ear to ear and headed to the bar for a bottle of wine!

Billy's Comments: Annecy Some pilots attempted to fly to GB "Not as easy as anticipated" Annecy to Grand Bornand

2nd flight: 2:40min, 29.5km, 3582'ato

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Took off at 1pm

"As rough as it gets"

Landed at Plain Joux

JE: am. We all piled into the minibus and set off for Chamonix. Bob had briefed us about the flight. We were to try to fly out of the Chamonix valley to Plan Joix and possibly back to GB. He said the likelihood of being able to make it back to GB was not high, due to cloudbase being too low to gain enough height for the transition between the cliffs behind Plan Joix and the Chain de Aravis. I was nervous, as I had heard tales of strong valley winds and turbulence in the valley. Bob said that we were aiming to be taking off for 11am, as the valley breeze would not have had time to set up too strong. We had a disastrous time getting there. First we were stopped by the police en route because they thought that Bob's driving licence did not cover him to drive a minibus with the number of seats it had fitted! Then we hit roadworks that delayed us further.

We arrived at the Brevont cable car and ascended the first section. From there it was a 10-min walk to the take off. The take off is in a bowl on the side of the valley and has the disadvantage that the cables for the car to the top of the Brevont pass overhead in front of take off. We hurriedly prepared and quickly took off. The time? 1pm! Double Dohh!

I took off and was very quickly joined by Harvey and Billy. We flew out along the bowl and hit a good strong climb – right under the cables! Triple Dohh! The three of us continued round into the valley, almost flying in formation as we had taken off so close together. (Cue the Dam Busters theme tune!).

Once out into the valley flow we flew into some of the roughest air I have flown in! I was constantly actively flying the glider to keep it under control.

Lesson: To fly in the dynamic conditions of the Alps you must actively fly your glider. If you are not on a glide, fly with some brake pressure. This helps in two ways. Firstly, as the slack in your brake lines is taken up this will increase the feedback you feel from the wing. Secondly, the angle of attack increases, which increases the wing's resistance to closures. The key to active flying is to keep the wing above your head. If the wing starts to rock backwards then release some brake to increase its speed to bring it back above you. If the wing dives in front of you apply as much brake as is necessary to stop the dive. Release the brakes as soon as you start to swing through. If I feel the brake pressure of my glider suddenly decrease I have found this indicative of an impending closure, so I jab the brake which further increases the angle of attack and also pushes a pulse of air to the front of the wing. This helps to keep the leading edge open. I have tried flying in still air and momentarily jabbing both brakes hard. I can see a 'pressure wave' of air run from the rear to the front of the wing. The strong valley breeze was making the strong thermals broken and hard to work. We were getting what is technically known as "a right kicking"! I found a thermal and was still getting a kicking but decided that I would stay with it as at least I was going up and up meant I could "get the hell out of here"!

Lesson: You may not be happy where you are, but sometimes it is worth put-

French Flight Dictionary Page 11

I was feeling a bit European last week so I wrote a french version of the flying dictionary on the website.

http://www.dhpc.uklinux.net/dhpc/dictionary_fr.php french version

<http://www.dhpc.uklinux.net/dhpc/dictionary.php> english version (180 entries and counting)

Some of the entries are soon to be a regular feature in Cross Country magazine so a foreign language version in German Spanish and French won't go amiss.

If anyone could correct what I'm sure is shockingly bad French then please email me. webmaster@dhpc.org.uk More reliable German and Spanish pages will be arriving soon.

**Peter Logan
www.dhpc.org.uk**

Or Lessons learnt. Part 2

In 2000 I had the good fortune to be booked on Bob Drury's XC course. It turned out to be one of the most memorable experiences of my life!

Friday afternoon I picked up one of my friends John 'Billy' Connolly from his house in Enfield and set off for Luton Airport where we met up with another friend Harvey Rofit. Harvey was early (a first!) so we all set off for the bar for a 'chat'. Several 'chats' later we swayed onto our Easyjet flight to Geneva.

Lesson: Get to the airport early, front of the queue, to avoid paying excess baggage (hopefully!). Book tickets as early as possible (Easyjet return flights from £30!).

We were met at Geneva airport by Rob, our retrieve driver for the week. A short while later we were carrying our gear into the Delta Hotel in Grand Bernard.

Saturday morning was grey and overcast – did not stop us tourists turning out in our lucky flying shorts and getting strange looks from the locals! We met up with the rest of the members of the course:

Punters

John (me) Red Nova X-Ray
Billy Blue Apco Sentra
Chris Yellow Apco Santana
Harvey Blue Gin Bandit
Jeremy White Airwave Alto
June Blue Ozone Electron
Trish Violet Airwave Alto
Will Blue Edel Promise

Skygods
Bob Drury Yellow Ozone Octane /
Red Ozone Cosmic Rider Tandem
Kaz Harland Blue Gin Bonanza

And in the blue corner...
Mark Stewart Blue Gin Bonanza
Rob Blue Ozone Octane
Graham Blue Gin Bonanza

Breakfast in a café by the town square was followed by a briefing in a room under the Two Guides bar (the best in GB – Genevive is an excellent host – say hello from me!).

Bob got out his relief map (a 3-D map) of the area. It had some different landscape we did not recognise – it had been tied to the roof of Bob's car under the pushchair from GB! Bob talked about the way the mountains develop their own meteorology. This is a complex wash of different winds from different directions at different times.

BASICALLY, the day starts with basically meteo wind. Imagine a day with no meteo wind. The sun heats the ground, which in turn heats the air immediately above it. This air becomes less dense as the ground heats it and forms bubbles of buoyant air. These bubbles will eventually break away from the ground and rise – THERMALS! This is when the fun starts!

So where do the thermals leave the ground? The best explanation I have heard is the water analogy: imagine the mountains dipped in water and turned upside down. Where the water drips off is where the thermals break away. This also means that the bub-

de Beuf.

The rest of the group had pushed on along the Roc and were miles above me. I still had enough height and was impatient to get back across the lake and try to get back up to take off at Col de la Forclaz. I set off in the now familiar ark and promptly headed for the wrong section of the opposite ridge! Dohh! The section I should have flown to is a small spur, which sticks out towards the lake into the valley breeze.

Lesson: Having the directional sense of a lemming is not good! It is essential to plan ahead and know where you are going! Look at your map prior to take off and try to plan a route and imagine yourself flying it, and then there will be fewer surprises when you get there.

I slowly soared the ridge back up, which was very hard as the valley breeze was blowing almost along it, and finally pushed round to the 'into wind spur'. Bob came flying over en route and soared effortlessly up past me!

Lesson: Bob has lots more experience and lots more bottle than me! He was soaring much closer to the trees than I felt happy doing. When the lift band is as narrow as this you need to get in as close as you can to get the best lift. A good technique is to weight shift AWAY from what you are soaring and use opposite brake to fly straight. Any collapses on the side of the wing closest to the ridge and you are already weight shifting against them, any on the side of the wing furthest from the ridge and you will turn away from the thing you are soaring (ridge / cliff).

Eventually I managed to climb above take off and follow Bob. We went over to a large peak behind take off called La Tournette. The top was in cloud. As we glided over I had about 100 ft above Bob. I managed to connect with the ridge lift but Bob did not. The small difference in height made all the difference. When I connected with the face I noticed about 10 birds (blackbirds?) circling and decided to join them, thinking they were thermaling. As I arrived I discovered they were looking for roosts with another 100 or so birds. Suddenly the air around me exploded and I found myself circling with a swarm of birds, all squawking at me! I chased them round for a while and then flew down towards the landing field on a nice glide with a grin on my face. The air was so smooth I decided to try lighting up a cigarette! It worked and I glided down the lake having a peaceful smoke, flying the glider by weight shift. At the end of the lake we spiralled and wingovered off some height and landed at the landing field, where the rest of the group had landed earlier. Billy and Harvey continued with my 'Larger Training'. I had not drunk larger before this trip!

Lesson: A small relative difference in height on a glide to a ridge can make all the difference between going up or not. Oh, and there is a bar at the landing field at the end of the lake! Hic!
2nd flight: 2:11, 29km, 2076'ato

Billy's Comments: PM Annecy
5 lake virgins did tour de Lac

Thursday 10/08/2000

Billy's Comments: am Chamonix Plan
Praix take off, Brevont cable car
Nil wind - "take off by 11:30 latest"

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THAN YOU THINK IT REQUIRES. IF POSSIBLE COMPLETE AN S.I.V. COURSE.

1st flight: 1:08min, ??km, 1610'ato

Billy's Comments: AM GRAND-BORNAND

Conditions similar to yesterday
Mid air in front of take off

JE: PM Annecy. Another try at the tour of the lake. I set off near to last of the group, climbed up to the cliffs behind take off and chased after the group towards the Pre-Dents. The rest of the group were meeting up at altitude. I kept

hearing Harvey repeatedly asking Bob and all "Have you all crossed the lake yet?" and after asking for the dozenth time, everyone yelling "NO, NOT YET!"

I managed to get some height at the Pre-Dents and pushed on to the Dents de Lanfon. Here I struck a problem. I was looking at the sun, the trees (for thermals rustling the leaves), trying to imagine where the valley breeze was causing dynamic lift etc. Nothing seemed to work until...

Lesson: Bob said "If you try somewhere and it is not working do not just

stay there until you land, if there is another alternative within reach push on and try it."

I decided to 'stop making things complicated for myself' and flew over to where other gliders were climbing. Surprise, surprise, I went up!

Lesson: If you can see other gliders going up it's a VERY good sign of lift! Bob has a knack of being able to thermal AND constantly watch gliders all over the area – not just for collision avoidance – but to see who is going up fastest. If someone is climbing considerably better than you within a short glide then go and join him or her.

Other gliders will soon swarm into your thermal if it is you that is the one going up faster! If you have lost or fallen out of the bottom of your thermal and you have managed to get above a number of people watch them all. If someone ap-

pears to start climbing fly over them and try to put yourself above them in the thermal they are riding. They will fall out of the bottom before you and you will top out in the thermal much higher than they will! Gliders are excellent thermal markers.

The rest of the group were across the lake led by trail blazing Billy as I got near to the height required to cross. I crossed over (flying an arc) to the Roc



bles will cling onto the ground as the water will cling to the ground until they meet something to release them: TRIGGERS!

Some rules:
these bubbles CANNOT go down hill, only up. So when they get to the top of something they trigger. They will trigger off buildings, tree lines, spines, peaks etc.
They don't like or won't cross cold things like water (therefore rivers are triggers).

Easy huh? Well..... now it starts getting complex! (Cue bored readers turning the page!)

All this air going up creates a vacuum, which must be filled. In flatlands you get areas of cold air descending: the dreaded SINK! In the mountains, as well as sink you get a flow of replacement air

coming in from the surrounding planes. This cold air flows along the ground like a stream (it's that water analogy again!) into the valleys and up to the mountains where it is heated forming thermals. And the cycle continues. These inflows of air are commonly known as the valley breeze. Until recently I always thought of these valley breezes as the enemy, a dreaded unpredictable flow of strong wind for the unsuspecting pilot to drop into and land backwards/get a good

kicking! Not necessarily so!

What Bob was trying to teach us was to use this flow as well as the thermals to prolong our flight in safety.

Basically the valley breeze will push the bubbles of warm air to trigger points. This has some strange effects – an area of a mountain or ridge that is not directly in sun (not creating its own thermals) may be very thermic. How? Due to the bubbles of air being blown onto it. Add to this the fact that the valley breeze will 'slosh' up it like water up a rock in a river making it potentially soarable and a great place to go!



BUT, like the rock in the river, the water (air) behind the rock may be turbulent. Beware! The valley breeze is exactly that – in the valley, so once you have gained enough

height you will climb out of this 'river' and conversely when you loose height you drop back into it.

Monday 07/08/2000 at Annecy
JE: I took off at Col de la Forclaz, climbed to cliffs at the rear of take off then onto the 'pre Dents'. When I had enough height I glided across the lake in an arc to the Roc de Beuf.

Lesson: When gliding across a valley

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to another mountain, adjust your flight path to start flying in an arc into the path of the valley breeze below (ie. Whilst still 'above the stream' fly in the 'upstream direction') so that when you drop down into the breeze you can fly downwind (excellent ground speed / glide) to your destination. If you were to fly straight you would need to turn further upwind (upstream) and 'crab across' as you descend, possibly turning almost directly into wind (crap ground speed / glide) and maybe never get to your destination!

The Roc de Beuf is one of those places that amazed us all. The end nearest the lake curves round into the valley breeze and is a most excellent mixture of good dynamic lift and good thermals. If it is working, which it usually is, then it is amazing and you WILL go up!

As I headed towards the Rock de Beuf I discovered that my ground speed was very very high. Hmmm... something is worryingly wrong here! I turned into wind with the intent of soaring and thermaling up the Rock de Beuf. I soon discovered that I was slowly going backwards! Not a good situation to be in as last year a friend Amanda had ended up hanging 50 foot up a tree when she was pinned by the wind in the same place and ended up sinking into the trees! Soon I had the speed bar at absolute full extension, on the tips of my toes and I was just penetrating and thankfully actually climbing. EEK! Bob came on the radio to see what conditions were on the Roc. When I told him of my situation he decided to take the rest of the pilots with him in another safer direction towards Thones. Doh!

When I had enough height I turned 180 degrees and ran downwind with my tail between my legs! The air was fairly smooth but in the back of my mind I kept thinking "hmm... I wonder if I'm going to drop into rotor?" Sure enough, as I descended the air got rougher and rougher but eventually smoothed out when I was well away from the rock. I flew down to the landing field (relieved!) at the end of the lake. Kaz flew down and landed after having to take avoiding action to avoid a flock of local tandems! 1hr 30min (approx.), 2000'ato (approx.), 18.5km.

My 2nd flight from Col de la Forclaz was nearly straight to bottom landing at Perroix. Well, to the bar actually! 36min, 5km, 1623' ato.
Billy's Comments: Ancecy
Lots of moisture from previous fronts
No well defined Cu's some inversions
Strong valley wind at the Roc
Chris, Will and Bob got to Thones

Tuesday 08/08/2000
Billy's Comments: GRAND-BORNAND
Cloudy
Good climbs at rear of take off
JE: Today was our first flight at Grand Bornand. The take off at GB is a massive steep grassy slope at the top of the cable car. The cable car closes for a typical French lunch – 11:45 until 14:00 so make sure you get up to take off before it closes or you could end up watching other people flying around from the cable car station! Been there, done that. Not recommended!
We all gathered together for our flight briefing then prepared for take off.

Lesson: Preparation is essential.

Maps, fresh batteries in your vario/ GPS etc. It is a good idea to have a camelback/platypus drinking system. This gives you something else to do when flying! Sounds stupid huh? Well, no one can concentrate properly for hours on end and you need to give your mind a 'break' from flying. Having a drink or something to eat helps this, as it is something other than flying to concentrate on. Ask Harvey, he swears by his and claims it calms and reassures him. He says it his false nipple, breast fed you see! (It will be Billy with a comfort blanket next!)

Once In the air we noticed that there were not that many good climbs in front of take off. About 300 ft above was the best. Bob radioed us to follow him over the back where the climbs were better. Will dived over first and I soon followed him. In the back of my mind I kept thinking that I would be flying into rotor – but not so! The breeze on take off was thermic – not meteo – so was not tumbling over the back but going up! I soon joined Bob and Will at cloudbase.

1st flight: 1:27min, 14km, 1361'ato

We had a second flight in the afternoon. It was a prolonged top to bottom with a few of us playing with our gliders, doing wingovers etc. June was the most impressive, executing a good spiral dive and then some wingovers! As she landed the crowd in the landing field applauded her efforts! She later commented "I've never done wingovers before!" Dude!
2nd flight: 27min, 5km, 19'ato

Wednesday 09/08/2000
JE: AM GRAND-BORNAND. We took off, gained some height and threw ourselves over the back in search of a

climb to cloudbase. I was one of the first to take off. I flew out in front and climbed up, flew over the back and found a climb. When I had topped out in that thermal I flew back towards take off to see where the rest of the group were. It was then that I spotted something I never want to see again.

From talking to the rest of the group and information fed back from other English pilots this is what I am led to believe happened. A glider suffered a collapse whilst thermaling and the pilot fell into the wing of a female student of a French flying school who was flying directly below him. I could see one round parachute with pilot and wing underneath floating down to the ground. Unfortunately I could also see another glider completely out of control heading towards the ground at high speed. She was not equipped with a reserve parachute. Her glider suffered damage and descended at a very fast rate. She hit the ground hard and was unconscious when help got to her, but she was still breathing. I spoke to Billy about it later. He was visibly shaken and described how "she had time to scream twice before she hit the ground". I do not know the extent of her injuries. The pilot who deployed his reserve landed unharmed. I do not apologise for describing these events as I hope to add weight to the following lesson..

Lesson: THIS IS A MOST IMPORTANT LESSON. PARAGLIDING IS POTENTIALLY DANGEROUS. ALWAYS FLY WITH A RESERVE. MANY CLUBS ARRANGE RE-PACKS / PRACTICE DEPLOYMENT SESSIONS. ATTEND THEM. RE-PACK YOUR RESERVE MORE OFTEN

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