

# WINGS & THINGS

Typhoon tow Release for winch or Aerotow cost new over £75 so £40 ono  
Contact william, 01501 742343

*For Sale: Aeros Stealth KPL 2, 14-metre  
Excellent condition  
4 years old, £1500 ono.  
Tel: Gordon Moss, 01484 687156*

Charly harness large with back protector first £50 its yours  
Contact David Smith, 01943 879395

Gradient Aspen 26 (80 - 105 kg) April 2004 - flown twice. As NEW. Red / white / blue. First £1,500 Bargain.. see it at [www.gradient-wings.com/aspen.htm](http://www.gradient-wings.com/aspen.htm)  
Contact Stuart, 01475 786998

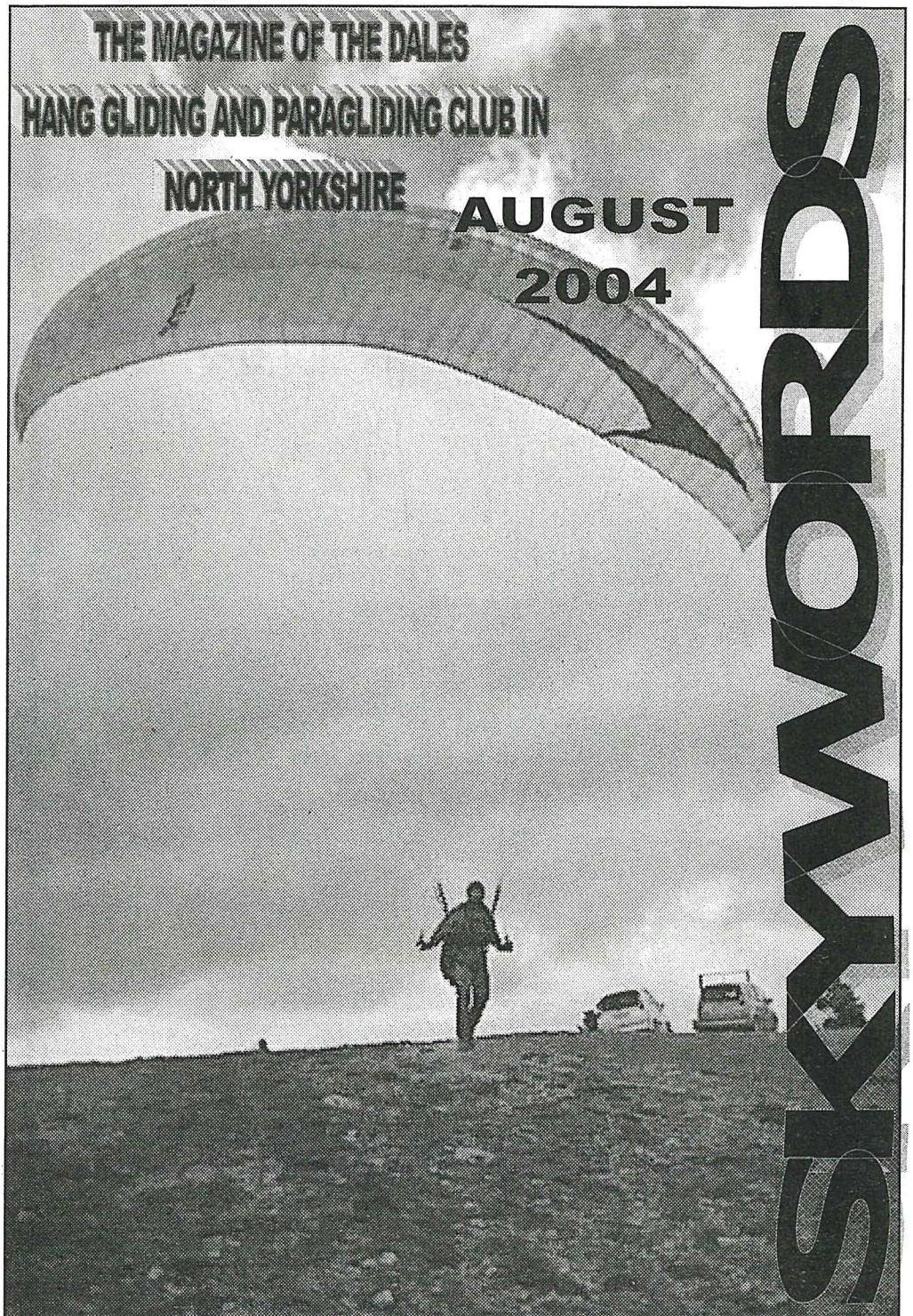
Wasp powered hangglider harness. 12hrs on engine. prop brake and kick start fitted. Other accessories. £2700 ono  
Contact Peter Batey, 01768771456

Wanted: Laminar ST 13 or La Mouette Topless 13.5 or similar, in good cond. Tel: 01629 56452  
Contact James, 01629 56452

## Tony Gardner

We regret to announce the death of Tony at St Gemma's Hospice in Leeds from cancer on Saturday. He was a Hang Glider and had contributed a lot to the club.

THE MAGAZINE OF THE DALES  
HANG GLIDING AND PARAGLIDING CLUB IN  
NORTH YORKSHIRE  
AUGUST  
2004



SKYWORDS

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Pete Logan on Lijar  
(Algodonales)

# WINGS & THINGS

## FOR SALE

The last 10 years of  
WINGS magazine,  
to the highest bidder.

Proceeds to Club  
funds, Yorkshire Air  
Ambulance or Shi-  
nong Torr fund.

Contact  
Mike Shaw on  
01535 652516

Wanted: reasonably  
priced hang gliding  
harness with reserve.  
For approx 5'10" pi-  
lot. Doesn't have to  
be state-of the art!  
Noel 0113 2502043

Frantic free X plus  
med dv1-2 excellent  
con very low hrs  
sail still crisp  
£495  
Contact Ron Free-  
man, 01670 816924

Swing Astral 3.28, DHV2, Very  
Good Condition, recently ser-  
viced by Aerofix, Blue/White, un-  
der 40 hours flying time. Good  
glide. Solid in the rough. Ian  
Contact Ian Sadler, 07770  
672797.

# CLUB CONTACTS

Andy Woods	Various	Ripon	01765 602076
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<b>HANG GLIDING CLUB COACH LIST</b>			
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
<b>PARAGLIDING CLUB COACH LIST</b>			
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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.

## WHAT'S ON

**September 2nd**  
**JOCKEY SANDERSON**

**OCTOBER 7th.**  
**Club Night**

**NOVEMBER 4th.**  
**A. G. M**

**DECEMBER 2nd.**  
**Auction Night**

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# CHAIRMAN'S CHAT

FROM THE OZ REPORT

## Will your GPS get you out of a cloud? Can you do it within three minutes?

Dan Barker <dbarker@visioncomm.net> writes:

Cloudsuck, a great read! I couldn't put it down.

You mentioned getting in the clouds and becoming disoriented, and I don't remember anyone discussing how to handle that.

As a certificated Commercial Pilot with an Instrument Airplane rating, I have spent a lot of time in clouds, although mostly with good instrumentation. However, as part of the training one does it with one, two or three of the primary instruments failed. I've had real failures a couple of times also.

In an aircraft, the Turn Coordinator (or Needle) is the turning instrument of choice after a failure of the gyro instruments, and one can safely navigate the clouds with the "dirty side down" keeping the needle in the right spot.

On a glider, it's easy to do the same using the Compass Rose feature of a GPS. Anytime I'm operating near a cloud, I page to the Rose just in case. If whited out, I can keep wings level by arresting any turning of the rose. Flying a straight line with no tendency to spiral will eventually bring you out the side of the cloud, and right-side up to boot!

I read in a book somewhere once that a Private pilot with the usual 2-3 hours of instrument training could handle Instrument Meteorological Conditions for about 3 minutes. One day, I was practicing instruments with a Private Pilot for a safety pilot. Just to be fair, and for some fun, I had Roger put on the hood and do the flying, and I took over as Safety Pilot. We maneuvered around for 15 or 20 minutes and he did absolutely fine.

### 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](mailto:webmaster@dhpc.org.uk) or use the SUBMIT AN XC ENTRY link at [www.dhpc.uklinux.net/dhpc/league.cgi](http://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	Jake Herbert	128.4	42.4	41.2	24.0	17.4	12.0	265.4
2	John Ellison	56.9	56.2	28.4	23.1	16.2	13.6	194.4
3	Chris Fountain	86.7	40.3	25.7	12.3			165.0
4	James Goldsborough	79.1	41.5					120.6
5	Andy Plimmer	72.6	19.7	15.5				107.8
6	Ian Newiss	20.9	11.1	7.4	7.3	6.6		52.7
7	Graham Laycock	17.3	13.5	10.7				41.5
8	Zena Stevens	22.6	14.2					36.8
9	Andy Williams	30.1						30.1
10	Pete Logan	24.6						24.6
11	Kate Maddison	12.5	5.2	5.0				22.7
12	Sara Spillett	13.0	6.4					19.4
13	Paul Reynard	18.2						18.2
14	Alan Shield	18.1						18.1
15	John Firth	17.5						17.5
16	Steve Parnaby	13.3						13.3
17	Tony Pickering	12.0						12.0
18	Pete Swanborough	10.0						10.0

## 2004 Dales Hang Gliding XC League Open 1 January sponsored by

Pos	Pilot	1	2	3	4	5	6	Total
1	Trevor Birkbeck	60.5	30.8	20.7				112.0
2	Steve Mann	51.9						51.9
3	Andy Hetherington	51						51

We were flying about 500 feet below a solid overcast at the time, but I guess enough of the horizon was leaking into the hood to help a bit. I called Atlanta Center and requested a short-range IFR clearance and a 1500 foot climb. It was approved and I told Roger to climb and maintain 7000. As he went into the soup, I told him to remove the hood and started the stopwatch.

He handled everything very well for almost exactly three minutes! Then a wing started to drop. I said "pick up your left wing". It dropped a bit more. I said "pick up you left wing". It dropped a bit more. I said "I have the airplane".

Maybe it's still OK to use the Rose in the soup, but only if you have 5 or 10 Instrument Meteorological Conditions hours on partial panel.

Is hang gliding safe?

brent smith <brent\_61@yahoo.com> writes:



I have been out of the sport of Hang Gliding for approximately six years do to family issues and time constraints, but I never lost the fire. Every time I see a nice white puffy cloud I am drawn upward and my imagination soars. Because of

this I recently decided to start soaring again and, out of convenience, I went to the local sailplane port.

I flew for an hour in a ASH 21 with a 20m wingspan. After about five minutes of getting to know stick and rudder controls, I was in full control and climbing like a pro ( says my pilot in charge). After landing I met the

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lead instructor and he asked about my flying experience. I told him that I used to be a hang glider pilot, and his response was "well you lived through it". That got me investigating just how dangerous hang gliding has become compared to sailplanes.

To start, I have to say that all sport aviation is as dangerous as you make it, but my investigation discovered some very disturbing facts. I started my investigation by reviewing the last three years of sailplane accident reports on the Soaring Society of America web page: [www.ssa.org](http://www.ssa.org). It was very disturbing to say the least.

The number of sailplane related fatalities compared to hang gliding is off the charts. This year alone, there have been three sailplane fatalities in the US. The rates are even higher in Europe. Recent statistics put the chance of being killed in a sailplane at 1/1200, or for very 1200 sailplane pilots in the US, one will die each year.

From the information on sailplane related web pages, I discovered that the reason there are so many sailplane fatalities is there are a lot of things other than pilot error, which can go wrong. Sailplanes are much more complicated and have a lot more moving parts than hang gliders which provide the opportunity for mechanical failure.

Sailplanes fly different and because of their longer wingspans and high aspect ratio, have more of a tendency to spin or stall. Sailplanes fly faster which makes bad things happen faster and reduces pilot reaction time. Sailplane's need a hell of a lot more landing space than hang gliders, and a good smooth un-obstructed landing space to boot.

The majority of the accident/injuries reported on the SSA web page were landing accidents. Hang gliders are definitely not alien to landing accidents, but hang gliders are not landing at 50+ knots which make any landing mishaps, kiss your ass goodbye haps! Because sailplane manufactures have been slow to incorporate built in recovery systems, in flight structural failures leave sailplane pilots with only one means of escape, climbing out of an out of control plane and deploying a personal parachute.

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# 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.
Baldon	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)	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 - Hawkswick	17.011	S-SW (180-225) SW (210-235)	£1.50 per pilot to Mr. Mitton £1.00 per car to Mr. Dibb

schools and clubs via the BHPA.

2. There is also a question on whether Sunsoar (and by inference, other schools) feel comfortable in asking students to join a club prior to passing their CP and then checking they have done so.
3. The process of passing on the student's details to the DHPC needs to be confirmed as suitable.
4. Simon to pass this document to various people within the DHPC to assess whether it is acceptable to the club coaches. *{Editing note, need to confirm who these people are.}*
5. Simon to pass the reviewed process to Ian Brown at Sunsoar for his comments and book a date for when the process becomes live.
6. Simon to contact the BHPA and alert them to what is being planned. *{Editing note, need to confirm Simon is the correct person.}*

## Future Goals

If this pilot process proves successful, it might be possible to engage with the BHPA and suggest it be adopted nationally. To achieve this goal, the BHPA will need to engage with other schools and clubs.

The process may need to be modified for use between other schools and clubs. It will also be necessary to modify the process if it is used just with Sunsoar and clubs other than the DHPC.

The process could be made more formal if the joining of a club was seen as part of the CP curriculum. That is, the CP student confirms they have joined a club by showing the membership details prior to the CP being signed off.

*(Continued from page 6)*

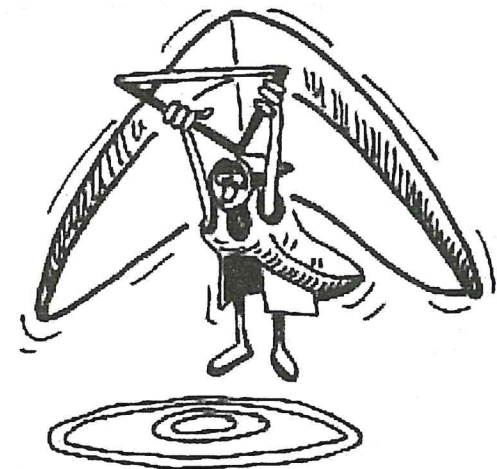
Statistics have shown that sailplane pilots have less than a 50% chance of safely getting out of their plane and deploying a parachute. That percentage is dramatically higher for hang glider pilots who simply pull a cord and ride down with the glider. In the last 10 years hang gliders have become dramatically safer in construction and stability.

Hang gliders can be landed in some of the most remote areas with limited space and uneven terrain. Hang gliders are slow to stall and, generally, not easy to spin. Hang gliders are designed to recover from stalls almost automatically. Hang Gliders land at speeds slow enough that a mishap will, at worst, cause a broken limb, and at least, a bruised ego.

Hang glider pilots are outside in the open air which makes them able to see and hear other aircraft in the vicinity, thereby reducing the possibility of collisions. Sailplanes have a history of running into each other, or hang gliders! What does all this mean?

Is it just the subjective rantings of a old fart has-been hang glider pilot? You decide. I will be out shopping for my new hang glider. The next time I see that sailplane instructor I will be sure to tell him he is lucky to not be a statistic like so many other sailplane pilots.

Trevor Birkbeck



**CLUB NIGHT 2nd SEPTEMBER**  
**At the RIVERSIDE HOTEL ILKLEY**

**JOCKEY SANDERSON**

**Get there early it could be standing room only**

1. Sunsoar and DHPC view management of the process as easy.
2. Club coaches are smoothly connected with club pilot students.
3. The accident rate is seen to decline amongst new club pilots.

## Processes

1. Sunsoar asks each student to think about joining a club. Guidance could be offered by Sunsoar about the appropriate club to join. Such advice could be based on a number of factors such as where the person lives and where they plan to do most of their post-CP flying.
2. During their CP course and after an appropriate period, Sunsoar asks the club pilot student to confirm the club or clubs they intend to join.
3. If one of the clubs elected by the CP student is the DHPC, Sunsoar gathers the student's email address and telephone number. The student should be asked whether these details can be passed to the DHPC and told for what purpose they are being passed on.
4. Sunsoar passes these two bits of information and the CP student's name to Simon Kirby via email. Simon Kirby will then co-ordinate the link-up with an appropriate DHPC club coach. *{Editing note, need to confirm Simon is the correct person and provide email addresses of club coaches.}*
5. The reason for linking a club coach to each CP student is to make the contact process a 'push' system. Where the club pushes out to the student via its club coaches.
6. The linkage will be based on an attempt to find a club coach who is geographically closest to the student. This should facilitate the club coach and newly qualified CP pilot to meet on mutually convenient hills. If, however, the student is from outside the area covered by the DHPC, an appropriate club coach will be nominated.

## What's Next?

1. There is still some work to do on this process before it can be implemented. For instance, if the process works well between Sunsoar and the DHPC, there might be scope to promulgate it to other



## The Dales Hangliding and Paragliding Club

### (How Can We Help Newly Qualified Club Pilots Better Engage With Club Coaches?)

## Introduction

If club coaches can be seen to be more accessible to newly qualified club pilots than at the moment, it might be possible to better encourage club pilots to develop their early flying careers with a higher level of confidence in conjunction with a club coach.

Engaging early with club coaches might also facilitate an improved safety record for club pilots during their early flights.

This should benefit most newly qualified club pilots but might be of particular assistance for those who view the prospect of flying under their own cognisance with hesitation.

## Intent

This process will be used to formalise a method to hand over each CP student to a DHPC club coach. This should mean the link to a club coach is made early and with slightly more formality. But, the real driver is for the student to feel able to approach a club coach because the club coach has already 'pushed' out to them by initiating contact first.

## Who Is Doing What?

This process is being agreed between the DHPC (via Simon Kirby) and Ian Brown of Sunsoar.

The process is a pilot. If it works well there might be a possibility of introducing a national programme through the BHPA.

However, the process should still be agreed between Sunsoar and the DHPC whether or not it becomes a national programme.

The process requires an extra administrative activity to be undertaken by both the DHPC and Sunsoar.

## Success Criteria

It is important that the success of this new process is measurable. The following success criteria are offered as an initial assessment of what might be considered attainable

# The BCC Dales Entry

When Pete Richardson and I turned up in Chipping we were met by Chris Williams. I guess we were hoping to hook up with the rest of the Dales team but, as it turned out, we were it. I volunteered Pete for team captain as he had 22 hours to my 17. I had been worried about letting the team down but, hey, where were they. Later, another Dales member (whose name eludes me – sorry) was to join us on the hill and Chris, who has dual membership, defected to us temporarily to give us a sporting chance.

Chris further allayed my fears by deciding to set some non-XC tasks. I guess this takes the pressure off lower airtime pilots who may be prematurely coerced into going cross country.

Mick Bolton had kindly lent me his vario for the event which turned out to be very intuitive and useful. Up to this point I had been more used to looking to see if the landscape was going up or down.

Parlick is huge and will take wind from about 270 degrees. With the wind being WNW Chris set an XC task of flying to Pendle for 1000 points. The hill tasks included 3 waypoints which had to be completed in a single flight to accrue the points. A patch of trees in front of takeoff gained 500 points, some scree on the saddle with Fairsnape got 250 points while the cairn on Fairsnape (well into wind and requiring much height and good penetration) gained an extra 250 points.

Getting to the scree and back for a top landing was a doddle the first time. I switched the vario on after this, meaning to get serious, and ended up landing below

the scree when the wind dropped, voiding the flight's points. As the wind picked up I was off again and, having failed to land in the strong lift on Parlick proper, headed out front to wait things out.

The vario starts sounding out the lift and quickly becomes rather insistent ... great, but wait, why is it getting dark. Oh I'm in a cloud. Oooohhhh. To be fair, the cloud developed in situ and was a well below the general cloudbase. Some people stayed with it to go over the back but for me it sounded warning too many bells. Big ears almost stopped me going up but not quite so I stuck in lots of left brake, clearing the cloud before I locked into a spiral dive and found myself too low to really continue. Damn, I'd been wanting to do one of them. As the cloud went over the back I found myself getting pulled back over the hill and having failed to "fly off the end" or penetrate, I was forced to land just behind the top with full speedbar in and grab the rear risers just in time to stop myself getting dragged. Almost controlled really.

The wind picked up in the afternoon but didn't blow out outright.

The next flight I got over the trees without too much trouble and found lift to circle back to the hill. Great. I went for the scree again, going for 750 points but the wind was strong, the lift weak and the glider slow so I ended up landing in the saddle in front of the wall with the wing conveniently landing behind it. Rather than drag the thing over the wall I dumped the harness over and walked round.

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After stubbornly posying the glider to carry it back onto the face of the hill and struggling in the strong winds in the saddle I find myself low down on the face. I launch again after a bit of a struggle and decide to go for the trees. It is slow progress but I get there again and find a nice thermal waiting to take me back to the hill. Now to get down. Eventually I land to the south on the flattish shoulder where the wind pins me, again, and there is little lift. Damn I need a faster glider.

Still, the points counted in the end. Walking back I meet up with Pete who had managed to score 750 points to my 500. By now it is after 4:00pm and only a few gliders remain on the hill. There is someone who insists on doing wingovers above takeoff and 360s where a bit of running is involved.

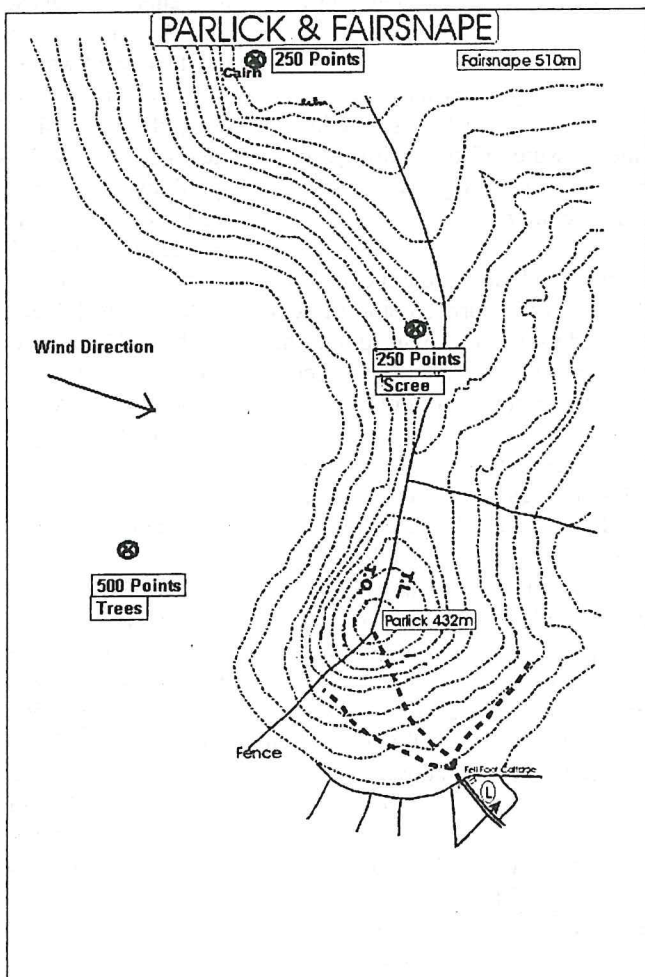
He has bottom landed twice to the South which is a bit tricky when there is any North in the wind due to strong sink and low penetration.

Later, an air ambulance tears over the saddle and into the plain out front. A couple of ground ambulances arrive and figures wearing yellow jackets scramble up the hill, looking for something.

Later we hear a purple glider has "landed" behind the saddle and the pilot is injured. Apparently this was not the exponent of aerobatics. Still, maybe next time.

By now there are two paragliders gail-hanging and 4 sailplanes. A final gust persuades us to walk down. Some people made the XC task to Pendle.

Final Dales scores:  
Chris Williams: 750  
Pete Richardson: 750  
Peter Balmforth: 500



Voltaire, that French daydreamer, declared, 'I may disagree with what you say ... but I will defend to the death your right to say it !' ... So it is with misgivings and one arm held up my back that I must leap into the fray and champion Dave Prentice, who is sick and tired of reading about the 'daydreams of fantasists' (airmail July 2004), thereby expressing his abhorrence at the dearth of 'sensible' letters being printed in Skywings. OK that's that out of the way ....

However, as I too have an overactive imagination, a large gob to express it and an internet connection to broadcast it generally, I too have a right to be heard even though my fantasies rarely stretch further than the nubile next door neighbour. So I not too humbly beg to point out to Dave that if it wasn't for such 'fantasists and daydreamers' as Leonardo Da Vinci, Otto Lillienthal, Geo.Cayley, Wilbur and Orville, Frank Whittle, Noel Whittall (who he? ;o) etc., he might not be enjoying his airports as we know them today. Whilst all of these fantasists reached their personal winning tape, in achieving they merely pushed the boundaries of possibility further into the distance leaving the race to be continued by those willing to give way to fantasy and daydreams and turn them into a future reality. So let's hear from many more 'Rebecca's, Roberta's and North Wales weirdoes' and sundry other fantasists and daydreamers if you please, they are the stuff of innovative technology and civilization !

Sincerely, Mick Bolton. Dales. sky\_dog@ntlworld.com

(Continued from page 17)

Nonts can often be flown in the evening on "Magic Lift" as the site is in sunlight all day, then in the evening the entire valley can lift.

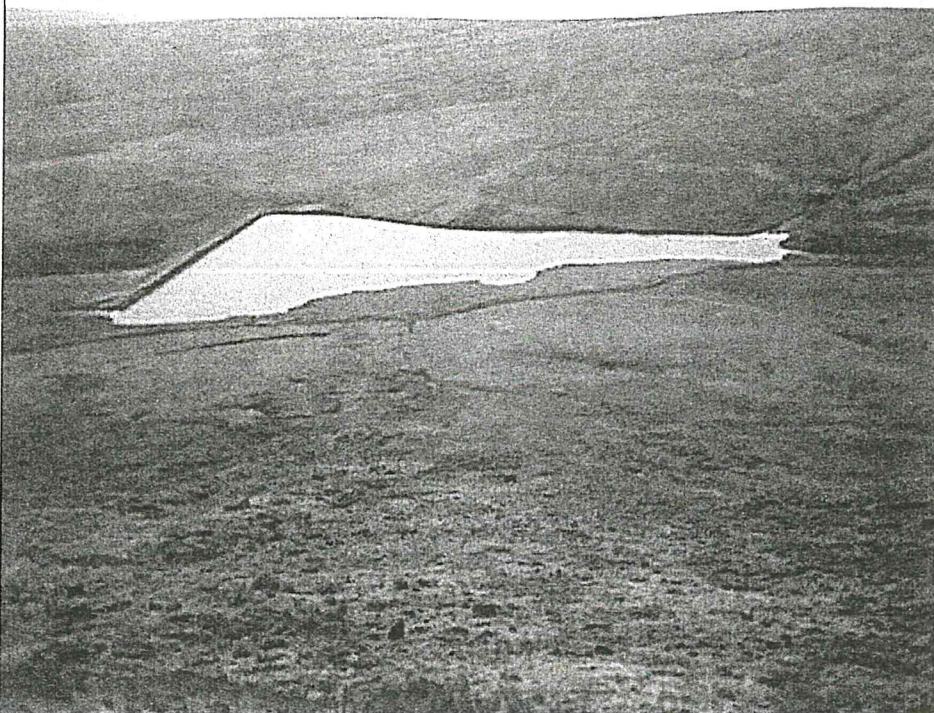
XC - The site is inside Manchester TMA, so a maximum height of 2000ft above take off is allowed.

SE Wind - Keep below 3500ft AMSL for 16 miles to Burnley. Height allowed is then 4500ft until just before Pendle. FL55 to the centre of the Trough of Bowland, then FL65 from there onwards (under Amber 1) - not a good direction from Nonts.

S Wind - Keep below 3500ft AMSL to Hebden Bridge, then below 3000ft to Skipton, then no restrictions except Danger areas, poss distance 150 miles, best direction from Nonts.

SW Wind - Keep below 3500ft to Halifax, then below 3000ft to the outskirts of Bradford, THEN LAND! As Leeds / Bradford SRZ has been reached.

MARCH HAIGH RESERVOIR



## XC CLUB

### GIVING YOU THE BEST CHANCE FOR THE DAY

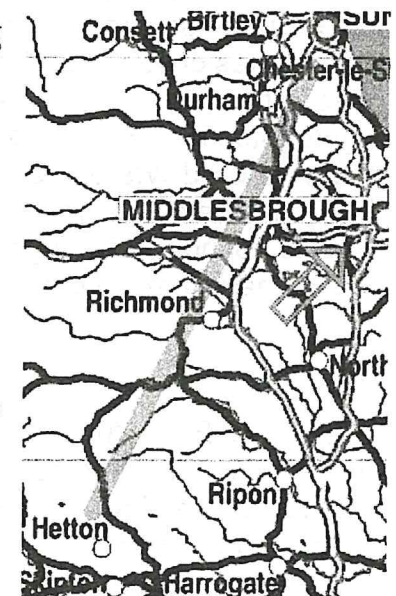
Due to the nature of the UK weather (unpredictable at best!) John Ellison, Chris Fountain and Jake Herbert have decided to run the XC club EVERY WEEKEND until we get some flying!

If you email John Ellison at '[johnwingover@hotmail.com](mailto:johnwingover@hotmail.com)' to register your interest then you will get put on an email mailing list to be updated on the weekend flying possibilities! John, Chris and Jake will be banging heads together every Friday night to decide what they will be arranging for the weekend.

Generally the plan will be to meet at the Wenslydale Creamery car park at 09:30 on Saturday/Sunday morning. From there everyone will travel to the chosen flying site for the day. Once on the hill the group will split (or not as numbers dictate) for the days briefing/question and answer session.

Note: it is a requirement to have a compass and air map to fly cross country in the UK."

Cheers, John



## Lakes Charity Classic, Wind Assisted By The Senior Service

"Now look here you little sod" said the NAAFI manager in that conciliatory manner that they all seemed to adopt in an effort to promote good (captive audience) customer relations "We've been at sea for two weeks now, the last seven days in a force nine, we can't replenish from the Resurgent which is manned by union-enhanced civvy matelots who won't work over force 5, ergo all the Embassy, Players and Capstan Full Strength have sold out, so you can forget all that 'You're never alone with a Strand' nonsense ... here's 200 Sobranie, posh Russki smokes far too good for the likes of you ... and you'll always be alone smoking these I guarantee it." " Yes I know there's a Cold War on but beggars can't be choosers, that'll be one pound ten shillings, take 'em or leave 'em ... NEXT !" .....

Cut to Five Echo Zulu mess-deck and the ancient, hairily awesome three-badge ("12 years undetected crime") killick of the mess, 'Pansy' Potter (PC was unknown in those days of

course) pontificates ... "You ain't smoking that bleedin' Russian camel-sh1t down here ... bugger off onto the flight-deck and smoke them there, and do try not to get washed overboard as ullage like you ain't worth fishing back out of the drink" .... It seemed so long ago, 34 years to be exact when I was a young, handsome matelot and I last heard his dulcet tones and the memory of the horrors of smoking came back like a cold Barents Sea wave breaking over my achy, sweating, tortured body as I gasped, wheezed and groaned my way up Farleton Knot. "It's all that bloody Logan's fault ... he talked me into this, I wish I'd cashed in my Embassy coupons for an iron lung instead of the 'amazing' (though entirely useless) K-Tel battery operated vinyl record cleaner !" I finally squelched and staggered to the top there to collapse, puffing and wheezing like a bag of wet laundry. I'm glad I gave up smoking twelve years ago ... I feel so much better for it, could kill a Senior Service right now though. Nice view up there if you discount the M6 running

Parking is in the car park, beware of double yellow lines else where. Access is a top access a mere 10 metres walk. There is a maximum of 12 gliders allowed at any time, regular checks are made by the National Trust who own the site and surrounding land.

In good conditions the site can become congested with 12 gliders in the air at the same time.

Paragliders should be especially aware of the boulders when soaring in weak conditions, they have broken many a leg.

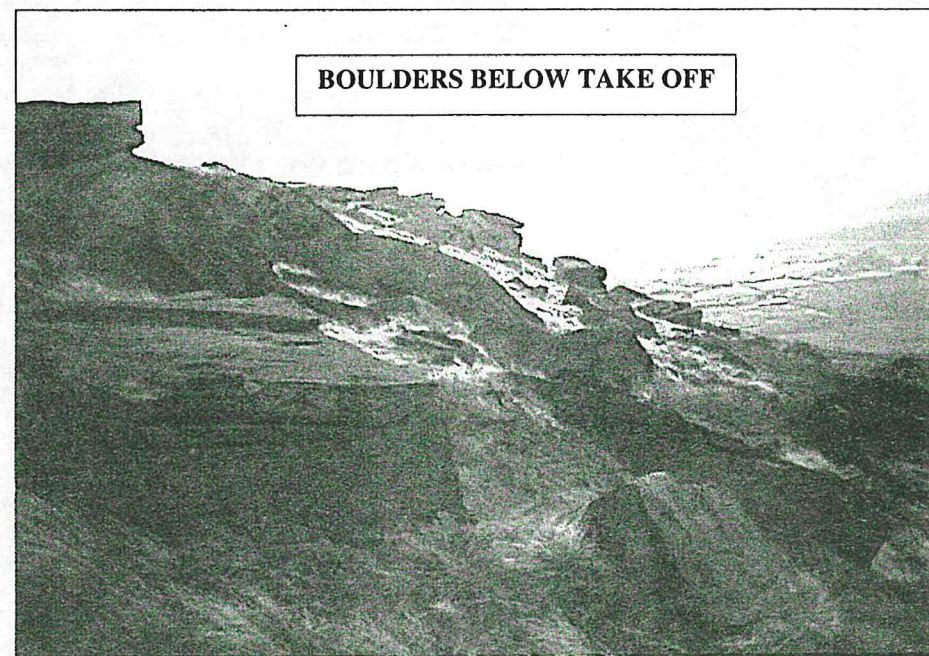
The boulders and rocks at take off can be very unforgiving. There can be turbulence on take off when the wind is off to the West, and there is also rotor/dead air behind the rocks to the East, so land well back.

The power cable that is mentioned in the site guide has since been removed.

The site is shared with the Pennine Soaring Club, who administer the site.

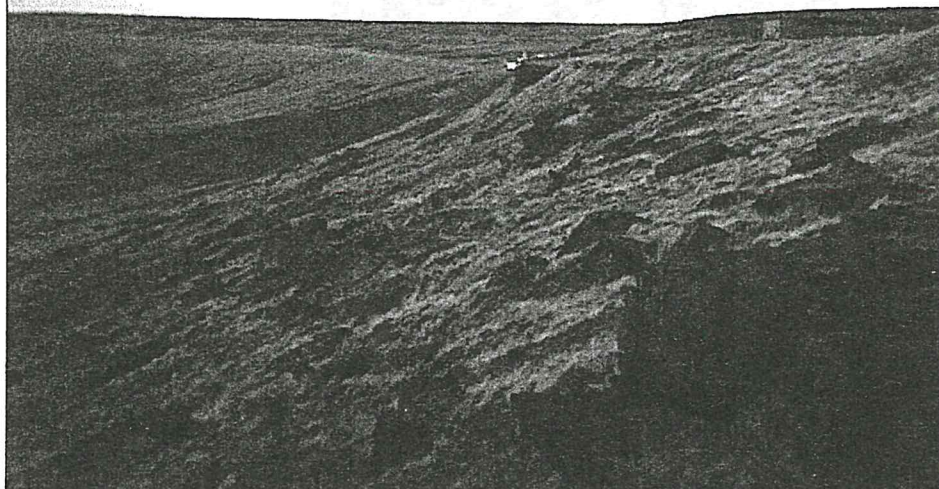
March Haigh Reservoir out front is a good indicator of when a thermal is approaching, as the thermal can often be seen disturbing the water surface.

*(Continued on page 18)*



# SPOTLIGHT ON NONT SARAHS

## BOULDERS AND THE WEST BOWL



## NONT SARAHS

<b>SITE CODE</b>	8.012 (Use for Notam's mid week)
<b>GRID REFERENCE</b>	SE 015 135
<b>WIND DIRECTION</b>	SW - SE (220 - 140)
<b>HEIGHT</b>	1470ft. AMSL
<b>GRADE OF FLYER</b>	PARAGLIDING - Soaring, HANG GLIDING - Expert

(Continued from page 12)

through the middle of it.

I did get to complete all the days tasks and wind hang with a buzzard as my wingmate for a fleeting few seconds before it spread it's starboard flapper as in salute and wheeled away towards the hill, probably off to slaughter something more furry and defenceless than myself. Good day had by all thought I,



bun from the Greedy Grams van that had lingered from

spite overdoing it a bit on Friday evening thanks to the Pennine rat-pack hooligans forcing alcohol onto me after a dull and drizzly afternoon spent boozing at the 'Lamb Inn' in the delightful village of Grasmere. Saturday night I staggered off to bed early "I'm cream-crackered Pete, hardly got a wink last night as my feet were frozen", this despite the arctic-rated TOG sleeping bag and the thermal fleece inner. I must have arteries like capillaries, I blame Capstan full Strength. Sunday

morning, crawled out into the vertical drizzle after being woken by something large banging and crashing about (turned out to be Logan of course, "Probably still drunk from the previous nights excesses" I thought) First things first, reach for the Old Horn ... damn! I gave up smoking didn't I? so stagger off for a dhobi and a leak instead followed by a saus-egg-and bacon

the previous evening where they were dishing up Chicken Korma and Nan.

"Today we're off to Clough!" crowed the enthusiastic lunatic sado-organizer as if this was somehow akin to parting the Red Sea or raising Lazarus from the dead. The crowd of damp, steaming, bleary-eyed ovine inmates groaned audibly and headed for the cars like condemned men (and women).

(Continued from page 13)

I didn't realise why until I was once again underway like some knackered old sherpa staggering and grunting under a heavy load 200m off the summit of Everest without oxygen ! If it hadn't been for Malcolm carting us halfway up to the quarry I'd have been in dire need of the Lakes Air Ambulance that we'd all 'donated' towards (It was extortion really .. our highly-esteemed, though tight-fisted treasurer, Steve Clarkson, could learn a lot from these Lakes Pirates).

Again, stagger to the launching knoll and collapse in a repeat of yesterdays pathetic performance ... "I'm getting too old for this", thinks I ... "Could kill a Black Cat just about now ... wish I'd never bloody-well stopped smoking". "Today's task ... blah blah" ... "Not f\*\*\*\*\*g likely !" chimes Patsy and I in unison, "Let's just stooge about here on the hill (mountain) and leave all the experts to win the day ... I've seen smaller lumps of rock up the Norwegian fiords ... it's bloody huge and there's no bottom landing field as the farmer doesn't want terminally orientated idiots trampling his hayfield flat as a pancake, weather's nice though".

Patsy and I eventually got off, she to skirt around the back and execute a textbook flight and landing ... me to get ignominiously dumped 400 yards from take off in sink. Can't win 'em all I suppose. Logan of course went on to triumph and acclaim whilst we mere mortals (me and another chicken-hearted soul from Pennine) walked glumly down in the gathering gloom and rainstorm. To rub salt into the gaping wounds and sore muscles, the dim-witted Simon (Kirby) sent me on a wild-goose chase to pick up Logan ... only to find that he's already got a lift by the time I arrived at Pooley Bridge !!!!!

Am I going again next year ? Too bloody right I am ... must remember to pack some Golden Virginia and fag papers though.  
;o) Mick Bolton. 'Old Pilot ... Cold Pilot'

# Flying midweek NOTAM CALL 0800 515544



## August 12 - The Glorious Twelfth



Every summer we are restricted from flying XC's from Stags Fell and Nappa Scar. We have done this at the request of the Grouse Shooting syndicates who manage the heather moors. This is an expensive sport that has had a number of poor years. The main issue with us flying over is our height. If we are low, then any guns out on the moor will have to stop until we have gone past, it is both dangerous for us and off-putting to the sportsmen on the ground who have paid a lot of money for the privilege. Whilst the owners have no legal right to prevent us from flying over the moor, we feel as a club that it is important to maintain goodwill with landowners, farmers and other users of the land we fly from. It is unfortunate that we lack good southerly sites in the Dales, but the club feels that it is a small price to pay to maintain good relations. It benefits us all in the long run.

Thank you for adhering to these rules.

Graham Laycock / Mick Bolton  
Sites Officers  
DHPC