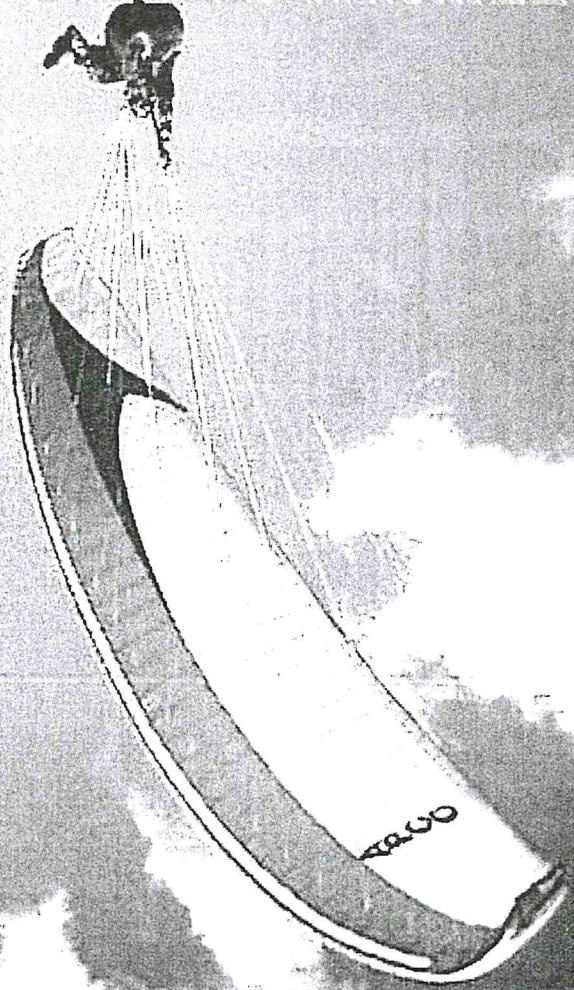


SKYWORDS

JANUARY
2004



THE MAGAZINE OF THE DALES

HANG GLIDING AND PARAGLIDING CLUB IN

NORTH YORKSHIRE

DAVRON 300+ ALTIVARIO EX. COND. £125.
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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.

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 0113 3683025

SCOTT ARMITAGE
 01943 601815

COVER PHOTO
 Chris Fountain on Partick

**Dales Dinner Dance,
 Black Horses,
 High Street,
 Skipton**

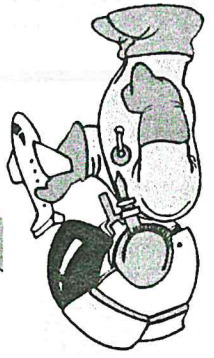
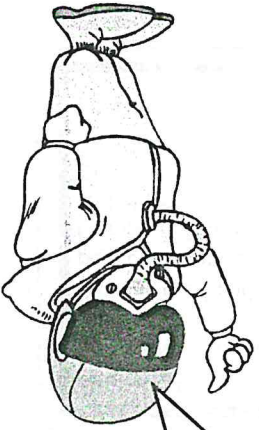
**Saturday, 7th February
 7.30 pm for 8.00 pm**

Get your tickets
 early to avoid
 disappointment

Tickets available from

Trevor Birkbeck
 Spring Hall
 Grewelthorpe
 Ripon
 North Yorkshire
 HG4 3DT
 01765 658486 or 07836 342312

**ONLY
 £18**



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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

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Nick Devlin	Weekends	Leeds	0113 2760855
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Allstair Irving	Various	Huddersfield	01484 844898
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Steve Clarkson	Various	Ripon	01765 607304
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Stewart Bond	Various	Huddersfield	01484 841213
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Steve Mann	Weekends	Ripon	01765 650374
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Malcolm Wilcock	Various	Bolton	01204 521945
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PARAGLIDING CLUB COACH LIST

Noel Whittall	Various	Leeds	0113 2502043
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Les Cowling	Various	Howarth	01535 646048
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David Greenwood	Various	Huddersfield	01484 847492
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Liz Addy	Weekends	Austwick	0777 5690925 015242 51682
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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

Feb 5th.

Visit by the Stockton Weather

Centre

March 4th.

Noel Whittall to give a talk on the Wright Bros.



Inside this issue:

CHAIRMAN'S CHAT

SOARING BIRDS AND GLIDERS

HUMOR PAGE

Killed the hill for hang gliders, now

HG v PG - a more logical analysis

More Oz report stuff on HG safety v

SITES NEWS

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WINGS & THINGS

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DALES XC LEAGUE

2003 Dales Paragliding XC League Open 1 January sponsored by Active Edge PG School													
Pos	Pilot	1	2	3	4	5	6	Total	2003 Dales Hang Gliding XC League Open 1 January sponsored by Aerotow.com Flight Park			Total	
		1	2	3	4	5	6						
1	Jake Herbert	87.7	43	24.9	24.1	23.9	23.7	227.3					
2	John Ellison	43.2	38.5	37.8	33.4	24.0	23.9	200.5					
3	Chris Fountain	35.9	32.2	28.7	27.5	25.0	22.7	172.0					
4	Harry Harrison	29.5	26.0	21.6	20.9	16.1		114.1					
5	J Goldsborough	30.1	20.0	11.4				61.5					
6	Graham Laycock	31.3	10.1	9.8	6.5			57.7					
7	Steve Mann	34.4	12.4					46.8					
8	Gus Hurst	32.2	14.5					46.7					
9	Andy Williams	32.5						32.5					
10	Neil Cruickshank	25.2						25.2					
11	Martin Baxter	16.4	8.2					24.6					
12	Peter Logan	11.4						11.4					
13	Les Cowling	7.2						7.2					
14	Andy Wraith	5.6						5.6					
15	Pete Condick	5.3						5.3					
1	Trevor Birkbeck	130.3	47.9	42	28.4	27.9	13.2	289.7					
	Pilot	1	2	3	4	5	6	Total					

CHAIRMAN'S CHAT

post you the tickets (cheque

by return) - you must have

at the Black Horse, High

Street, Skipton on

Saturday, 7th February - be

the number on it is your

there at 7.30 pm for 8.00

raffle entry for the main

pm. Don't miss this

great evening when good

food comes with great music

to dance to, a raffle

with loads of prizes (the

main prize is included in

your ticket) and

Vegetarian food can be ar-

ranged so let me know if

any of your tickets are

presentation of trophies.

The whole evening is spiced

up with war between

tables using rocket balloons

and chuck gliders, not to

Trevor Birkbeck

mention consumption

Spring Hall

of large amounts of ale. The

Grewelthorpe

farmers who so kindly let us

Ripon

fly on their land,

are all invited to this do as

North Yorkshire

HG4 3DT

part of a thank you for their

email:trev.birkbeck@trevuk

kindness.

Get your tickets from me

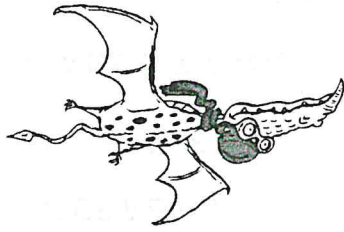
either by posting a cheque

for £18.00 per ticket

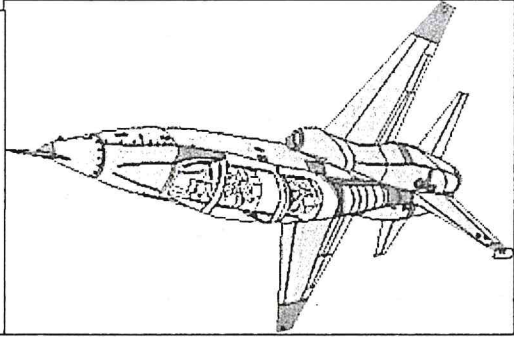
(made out to "DHPC") or

ring me on 01765 658486 or

07836 342312 and I'll



Flying mid-week NOTAM
CALL
0800-515544



CLUB NIGHTS
First Thursday of the month.
Held at the Riverside Hotel.
Ilkley

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

DHPC Cross Country League Rules

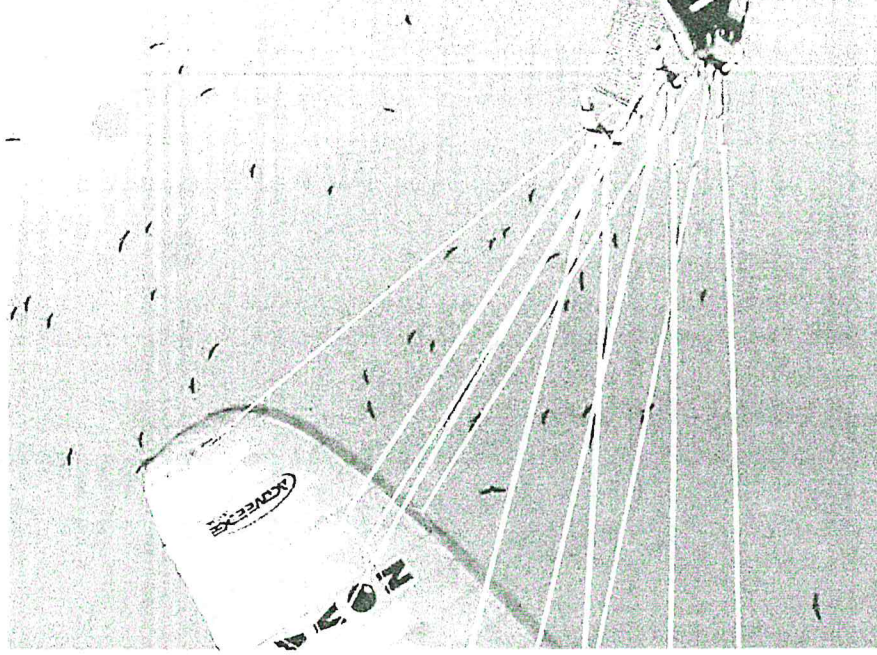
- Entry to the DHPC XC League is free and is open to all members of the DHPC.
- All flights must be flown between January 1st and December 31st 2003. Pilots must submit their flight details within one calendar month.
- Trophies and prizes will be awarded at the next Dinner Dance. Flights must start from a Dales site. These can include non Guide Book sites such as Barkin Fell and Cautley Spout.
- Only a pilot's six best flights will count. They can be Open Distances, Out & Returns or Triangles.
- Minimum distance is 5km for straight flights and 15km for all flights with turnpoints.
- Completed Out & Return flights score double the flight distance where the majority of the flight is out of ridge lift.
- Completed Triangle flights score three times the flight distance as long as they conform to the FAI 28% rule (the shortest leg of the triangle must be at least 28% of the total distance). However a completed Triangle flight which fails the 28% rule scores double the flight distance when the majority of the flight is out of ridge lift.
- Take off and landing witnesses are recommended, if not essential, in order to prove a flight when challenged.
- All flights must comply with current airspace regulations and restrictions.

To submit entries for the league simply email: webmaster@dhpc.org.uk or use the SUBMIT AN XC ENTRY link at www.dhpc.uklinux.net/dhpc/league.cgi
Or failing this a phone call on 07720 425146
Try to include details like:

- Start site
- Finish location
- Date and Time
- Wind Direction
- Distance (see rules, points 5 to 8 on league webpage for help with this)
- Type of flight (Open Distances, Out & Returns or Triangles)
- Hang glider or Paraglider
- Any witnesses at take off or landing.
- Cheers
- Pete Logan

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 at 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.
Humsett	17.101	SW-WSW (220-250)	
Ilkley Moor	8.058	NNE-NE (020-040)	250ft at limit. Keep clear of passing horses
Nappa Scar	17.069	SSW (205-225)	(No XC Aug-Feb)
Mont Sarahs	8.012	SW-SE (220-140)	Manes airspace only 3000ft
Pule Hill	8.062	W (080-100)	Don't land in fenced SSSIs.
Semer Water	17.008	SE (115-155)	OK to land in field next to top road but no parking in field.
Stags Fell	17.009	WSW-SSE (160-250)	MEMBERS ONLY (12 max) (No XC Aug-Dec)
Taibridge Hill	17.075	SW-W (225-270)	Max 12 fliers. Don't crowd.
Wether Fell	17.017	WNW (280-310)	
Wheriside	17.010	SE-E (090-155)	Flyable, but the club does not have parking permission.
Windbank	17.011	S-SW (180-225)	£1.50 per pilot to Mr. Milton £1.00 per car to Mr. Dibb
- Knipe Scar		SW (210-235)	OPEN

It is normal survival behaviour that birds (and many wild animals) will flee or hide from any-'threats' and behave accordingly. Anyone who drives on motorways will see rocks standing without fear on the hard shoulder solid line side of the familiar - like a noise - which thing unknown or something threat. This can be from some- thing they perceive to be a 'threats' and behave accordingly. Anyone who drives on



occurs unexpectedly. Some-traffic lanes (dotted lines) even times the bird does not flee but when trucks are thundering past faces the threat or even attacks, but most wild creatures are not that fast traffic does not cross the solid line. It is not difficult to be effective at breeding time or when their territory is threatened. There are many sources of larger birds - raptors, condors - threat in hilly and mountainous

Glider, hang glider and para-
 ple, off-road vehicles, hot air
 balloons, tourist helicopters and
 aeroplanes, bird watching par-
 with raptors is common. There
 are indications that soaring
 birds prefer circling in thermals
 with gliders of comparable per-
 formance. The glide ratio of rap-
 tors is typically between L/D 14
 and 16 with a sink speed of 0,5
 to 0,7 m/s at airspeeds of 30 -
 50 km/h. (The royal eagle ordi-
 nary air-
 speed is
 about 55 km/
 h and the
 smaller buz-
 zard 35 km/
 h). The cir-
 cling air-
 speed of
 hang gliders
 is similar,
 with a good
 hang glider
 having an L/
 D of 14. A raptor is not worried
 by flying with a hang glider, as it
 poses no threat in performance;
 they are equals. A glider
 (sailplane) flies at a higher
 speed with L/D 50 or more.
 Large eagles occasionally fly in
 the same thermal but are not
 soaring as companions. Back in
 the fifties, however, when glide-
 ers flew more slowly and with L/
 D 18-25 more raptors soared



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 soaring as companions. Back in
 the fifties, however, when glide-
 ers flew more slowly and with L/
 D 18-25 more raptors soared

save their
 own energy -
 and so the
 need to feed
 so frequently.
 Not surpris-
 ingly, the
 birds best at
 soaring are
 large, with
 relatively
 high wing
 loadings and
 the need to
 fly fast to catch their prey or mi-
 grate. Raptors, particularly, soar
 well by soaring in thermals and
 air rising over ridges and cliffs.
 Other birds, such as storks, use
 thermals in large groups when
 migrating and sea birds mostly
 use cliffs, not least because
 coastal air is not conducive to
 thermal development.
 Small birds, like swifts, use
 thermals to catch insects that
 have been swept up in them.

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@dnhpc.org.uk

Paraglider cheats death in frozen falls
 A Norwegian paraglider had a lucky escape
 after being stuck in ice 100 metres above
 ground for two hours.
 Battling with temperatures of -10C (14F),
 he got into trouble when he jumped off the
 Reinaas Falls in southern Norway.
 Without enough speed he landed next to the
 falls. One wing caught the water and he was
 dragged with the current, until he got stuck.
 A dramatic rescue operation by a rescue
 helicopter pulled the 30-year-old to safety
 with just a few cuts and bruises.

likely for paraglider pilots, or other voluntary organization will ever be able to compile accurate numbers of flights or hours flown in the total pilot population. That said I still believe compiling accident reports and their statistics is valuable to the pilot population. While I understand that the job is somewhat gruesome and depressing it surprises me that for an organization this large they can't find someone to do the job. If it really is that difficult and we think the value is high enough why is it not part of a paid position?

(editor's note: It depends on what we mean by the word "safety." The best evidence we have is that paragliding is three times as injurious PER PILOT as hang gliding. We have lots of suppositions why this might be true (and we have questions about whether it is true or not), but we have no way of knowing at this point whether these suppositions have any validity or not.

We don't know if this is true because paraglider pilots fly three times as much as hang glider pilots, or three times as long, or in air that is three times as rough, or that paragliding itself is three times as risky, or pilots errors are three times as

Discuss accident reports at www.davisstraub.com/OzReport/forum/p/hpBB2

We can certainly say (if Neville is right) that paragliding is three times as injurious PER PILOT as hang gliding, but we don't know if it is half as injurious PER HOUR flown. We can use lots of different denominators and come up with lots of different measures, but for the PILOT the real issue is how dangerous is it PER PILOT.)

with them, particularly Griffon vultures (in S Africa). Paragliders, of course fly more slowly than either and with a lower L/D. They are also not 'bird shaped' but it seems that S American vultures and large eagles fly with them without worry. Perhaps it is because the bird's L/D and airspeed are both higher so the raptor feels superior and free to escape. In any case, hang gliders coming to a new ridge or mountain, perhaps for a competition, have only a brief adverse effect on the local raptors. On one site in Australia for a short period raptors attacked hang gliders with their talons, mostly on top of the wing, but on finding no attack was returned settled down to soar with the newcomers. I have observed that if a bird overflies the territory of another in straight flight and at a reasonable height the local birds recognise that there is no threat and remain undisturbed. In mountain areas where there is regular gliding of some intensity local birds soon cease to feel threatened, provided the general pattern remains much the same. They adapt as needed in the locality but do not desert the area. In conclusion, soaring birds do not feel threatened by soaring

pilots other than temporarily - perhaps 2 or 3 days. They adapt and lose their fear, accepting the newcomers promptly than either and with a lower L/D. They are also not 'bird shaped' but it seems that S American vultures and large eagles fly too near a nest site the bird's flight behaviour changes from normal circling and soaring to swoops and dives to show its anger. If soaring pilots enjoy flying with birds, which they do, and learn to recognise worried behaviour and avoid aggravating it, there will be no conflict between them.

Ann Welch
February 1996



Transcription
an intercept
the Non-
SuchAgency

Couch

of
by

at RAF Menwith Hill ...

Brrrrp brrrrp Brrrrrp brrrrp Click

"Hullo ? is that Pilot Pete ?"

"Look Mick, 'Pilot Pete' was OK for a while but I've moved on to bigger and better things now so let's get this right first time eh ? From now on I want to be referred to a 'Coach'"

"Well OK, but I think you bear a more than passing resemblance to a bus rather than a coach ... I hope that John Paul II doesn't croak in the near future or it will be your Holiness next !"

"We will be having words about this unwarranted insolence at the next club meeting"

click. Line goes dead.....

the responsibility that comes with age is questionable. I reckon I'm starting to see more accidents (certainly incidents, their predecessor) arise from those in their later years who perhaps not as clued in as they used to be. What I'm suggesting is that insurance premiums for paragliding pilots are three times what they are for hang glider pilots. This is still the indication that we have that paragliding is three times more injurious per pilot than hang gliding.)

Indeed, in the UK, paragliding accident rates may even be riskier than the Alps, etc, because of (generally) the lower hills we use (rarely higher than 300ft in the south UK), the generally higher winds, and hence a much smaller recovery window for collapses than the 2000 ft below (say) the Grenoble launch in France.

On a more positive note, there has been a great change in the UK over the last twelve years. A decade ago, our small hills started swarming with paragliders not looking where they were going, and generally flying in a state of unawareness. I now fly from small local hills where I regularly thermal with 10 or 15 paragliders at once, and they have now elevated themselves to true aviators, flying with discipline and consideration. So, the mix has

actually turned out alright, but I still think they are all very brave!

(editor's note: In spite of all the discussion here, the important point is that as far as Neville is concerned the UK medical insurance premiums for paragliding pilots are three times what they are for hang glider pilots. This is still the indication that we have that paragliding is three times more injurious per pilot than hang gliding.)

Discuss accident rates at www.davisstraub.com/OZReport/forum/phpBB2

What are we measuring here?
Jeff Curtis j.curtis@semikron.com writes:

Even if 100% of accidents were reported we still could not make a determination of a sport's safety. For that we would also need to know all the flights that were completed without an incident.

The total number of fatalities climbing Mt. Everest is small but so is the total number of climb attempts. The last I knew there was 1 fatality for every 3 successful summits. Obviously climbing Everest is still a very risky sport.

I don't believe the USHGA or any

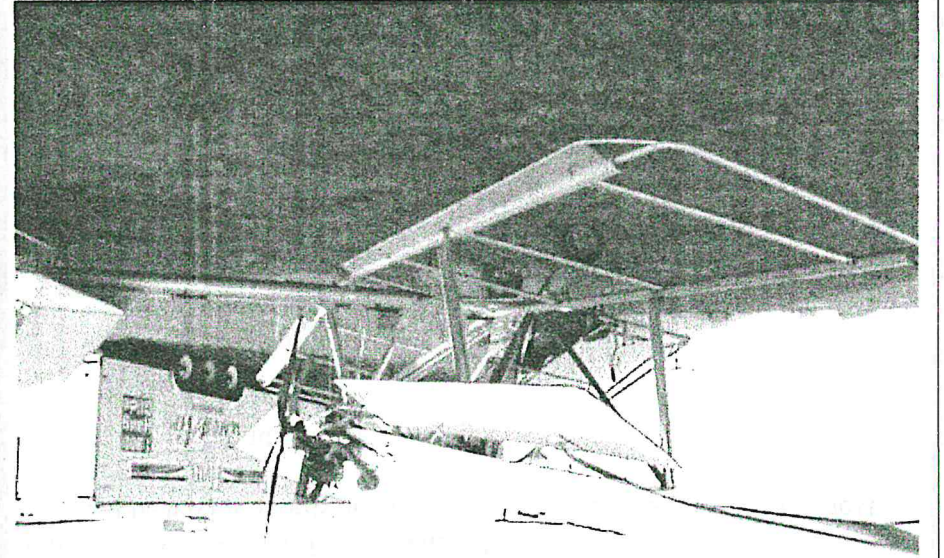
Killed the hill for hang gliders, now for paragliders?

Report of 21st October from the Oz

Report

Those of you who followed the discussion on the USHGA forum over at the Oz Report forums may remember the mention I made about Dave Glover and Russell Brown with a lot help from many other folks at Quest Air put on the paraglider tow

paragliders. The wing has been built and tested, but the trike isn't flying yet (see below).
 Meanwhile, at Quest Air Flight Park (in Florida) Bobby Bailey has been working on building a slow version of the Bailey-Moyes Dragonfly that can tow paragliders. You might Well apparently Bobby was inspired by this desire of paraglider pilots to



worth their time and money, certainly to try to differentiate and prove the case for a population of 1500 UK hang gliding pilots. But with the current three outstanding paraglider related claims (from serious training/dual paragliding accidents), the insurance companies now see themselves exposed enough to know it's just not worth considering insuring the teaching/£300 for paragliding, but the 'cost' won't be linear with 'risk' as administration is obviously a constant. This anomaly of fees/risk will be further distorted when considering only coverage for weekend, 1 or 2 weeks, where the bulk of the cost could be administration. Those fees are not a good indicator for relative risk. Better statistics would surely need to take the level of activity into account, something I'm sure no-one will have.

Indeed, it was Yvonne who was voicing concern to me about what paragliding was doing to the sport overall - an interesting comment from someone who has been in this line of work for a least twenty years, maybe longer. I recall the annual rate being something in the order of £100 for hang gliding vs £300 for paragliding, but the 'cost' won't be linear with 'risk' as administration is obviously a constant. This anomaly of fees/risk will be further distorted when considering only coverage for weekend, 1 or 2 weeks, where the bulk of the cost could be administration. Those fees are not a good indicator for relative risk. Better statistics would surely need to take the level of activity into account, something I'm sure no-one will have.

(editor's note: Numerous readers have written in arguing that there is a difference in activity level. Some have claimed a difference in activity level per pilot. Unfortunately, there is little evidence to back up this claim.) I doubt if we will ever get a thorough analysis from the insurance companies, because with the volumes involved it just isn't worth their time and money, certainly to try to differentiate and prove the case for a population of 1500 UK hang gliding pilots. But with the current three outstanding paraglider related claims (from serious training/dual paragliding accidents), the insurance companies now see themselves exposed enough to know it's just not worth considering insuring the teaching/£300 for paragliding, but the 'cost' won't be linear with 'risk' as administration is obviously a constant. This anomaly of fees/risk will be further distorted when considering only coverage for weekend, 1 or 2 weeks, where the bulk of the cost could be administration. Those fees are not a good indicator for relative risk. Better statistics would surely need to take the level of activity into account, something I'm sure no-one will have.

But sure, Steve is right, we need a ratio of 'days out' to clarify results - but even this is distorted by hang gliders often being able to fly when the paragliding's are grounded. It's a statistical nightmare! Even the suggestion (from a week or two ago) of hang gliding accidents being lower because of

new activity. There needs to be coordination between the tug pilot and the paraglider pilot, as there is with hang glider pilots and tug pilots, and the tug pilots need to learn new procedures.

Paraglider aerotowing is still in development and Bobby (with the continuing help and encouragement from Russell Brown, Campbell Bowen, Rhettt Radford, Bill Moyes and Quest Air) will be developing another version of the Dragonfly with a slotted wing to allow for slower flight. Russell will be delivering two sets of the leading edge slats to Quest in about three weeks and Bobby will be trying them both on the bi-plane and the single wing Dragonflies. Bill Moyes has provided the sail material for the bi-plane wings.

David Glover says that if the development of paragliding aerotowing continues to go as smoothly as it has so far, there is a far greater likelihood of a spring paraglider meet at Quest Air. Ground based aerotowing was just a bit too labor intensive on the part of those of us who got those guys in the air.

get towed up to modify the Dragonfly. It's not quite full clothed yet, and certainly not test flown, but this is where things stand this week:

Photo by Dave Glover, paragliding tug spy pictures before wing coverings.

Report of 17th November from the Oz Report

David Glover called me this morning from Quest Air to report that Dave Prentice was up at 3,000' behind the bi-plane Dragonfly piloted by Bobby Bailey on his third the Oz Report Bobby has been working on developing an aerotow system for paraglider pilots and there has been significant progress.

The Bi-plane Dragonfly (Bigonfly?) flies at about five mile per hour less than the slowest speed of the standard Dragonfly (30 mph). This is near the top end of the airspeed for a paraglider.

David said that Dave, Bobby, and Rhettt have worked out bridges and procedures that specifically apply to aerotowing paragliders and like with aerotowing hang gliders needed to be developed for this

(editor's note: I really appreciate Steve's focus on the facts developed earlier: the question of medical insurance premium rates, and the additional question about why there might be a difference in the rate of medical insurance claims.

to his perceived difference in travel activity between paraglider and hang glider pilots.)

I can understand a hang gliding and paragliding association cross subsidizing medical insurance but all the indications are that the firms running it as a business are grouping all the different sports according to the claims history for same. What would the point be of Harrison Beaumont [a commercial company] getting hang gliding to subsidize paragliding within their own business?

I'm always a bit dubious when I heard hang gliding pilots with little or no paragliding experience discussing it in detail, usually saying how much safer hang gliding is. Those of us who do both, have tried to insure for doing both and still do so may have a slightly better perspective on the whole thing, with no axe to grind either.

I'll look out those hang gliding v paragliding figures, and try and scan or fax them.

(editor's note: I really appreciate Neville's focus on the facts developed earlier: the question of medical insurance premium rates, and the additional question about why there might be a difference in the rate of medical insurance claims.

Discuss accident rates at www.davisstraub.com/OZReport/forum/phpBB2

Neville Almond
n_almond@hotmail.com writes:

My original '3:1' data came from when booking (medical?) insurance with Yvonne (who runs Airsports, where Steve is going to check). It was following me having a gentle moan to Yvonne about the notice in our national magazine about medical insurance rates rising. I was informed by Yvonne

HG v PG - a more logical analysis

The following was posted on the club smart group, and as can be seen on the following pages it generated a couple of responses.

Craig Ed.

Comparative Accident Rates

Steve Uzochukwu

<steveu@which.net> has sent me a

1999 1,734 4,136

1998 1,862 4,048

1997 1,959 4,101

Rated pilots HG PG

these years was:

more dangerous.' However, the number of qualified pilots of each type in

So the injury rates per 100 mem-

bers of each type were:

1997 3.68 3.27

1998 2.15 4.08

1999 2.02 2.66

Europe. Perhaps the British and the accident rates in Britain and

Europeans regarding the hang gliding and para-

gilding article from a few years back re-

ported system than we do here in the US.

Angus writes:

The figures for 1997 to 1999 (we haven't compiled the 2000 figures yet) are

as follows:

Injuries HG PG

1997 72 134

1998 40 165

1999 35 110

Injuries per 100 members HG PG

1997 3.68 3.27

1998 2.15 4.08

1999 2.02 2.66

... which does indicate a very slight excess of paragliding injuries.

To get a complete idea of whether one activity is really significantly more dangerous than another, we would also need to factor in the amount of flying

each type of pilot does. Here I don't have reliable data, but the dis-

impression is that the (relatively ageing) hang glider pilots do quite a bit

less flying than the (relatively paragliding is many, many times

... which on the surface might seem to support the contention that

quotes hang gliding as cheaper to insure than paragliding, this is not

the case in the general market. Specific paragliding coverage from specialist medical insurers is roughly 140-250 GBP for the year. General policies quote 45-80 GBP per year, and a small proportion do not have paragliding

exclusions. Some of the general policies will remove a paragliding exclusion [where it exists] for an

extra 20-30 GBP. The general policies tend to have hang gliding

exclusions that are not removable. But for my hang gliding involvement, I would use a more

general Holiday Insurance policy. Point 2 - Whilst the specialist

insurers regard paragliding as more risky to insure than hang

gliding, the opposite is the case amongst general holiday insurance

policies. Paragliding is seen as safer, and is less of an unknown,

as at some point a fair number of people have been parasascending

behind a boat, and the inevitable connection with parachutes is

made, wrongly. We had an article in our magazine

where the statistics were analysed [as they exist] and the conclusion

was that whilst paragliding was slightly more dangerous, it was not significantly so.

I would suggest that far more paragliding flying and travel

abroad happens than hang gliding. Coach, plane, train, I take a

paragliding on all of them. Hang

gliding only with great difficulty

We need to clarify the statement

about paraglider medical insurance

premiums being three times that

of hang gliding medical insurance

rates. If I am covered for hang

gliding only, it costs me about

18% less than if I am covered for

paragliding. Not three times. I

use the Airsports scheme, which I

assume is the one associated with

the BHPA. So, premiums for

paragliding are not three times

those for hang gliding. More like

20% more. Costs/rates in bulk?

Questionable.

(editor's note: It is unclear here

what exactly Steve is referring

to, that is what the total insurance package is. I have asked

Neville to respond to this point

(see below). Remember we are

using medical insurance premium

rates to get an idea of the comparative risk - injuriousness.)

Looking away from this to other

specialist insurers, the difference

is not very big. Certainly less than

40%. Some of these specialist

insurers put paragliding & hang

gliding in the same group of risk.

I would suggest that far more

paragliding flying and travel

abroad happens than hang gliding.

Coach, plane, train, I take a

paragliding on all of them. Hang

gliding only with great difficulty

More Oz report stuff on HG safety v PG safety

Comparing accident rates

Steve Uzochnik

steveu@which.net writes:

I've been reading the Oz Report discussions of paragliding accident rates and I see one notable pattern emerging.

Most of the time when hang

gliding pilots discuss paragliding,

or paragliding pilots discuss hang

gliding, there is usually a thread

of how dangerous one discipline

thinks the other one is.

Paragliding pilots look at the hang

gliding pictures you guys have

been running of landings, and say:

"Dangerous!" and hang gliding guys

look at paragliding collapses and

say: "Dangerous!!!" Despite the

fact we are in a flying sport we

see far more hang gliding pilots in

Europe, but compared to the

guest houses chock full to the

brim of paragliding pilots, the

ratio is still very low. Say

between 1:8 and 1:15.

In summer the pattern changes. I

see far more hang gliding pilots in

UK insurance situation with regard

As a pilot who flies both types, I think some of the hang gliding only mob are not quite putting things in context.

Point 1 - Because of the ease of transportation of paragliding, far more paragliding pilots go abroad, they make those trips more often, and hence more airtime flown abroad.

Secondly, whilst the specialised medical insurance market now

UK insurance situation with regard to be raised with respect to the

A number of issues I think need

to patterns of travel, amount of flying abroad, etc.

younger) paraglider pilots.

1997 10 38

1998 11 22

1999 6 23

I could have used total incidents

reported, or the number of fatal-

ities, and

they would have illustrated the

same point. The main reason why

paragliding

accidents are more obvious than

hang gliding ones is that there are

now two

and a half times as many paraglider

pilots as there are hang glider pi-

lots.

It is often implied that some inher-

ent danger of paragliders is being

ignored and swept under the carpet

of 'pilot error'. This is not true, and

the figures above show that, even if

it was, the same effect must be be-

ing

applied to hang gliding.

European fatality rate per 100

qualified pilots HG PG

1997 0.051 0.056

1998 0.058 0.032

1999 0.033 0.034

Trevor Birkbeck

fly in

unsuitable weather conditions. In

case anyone thinks that the UK is

special

in this regard, here are the total fa-

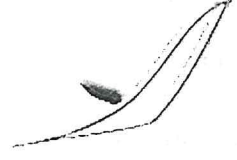
tality figures for most of Europe

(i.e.

UK, Germany, Austria, France,

Italy and Switzerland).

Fatalities in Europe HG PG



TWO RESPONSES FROM PREVIOUS ARTICLE

lies, damn lies and statistics.....

what a load of rubbish. The only true measure was sadly lacking;

accident

rate per hour flown. I know paraglider pilots get more airtime than

the

lawn darts!

John Ellison

I agree with John ... apart from the 4 (known) serious accidents where students or tandem riders were left severely injured, how many claims have been brought against UK fliers for damages to property/person by such as landowners/members of the public and how much has this cost insurers when measured against their premiums? You can quote all the statistics you like (governments and insurers are great at pulling these from thin air of course) but it doesn't account for the fact that bad sh!t happens in ALL human endeavour. What are the statistics for deaths per 100 for people working in high-rise office blocks for instance? I expect that these have soared in NY (and building insurance premiums have rocketed too since 9-11)

Also to put the accident rates into perspective, how do aerial sports weigh up in injury/fatality percentages alongside such 'non-dangerous' activities as skiing, potholing, horse-riding, rock dangling and shooting? There must be a narrow dividing line between breaking ones leg on a hidden rock and hitting a soft patch of moorland. So....
Q. Why does 'luck' come in two different varieties and yet are still defined as the same situation?
Isolation distorts perspective and aerial activities are (in my limited experience) viewed as the sole preserve of the limp brained and cranially challenged by Joe Public and I suppose that as in all human activity, there will always be dimwits willing to contribute to the 'statistics' not to mention the Darwin awards, me included. A fact that the govt. and insurance companies will

take full advantage of and they will use these flawed data to introduce stupid legislation. The Dunblane atrocity is one glaring case where a whole swathe of law-abiding people were made scapegoat for one mindless act committed by a madman. We were promised that in banning 'legally' held handguns the gun crime figures would plummet. I needn't expound on what actually happened need I?

And lastly ... going on the yearly maiming and slaughter figures, why do insurers continue to indemnify people who drive motor vehicles in an 'unsafe' manner? Simple ... they penalise those who drive reasonably and safely rather than refusing to insure the boy-racers and serial crunchers who are a 101% cert for a pile-up ... and they must STILL make a hefty profit otherwise they wouldn't insure anybody, including themselves. Want to live forever? Stay in ... watch CBC TV, though I'm sure the Dept of Health says that statistically, the numbers of fatalities and the drain on the Health Services are far greater than any other for this 'activity', even if there's not as much blood and snot to clear up afterwards.

Oddly, my dictionary describes an 'accident (n)' as ... 'A Natural Event And 'Death (n)' as ... 'Inevitable'!

Otherwise ... no strong opinion.

Mick Bolton

