

# WINGS & THINGS

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

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

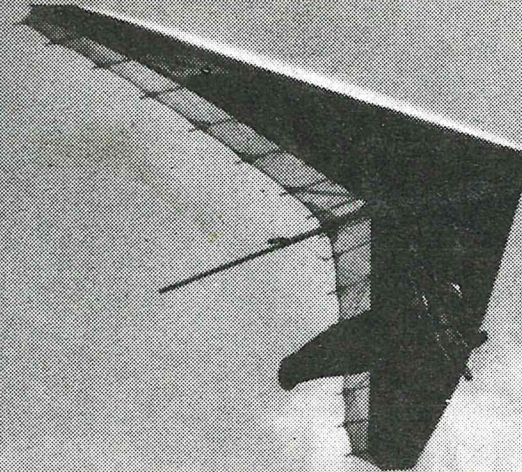
Gradient Aspen 26 (80 - 105 kg) April 2004 - flown twice. As NEW. Red / white / blue. First £1,500 Bargain.. see it at [www.gradient-wings.com/aspen.htm](http://www.gradient-wings.com/aspen.htm)  
Contact Stuart, 01475 786998

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 Top-less 13.5 or similar, in good cond. Tel: 01629 56452  
Contact James, 01629 56452

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

**JUNE  
2004**



**SKYWORDS**

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**COVER PHOTO**  
Hang Glider on Nonts

# 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.

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Steve Clarkson	Various	Ripon	01765 607304
Stewart Bond	Various	Huddersfield	01484 841213
Steve Mann	Weekends	Ripon	01765 650374
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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

JULY 1st.  
Club Night  
Jockey Sanderson

AUGUST 5th.  
Club Night

September 3rd  
Club Night

OCTOBER 7th.  
Club Night

### Inside this issue:

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# CHAIRMAN'S CHAT

## British Open in the Dales

This hang gliding competition has to be rated as the best ever held in the Dales with 3 days of tasking that everyone enjoyed - the whole comp was enhanced by the knowledge that it was in the best part of the country as far as the weather was concerned.

## Saturday

NNE winds sent us over to the Model Ridge as we don't have a suitable Northernly site; here, there is plenty of room for the 60 entrants and we all flew for around 3 hours. The task goal was set around the Wetherby area but could we get away - no chance, all lift stopped at 2000 ft asl as something was clamping it down. Slowly, we all came in and top landed to hear the news that Rich Lovelace has snuck off along Carlton to try and



Rich Lovelace takes off on Wether on his Combat

activate the task - later, we heard that he'd got over the moors to land at Hawaby, 10.5 K away, just making the task valid for a monster score of 22 points. Good effort.

## Sunday

Light winds off to the WSW, sometimes SW, had pilots commenting the I had taken them to the wrong site but we had faith! There were plenty of

## 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	41.2	24.0	12.0	10.2		215.8
2	Chris Fountain	86.7	25.7	12.3				124.7
3	James Goldsborough	79.1	41.5					120.6
4	Graham Laycock	17.3	13.5					30.8
5	Andy Williams	30.1						30.1
6	John Ellison	28.4						28.4
7	Paul Reynard	18.2						18.2
7	Alan Shield	18.1						18.1
8	John Firth	17.5						17.5
9	Ian Newiss	7.4	7.3					14.7
10	Zena Stevens	14.2						14.2
11	Steve Parnaby	13.3						13.3
12	Kate Maddison	12.5						12.5
13	Tony Pickering	12.0						12.0

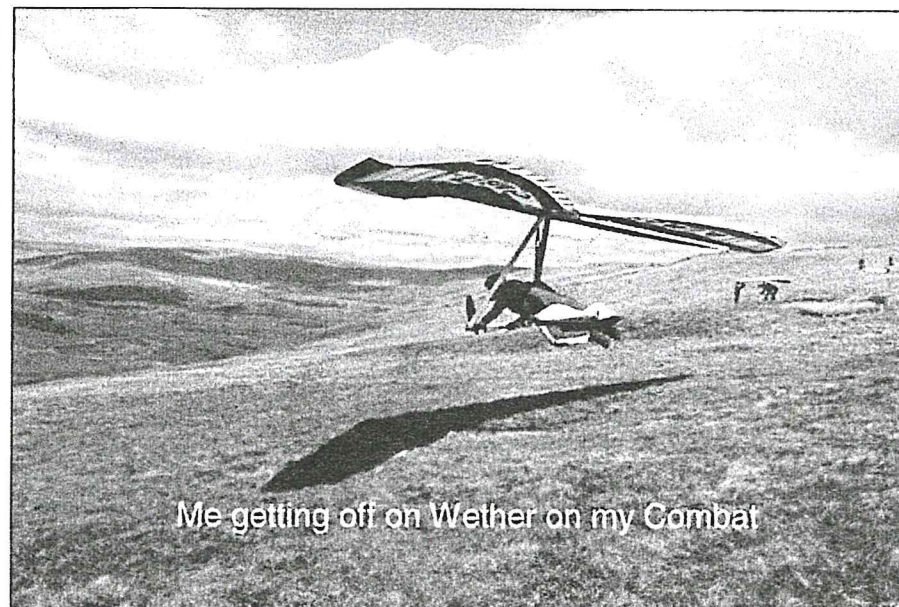
## 2004 Dales Hang Gliding XC League Open 1 January sponsored by

Pos	Pilot	1	2	3	4	5	6	Total
1	Trevor Birkbeck	60.5	30.8					91.3
2	Steve Mann	51.9						51.9
3	Andy Hetherington	51						51

paragliders showing that height was achievable so a task was set with a goal at the bottom landing field for Carlton (66.5K); straight away gaggles started leaving and it didn't seem to be a problem getting up so off I went. Thermalling around past Semer with Steve Mann and Andy Hetherington, I left the group and made the mistake of heading straight for goal, eventually landing at 30K - the rest of my gang kept to the South side of Wensleydale, where the clouds were good and did much better, landing around the Northallerton area, along with many others. Four pilots got to goal, Malcolm Beard winning the day.

### Monday

Back on Wether Fell but now it was windy and bang on West - the conditions were post cold frontal and, boy, that air was rough, so strong you'd be doing 8 up and then get chucked out of the side, feeling that if these gliders weren't as well designed, someone would get turned over!



Me getting off on Wether on my Cambrai

Once away from Wether, it wasn't so rough and I had an easy trip down the valley, with a good climb to cloudbase (5000ft) with Graham Phipps just by the Henges at Thornborough (just North of Masham) - set off for

(Continued on page 6)

From Graham Laycock Sites Officer:

Sarah Lambert has asked the club not to fly Semer Water until further notice, presumably for settling the new sheep in. Good alternatives are Whernside, Barkin and the far end of Staggs Fell.

The Cumbrian Club have some restrictions on use for Barkin:

There is a number limit of ten people on the fell, flying or otherwise. DO NOT walk through, land in or over-fly the field marked as 'out of bounds'. No flying is permitted within two hundred metres of the Combe (NE bowl) during the nesting season. Limited roadside parking - DO NOT obstruct the road or field gates.

View their sites guide here:

<http://cumbriasoaringclub.co.uk/sitedetails.asp?ID=27>

Cheers

Peter Logan

BAIRDONSOD

To be held around the

20th JUNE

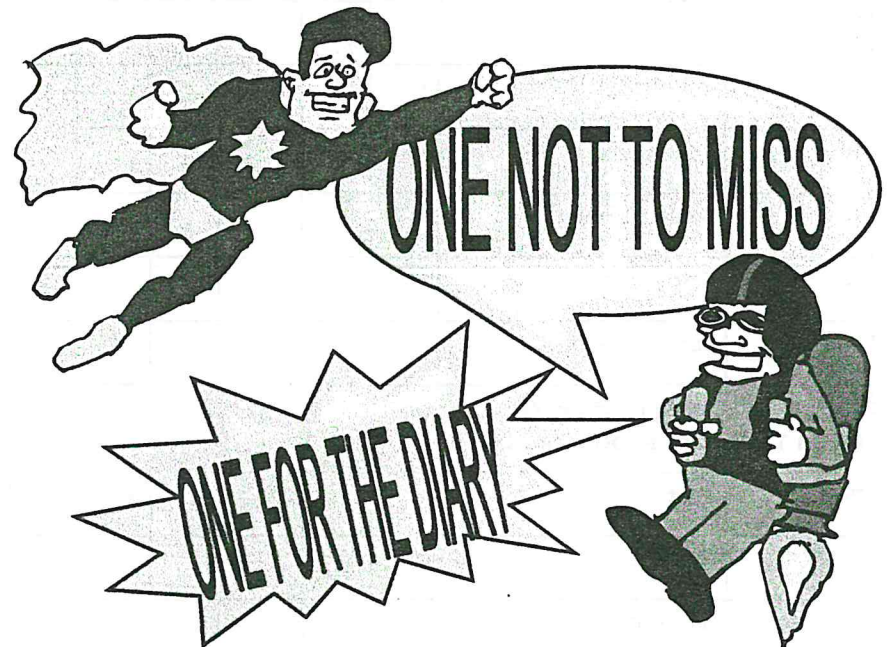
when we can get a mild wind day.

Both PG and HG welcome. Look out for a smartgroups message nearer the time.

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 5)

goal on the Gallops on top of Sutton Bank (65.6K), thinking that I would either make it or, with the day being so active, likely get another climb. Didn't and my glide was going to take me close to the grid lines so I burnt off a bit and landed 5K short. Groan.

Eight got to goal that day, including Phippsy and Rich Lovelace (whose GPS didn't play ball, so no speed points). Grant Crossingham won the day and others making it were Shedsy (Dave Shields), Ron Richardson (obviously fit again), Gordon Rigg (who carried on flying to land at Pocklington), Swede Joakim Hindemith and Mike Stephens (last as ever).

Final scores Grant won the comp (brilliant as always) with Bruce Kavanagh 2<sup>nd</sup> and Malc Beard 3<sup>rd</sup> - a great comp with excellent tasks set by John Aldridge.

#### The real winner of Monday

A name that has been missing from the above words is that of local hero, Nick Pain, mainly because he did crap on Sunday - not feeling well on the Monday, he was one of the last to get off, before the increasing wind stopped some others from flying.

Heading south of track, Sir Nick of Cleveland tried to divert over to Sutton Bank, couldn't so just set off XC, abandoning the task.

He crossed the Humber and set off down Lincolnshire, having to cut in from the coast as the sea created sea breeze convergence clouds in land - after 5 ½ hours Nick landed at Boston, South Lincs at a distance of 130 miles!! You'll read all about it in Skywings!

Trevor Birkbeck



# 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)	<b>CLOSED</b>
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)	
Wherside	17.010	SE-E (090-155)	Flyable, but the club does not have parking permission.
Windbank - Knipe Scar - Hawswick	17.011	S-SW (180-225). SW (210-235)	£1.50 per pilot to Mr. Mitton £1.00 per car to Mr. Dibb

## When Conditions Are Good Its All The More Reason for Thermal Etiquette

Great day at Weather Fell on Sunday (16th May), loads of people and lots of light thermals with no background wind =

should avoid crowded thermals until they have sufficient experience.

Secondly that thermal etiquette



massive risk of collision as everyone tries to pile into everyone else in order to stay up. A number of experienced pilots told tales of near misses, and people not paying proper attention.

I think this is caused by 2 factors:

Firstly that an inexperienced pilot is concentrating on staying in the thermal, and has little capacity to appreciate air space conflicts. Low airtime pilots

amongst "experienced" was very poor. This is a tricky subject not really covered in the CP air law exam, but should be understood. There is a difference between "Right of Ways" and good thermal etiquette. I think this must be poorly understood.

I was going to write something myself but it was easier to lift this from the interweb. (Thanks Torrey Pine HG School.)

(Continued on page 9)

(tubby) cork from a bottle when I popped them out ... result, I landed a field (or two) short of the car park ... I'd received Pete Logan's pics of the fried wing and electrified Dyneema noodles during the week, so kept well away from the overhead HV's. A couple of scruffy-looking Wensleydales raised a jaundiced eye and continued chewing the cud as I landed elegantly. Just short of the wall I admit, but well chuffed that I hadn't performed my usual pile-in and sheep shit roll-around. Meanwhile, catch a glimpse of Sky-God Simon spiralling in for a perfect ten in the chosen field and landing light as a ballerina. What poise ! what confidence ! what skill ! ... what a Smartass ! So, our hero disconsolately packs his wing and trudges off round to the car park and the waiting Simon/spouse/lift. I'd spotted the Dales type attendant as soon as I rounded the corner of the field and he came across. 'Probably wants to enquire whether or not I'm OK', thinks I, 'What warm-hearted people these Dales folks are'. Indeed his first words fried the cockles of my heart ...

'That'll be three an' arf quid mate !' ...\*&%%&£"+! says I. He grudgingly waived the entrance fee before we came to blows and I'd explained the circumstances and the fact that watching and talking about sheep-dogs weren't exactly my cuppa, seeing as the bar wasn't open yet. And just to rub salt into the wound(s), I not only got major stick from Simon for landing 'miles away' ... but the bloody wife joined in the barack-room heckling as well ! I'm sure I was happier (certainly richer) when I was single and grounded.

Mick Bolton :o(

Now also know by my Yorkshire Dales Native Indian nickname, bestowed upon me by the parking attendant: Wi-

Shasha-Tanka-Wi-Shin-Cala

(Two Fields Short Of A Car Park)



## Where the hell was everyone ?

Saturday Bank Holiday weekend ... cracking day on Wether, but where the hell was everyone ? A check on Dodd revealed there to be just as bereft of (humanoid) life and desolate too, wind well off the hill. Back to Wether, wife grumbling re the lack of 'facilities' i.e. Cinemas, toilets, Marks and Sparks etc ... Deep joy ! there's Simon turned up and we've the whole ridge to ourselves AND I can gloat for once because Logan is 'Office bound' playing with his bits, bytes, or whatever and missing all this. Ah yes, that's the reason, all the pro's are at the BCC on Parlick ! Following the usual wrestling and drag match we manage to launch into the slightly bumpy air but no problems it doesn't get any better than this. We'd both noticed the general hilarity and Oompah band music emanating from West Duerley Farm ... they must be having a Mega-Kraut-style-piss-up was the consensus upon top landing, until the gears creaked ... No, it's the 'Day in the Dales' annual bash and I think 'they' ("*The Committee*") were looking for a couple of volunteers (idiots) to do a fly in, look, there's a hangie parked up near the house. That's it then, we're 'the couple of volunteers (idiots)' is Simon's view, sounding just like Colour Sgt. Bourne from Zulu, 'Because we're 'ere lad, there's nobody else'. OK ... dispatch the missus down to Duerley to cart us back up, she's bored rigid and it will make her feel 'included' says my inner amateur trick-cycleologist ... no problemo. Besides, I'm not bloody well walking THAT far ... even for our 'Dear Committee !' Now usually you wouldn't have a problem with going up in the wind elevator, but today this one extended right across the valley over W.Duerley ... so it's Big Ears all the way down for me, being a little light on my (Large, safe, DHV1) wing. Lift was so good that I had to hold them in all the way down as I started to rise like a

1, The first glider in a thermal sets the direction of the circling. All gliders entering the thermal afterward, circle in the same direction;

The lower glider has the right of way. This is because the pilot below can't always see the glider above their canopy. If the pilot is climbing into you, GET OUT OF THE WAY and let them have right of way.

2, Fly circles of a size appropriate to accommodate the number of gliders at or near your altitude. You would not fly triangles and ovals, etc. in a thermal with other pilots, because that's not what they expect. You should not fly a tight circle in the middle of the core if there are two other paragliders at your altitude, because there won't be room for them.

3, Always look around and make eye contact. Let other pilots know that you see them. Make your moves deliberate, so everyone can see what you intend to do. Use plenty of body language to visually telegraph your intentions.

4, For any reason, if you are not comfortable, GET OUT! Flying in a crowded thermal is an advanced skill. If you are not up to

it, GO FIND ANOTHER THERMAL. Or indeed another hill. On the same day fewer than ten pilots had the whole 2km ridge of Great Whernside to themselves all day.

An excellent article that all should read is also at [www.skynomad.com](http://www.skynomad.com) This really gets into the subject.

Jocky Sanderson's Speed to Fly video, available from the club library, has the same advice with video clips and illustrations.

**Jake Herbert.**

# SKYWORDS ON E-MAIL

Skywords is to be published, for those who want it, in an E-Mail format. The committee is currently compiling a data base of E-Mail addresses of members wishing to receive their copy of Skywords by e-mail. A paper copy will still be published for those members who would rather still receive it by post.

There are a number of advantages in receiving Skywords by E-Mail :-

1. The club would save on publishing and postage costs.
2. My workload would be decreased.
3. Pictures would be in colour and of a better quality.

The saving on costs for the first year, will be donated to the Yorkshire Air Ambulance.

If you would like to receive your copy by E-Mail then please E-Mail your address to

Pete Logan on  
webmaster@dhpc.org.uk

## A Warning for Anyone Flying Nonts

From a PSC member.....

A quick note that may be worth putting into the PSC magazine (and passed onto the Dales Club) as a warning to others flying at Nonts: On the 6th June Dave Salerman and I went flying at Nonts, along with a number of other people from the PSC and the Dales clubs, and the inevitable gaggle of ice-cream eating tourists. Following a bit of over optimistic flying at the end of the day I ended up landing the hang-glider at the bottom of the hill. With the prospect of a long, slow trudge back up to the road, I packed the glider away in its bag and started the carry up. To my relief, a few minutes later Dave turned up to give me a hand and we took the easiest path through the bog which got us up on to the road about 500 yards from the car park.

"Should we hide the glider in the ditch whilst we get the car", says Dave. "What's the point, it weighs 30 kgs, it's 5 metres long and we are only going to be 5 minutes to pop your glider on the car before we pick it up", I reply. Five minutes later, with us having been only out of sight of the glider for around two of those, we return to see a K-reg blue Land-Rover Discovery, without a roof rack, parked where the glider had been and a long-dark haired guy, his blond haired female partner and 3 kids walking back from about 100 yards into the moor. Not believing that anyone would have the brass neck to steal a hang-glider in broad daylight, we

turned around at the next lay-by and saw the Land-Rover drive off. Still in a state of disbelief we then grid searched where the family had been, to find the glider at the bottom of a ditch very carefully hidden under freshly cut bracken. I can only assume that they were planning on coming back later to take it away with a roof rack. After we recovered the wing we drove back to the Nont's car park to see the Land-Rover parked up with the family sitting on one of the rocks out front.

The incident and the Land-Rover's registration has been reported to the police but in reality there is little that they are likely to be able to do.

This has been a real eye-opener for me in the type of opportunist crime that some people are prepared to do, especially as the family in question I suspect are not likely to be taking up a new desire to go free flying. If anyone else needs to leave a glider or any other equipment unattended, no matter how big or bulky, be careful to hide it well.

**-Regards, Bruce**

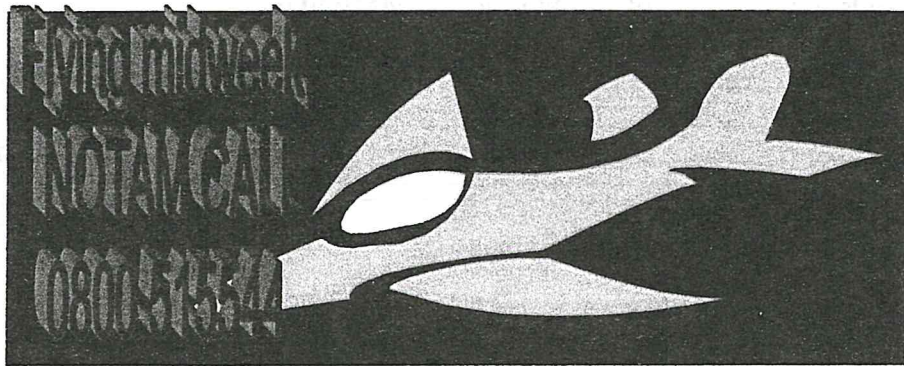
(Continued from page 17)

courteous and polite, and if needed explain that the owner of the hill Mrs. Airey is more than happy for us to fly the site.

### XC FROM COWLING

Only 3 miles to Halifax CTA - 3000ft.AMSL, then Manchester TMA - 3500ft. After passing Nont Sarahs, drop below 3000ft. But to go much further you must remain East of Manchester CTR, otherwise land.

Craig Richardson (Editor)

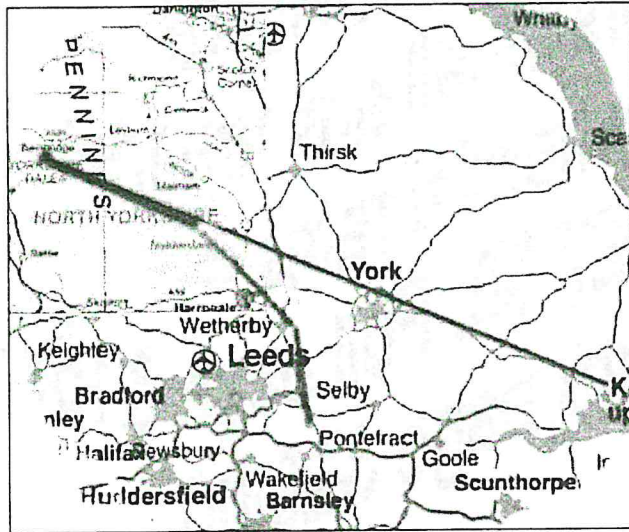


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Site maintained by  
Pete Logan

# Big Sunday in the Dales



Herbert, Chris Fountain and James Goldsborough all put personal bests in. James landed south of York at Colton after 3 hours of full on flying taking in Menwith Hill golfballs on the way. By the way, feel free to fly over there anytime strangely the powers that be forgot to put a no fly area around it. Funny that.

Chris took a more southerly track after Leeds / Bradford air-

For surfers it was the film Big Wednesday - waiting for the biggest swell, offshore wind - the best conditions. For us fliers we had pretty much as good as it gets last Sunday when a cold dry north westerly airmass was dragged over on the edge of a light wind high pressure system. Cloud-base was well above 5000ft, there was none of Saturday's spreadout to cut off the heat and the conditions persisted most of the day.

So far over 300km of XC has been reported to the Dales league and that's discounting the distance a couple of pilots from neighbouring clubs racked up which would take the total to over 400km! Kate Maddison and Tony Pickering both got first XCs in both landing at Buckden - hopefully the first of many more.

Taking the club up to fifth in the national paragliding club league Jake

space gambling on the air flow veering higher up. I can confirm this as on Great Whernside I'd taken off in almost a direct westerly but up at 4750 feet (my best height yet) when Jake and Chris passed by the cloud track was a direct northerly. He landed at Castleford 3 1/2 hours later with Simon Greenwell.

Jake took the paragliding site record for Wether Fell with a huge 128 km, 6 hour epic landing just north of Hull. He says his grin is still to fade from the flight - as is the bladder pain. Expect some words here from him soon on this flight.

If you have a story from Sunday, let me know and I'll add it here.

**Pete Logan**

Parking is either, in the quarry area on the road that ascends the hill diagonally from Cowling, or behind the hill one field away, which can get boggy. The road is reached by turning right at the first cross roads after ascending the hill.

Access is through the quarry at the top of the road and then up the newly installed steps up to the stile by the tower and on to the grassy area, or by the boggy footpath from the road to the pinnacle end. The nearest telephone if a mobile is not available, is in Cowling. The capacity of the hill is not normally a problem, but in light winds the lift band can become narrow.

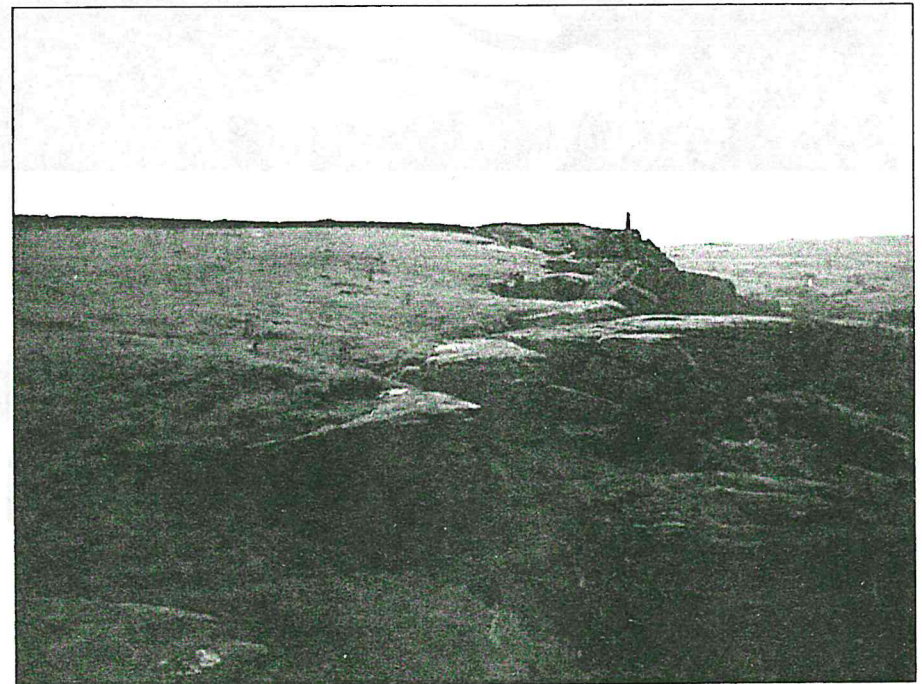
**HAZARDS**, Pinnacles, area below the hill is strewn with boulders, top landings tight at tower end and rotors at pinnacle end.

Landing in the field below the hill would be very tricky for hang gliders, but a little easier for paragliders.

**360s AROUND TOWER NOT RECOMMENDED.**

There has been an incident in the past involving a tenant who owns and rides horses in fields at the top. If approached by anyone, please be

*(Continued on page 18)*



# SPOTLIGHT ON COWLING



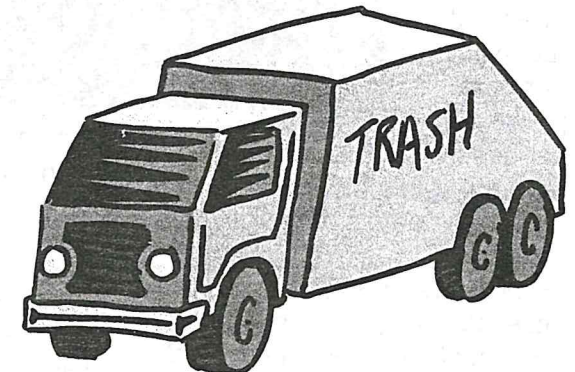
## COWLING & SUTTON PINNACLES

SITE CODE	17.016
GRID REFERENCE	SD 988 430
WIND DIRECTION	NNW (340 - 350)
HEIGHT	1155 ft. AMSL
GRADE OF FLYER	HG - Advanced, soaring only. PG - Soaring

## 1st Battalion of the DHPC Volunteer

Monday 24th May saw the 1st Battalion of the DHPC Volunteer(s) in action at Nont Sarah's ... ably assisted (supervised) by my (press-ganged) Domestic Diva and Dyson virtuoso, Karen. In a couple of hours three bin liners of rubbish were collected from the site and taken to the council tip. The variety of dumped items at this site is an endless source of amazement, ranging from several sections of larch-lap fencing which is still there waiting to be burnt once things get a bit damper, sundry car parts, a pair of kids Nike trainers with hardly any wear at all, hundreds of beer bottles/cans and disposable plastic drinks bottles and several used condoms complete with wrappers stating they were of a strawberry flavour (didn't put the claim to the test of course) Must be a pretty cold place to expose your stern gland to wind up there I should imagine. On a more sombre note, there were dozens of little self-sealing plastic baggies of the type that are so useful for selling heroin/marijuana if you're in that line of business. Luckily there was no evidence of needles or syringes (yet) ... Why can't these selfish cretins take their rubbish home with them? I know it isn't free-flying types that cause the mess as I've always been impressed at our other sites by the absence of rubbish where the general public are either a. too idle to go to or b. of the rambling/modeller fraternity and educated to keep the countryside clean. Doubtless it will be necessary to repeat the exercise in a couple of months time so if there are any volunteers (or pressed men/women ... I don't mind which) or if anyone knows of any more of our sites that could use a bit of tarding up I'd be glad to organize another skirmishing party to sort things out and give a little back to the landowners without whose forbearance we would not be able to fly.

:o) Best, Mick Bolton  
DHPC Sites bod, South-  
ern Area.



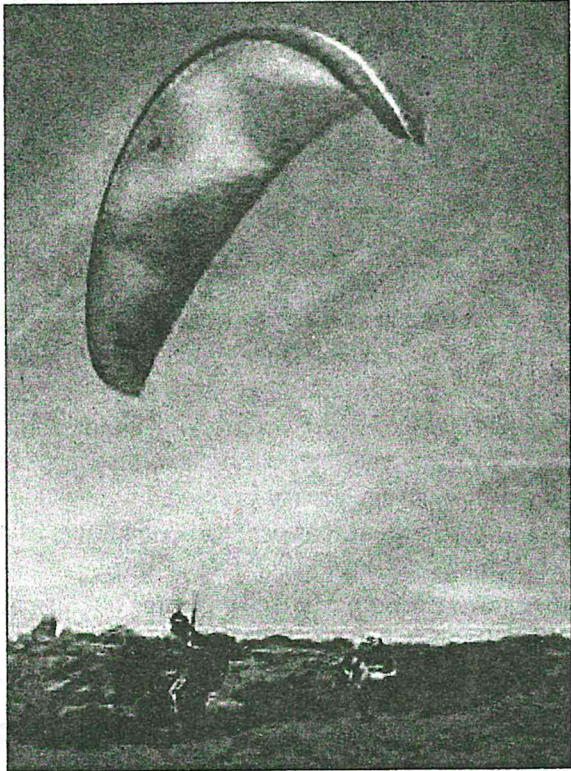
## James Goldsborough misses a few opportunities on a classic weekend.

I did get out on Friday down the peak district at a crappy little site called Curbar Edge, very picturesque and all but not nice, the only reason I went over the back (with Judy Leden and Chris Dawes no

less) was because I didn't fancy the top landing, it took me two hours to get out of there. Having climbed out we were drifting straight for Sheffield and my old student digs and not liking this much I tried to go round the south but went straight down. I

landed higher than when I took off and only got 9.35 km, arse. Lesson of the day: patience.

Sunday we arrived at Brant Side a little late with people already going, I took off about one o'clock



and climbed 1600 feet without trying and then instead of going, I stupidly waited for Chris and Jake. Fatal mistake. The wind picked up and it was very hard work. I landed and was going to fly again but

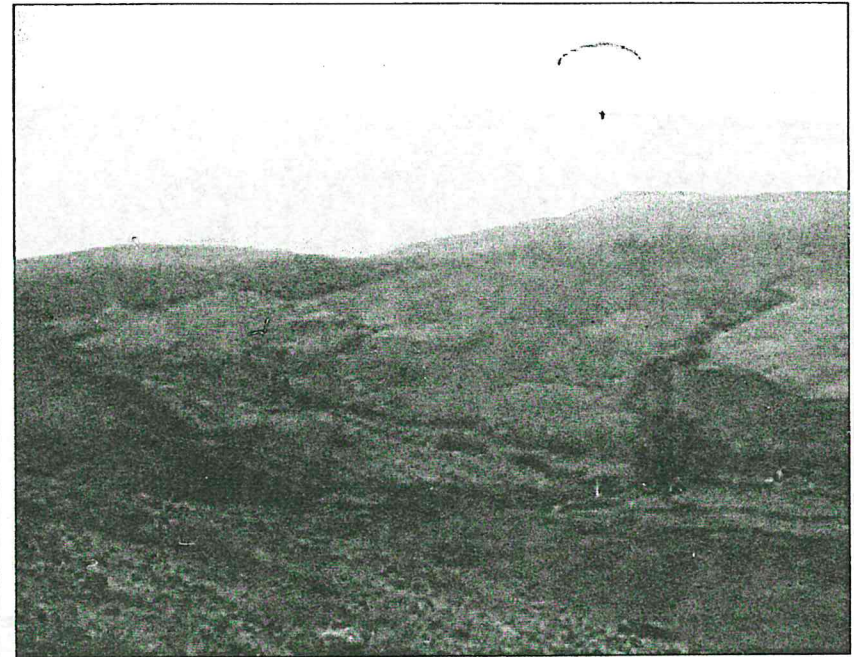
instead spent the afternoon helping people as it was starting to get blown out. Lesson of the day: when it's good, go.

Then the fun bit. There was a tandem incident later on Brant Side. As it was strong Simon and I were anchor, each on a shoulder strap.

The glider was attached to the spreader bars with those quick out karabiner things. After a less than straight launch they were going sideways fast so Simon and I had to let go, the glider then straightened and came up launching them off the hill. Perfecto I thought he rescued

that one. About one second after their feet left the ground the right hand quick out popped and they both dropped about six feet to the hill, the glider going through about half a turn. That was it.

one, I can't remember the last time I checked my karabiners although I never take the glider off so one hopes I would be alright. Lesson of the day no. 2: pre-flight it may save your life.



A few seconds later they

would have been at least 50 feet up maybe more so it could have been nasty, as it was they got away with it.

The post mortem concluded that the quick out was activated during the drag prior to lift off. I've never used them and don't know how they work but a couple of people that I've spoke to since are surprised at this as there are about three things that have to happen before they would activate. This leads me to suspect that it may not have been set right before launching, lack of a pre flight and all that. Having said that I'm guilty of that

**Checkout James' site <http://www.jamesgoldsborough.co.uk>**