

WINGS & THINGS

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

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

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

Francis Free X Plus (med) DV 1-
2 3/4hrs only, still crisp, one
owner, cheap £295
Contact Fran Freeman, 01670
3 16924.

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

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

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

MARCH
2004

SKYWORDS

THE MAGAZINE OF THE DALES

HANG GLIDING AND PARAGLIDING CLUB IN

NORTH YORKSHIRE

CHAIRMAN

TREVOR BIRKBECK
Spring Hall, Grewelthorp, North Yorks. HG4 3DT
01765 658486(PHONE) / 01756 650100(FAX) / 07836 342312(MOBILE)
chairman@dhpc.org.uk

SITES OFFICERS

GRAHAM LAYCOCK
Mistal Cottage, Townhead, Hawes. DL8 3RH
01969 667145

MICHAEL BOLTON
210 Brooklands Ave. Seacroft, Leeds LS14 6RH
01133 683025
sites@dhpc.org.uk

MEMBERSHIP SEC.

JOHN EDMONDS
16a Otley Road
Guisely
Leeds
LS20 8AH,
membership@dhpc.org.uk

TREASURER

STEVE CLARKSON
Poplar Dene, Nunwick, Ripon, HG4 5ED
01765 607304

SECRETARY / H.G. COMP

ANDY WOODS
2Lickley Rd. Ripon North Yorks. HG4 1LJ
01765 602076
contacts@dhpc.org.uk

LIBRARIAN

LIZ ADDY
Alderman Cottage, Austwick, N Yorks LA2 8BB
01524 251682 / 0777 5690925 (MOBILE)
lizaddy@austwick777.freemove.co.uk

NEWSLETTER EDITOR

CRAIG RICHARDSON
152 Clough Lane, Brighouse, West Yorks. HD6 3QR
07990 730143 (MOBILE)
skywords@dhpc.org.uk

SAFETY OFFICER

Anthony Pickering
48 The Whartons, Otley. LS21 2AG
01524 263296

CHIEF COACH

Vacant

PARAGLIDING COMP. SEC. / WEB MASTER

PETE LOGAN
07720 425146

SOCIAL SECRETARIES

JOHN ELLISON
0113 3683025
johnwingover@hotmail.com

SCOTT ARMITAGE
01943 601815

COVER PHOTO

Scott Armitage's wing on
Parlick

CLUB CONTACTS

| | | | |
|-------------------------------------|----------|--------------|------------------------------|
| Andy Woods | Various | Ripon | 01765 602076 |
| Mark Ashcroft | Various | Wensleydale | 01969 663106 |
| SENIOR CLUB COACH | | | |
| Rob Burtenshaw | Sundays | Bradford | 01535 643872 |
| HANG GLIDING CLUB COACH LIST | | | |
| Trevor Birkbeck | Various | Ripon | 01765 658486 |
| Nick Devlin | Weekends | Leeds | 0113 2760855 |
| Alistair Irving | Various | Huddersfield | 01484 844898 |
| Steve Clarkson | Various | Ripon | 01765 607304 |
| Stewart Bond | Various | Huddersfield | 01484 841213 |
| Steve Mann | Weekends | Ripon | 01765 650374 |
| Malcolm Wilcock | Various | Bolton | 01204 521945 |
| PARAGLIDING CLUB COACH LIST | | | |
| Noel Whittall | Various | Leeds | 0113 2502043 |
| Les Cowling | Various | Howarth | 01535 646048 |
| David Greenwood | Various | Huddersfield | 01484 847492 |
| Liz Addy | Weekends | Austwick | 0777 5690925 015242 51682 |
| Peter Spillett | Weekends | Skipton | 01756 760229 |
| Graham Laycock | Various | Hawes | 07974 151073 |
| Robin Moore | Various | Ilkley | 01943 865108 |
| John Callum | Various | Hawes | 0797 4171175 |
| Terry Denton | Various | Stockport | 01614834500 |
| Steve Mann | Weekends | Ripon | 01765 650374 |

The above is a list of good & trusty people, who are club coaches, instructors and observers. They have volunteered to make sure there is a friendly face on the hill for new pilots. New members to the club are advised to make contact with a coach and meet on the hill.

SITES NEWS

| SITE NAME | SITE REF. | WIND DIRECTION | PLEASE NOTE |
|-----------------------------------------------|-----------|--------------------------------|----------------------------------------------------------------------------------------------------|
| Addingham Moorside | 17.050 | N-NE (000-025) | Check with farmer if bottom landing during lambing. |
| Baildon | 8.050 | E (070 - 110) | 500 ft ato limit. |
| Bishopdale | 17.054 | NE & NW (040-050 & 300-320) | Essential to contact Phil Wilkinson 01969 663766 BEFORE flying. |
| Brant Side | 17.057 | WSW (230-255) | |
| Cow Close Fell | 17.003 | NNE-NE (025-045) | Beware of rough air in valley. |
| Cowling and Sutton Pinnacles Hill (Earl Crag) | 17.061 | NNW (340-350) | Reopened - but don't fly near horse fields at the west end. |
| Dodd Fell | 17.102 | WNW (270-315) | Check with farmer around lambing time. |
| Grove Head | 17.102 | NNE (0-35) | Check with farmer around lambing time. |
| Humesett | 17.101 | SW-WSW (220-250) | |
| Ilkley Moor | 8.058 | NNE-NE (020-040) | 250ft ato limit. Keep clear of passing horses |
| Nappa Scar | 17.069 | SSW (205-225) | (No XC Aug-Feb) |
| Nont Sarahs | 8.012 | SW-SE (220-140) | Mancs airspace only 3000ft |
| Pule Hill | 8.062 | W (080-100) | Don't land in fenced SSSIs. |
| Semer Water | 17.008 | SE (115-155) NNW (330-360) | OK to land in field next to top road but no parking in field. OPEN |
| Stags Fell | 17.009 | WSW-SSE (160-250) | MEMBERS ONLY (12 max) (No XC Aug-Dec) |
| Tailbridge Hill | 17.075 | SW-W (225-270) | Max 12 fliers. Don't crowd. |
| Wether Fell | 17.017 | WNW (280-310) | |
| Whernside | 17.010 | SE-E (090-155) | Flyable, but the club does not have parking permission. |
| Windbank - Knipe Scar | 17.011 | S-SW (180-225) SW (210-235) | £1.50 per pilot to Mr. Mitton £1.00 per car to Mr. Dibb CHECK BEFORE FLYING (LAMBING) |

WHAT'S ON

MARCH 21st.
Algodonales Trip

APRIL 1st.
Club Night

APRIL 18th
Para Re-Pack

MAY 6th.
Cub Night

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CHAIRMAN'S CHAT

This year's Dinner Dance

Once again at the Black Horse in Skipton, we actually had a great do which everyone seemed to enjoy, bar the food, especially the main course chicken portions (this was a severe test for my teeth) - can I hear some folks in the background saying "I told you so".

So that's it, we're going to look for a better venue for 2005 - the Black Horse is nice being central in Skipton and it's a good price - but we have some better places to check out.

Good attendance by our farming friends, 17 were there and they kept coming up to me saying what a great evening they were having. Including the farmers, there was 70 there altogether.

I only got back from a snowboarding hol at 1600 hours, had it all setup to collect the main raffle prize and then forgot until 1800 - too late by then, so I just had to print a certificate for the

winner which was Jim Haslam, Chairman of the North Yorks Sailing Club. Presented it to Jim a couple of days later at a convenient pub and here's a piccy of the event.

Under pressure from others on the committee, we got the trophies presented in rapido mode (helped by Kathryn Cockroft as one of the most impor-



tant trophies is the Cockroft Cup, in honour of her Dad), followed by the Raffle so that folks could have a good time dancing.

There was a stunning display of panoramic photographs taken by Kate Maddison - Kate is selling these great pics to raise funds for the Yorkshire Air Ambulance. The quality and content is impressive so please support this fund raising exercise.

Trophies were awarded as follows:

DHPC Cross Country League Rules

- Entry to the DHPC XC League is free and is open to all members of the DHPC.
- All flights must be flown between January 1st and December 31st 2004. Pilots must submit their flight details within one calendar month.
- Trophies and prizes will be awarded at the next Dinner Dance.
- Flights must start from a Dales site. These can include non Guide Book sites such as Barkin Fell and Cautley Spout.
- Only a pilot's six best flights will count. They can be Open Distances, Out & Returns or Triangles.
- Minimum distance is 5km for straight flights and 15km for all flights with turnpoints.
- Completed Out & Return flights score double the flight distance where the majority of the flight is out of ridge lift.
- Completed Triangle flights score three times the flight distance as long as they conform to the FAI 28% rule (the shortest leg of the triangle must be at least 28% of the total distance). However a completed Triangle flight which fails the 28% rule scores double the flight distance when the majority of the flight is out of ridge lift.
- Take off and landing witnesses are recommended, if not essential, in order to prove a flight when challenged.
- All flights must comply with current airspace regulations and restrictions.

To submit entries for the league simply email: webmaster@dhpc.org.uk or use the SUBMIT AN XC ENTRY link at www.dhpc.uklinux.net/dhpc/league.cgi

Or failing this a phone call on 07720 425146

Try to include details like:

Start site

Finish location

Date and Time

Wind Direction

Distance (see rules, points 5 to 8 on league webpage for help with this)

Type of flight (Open Distances, Out & Returns or Triangles)

Hang glider or Paraglider

Any witnesses at take off or landing.

Cheers

Pete Logan

DALES XC LEAGUE

2004 Dales Paragliding XC League Open 1 January sponsored by NORTHERN PARAGLIDING

| Pos | | | | | | | | | |
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2004 Dales Hang Gliding XC League Open 1 January sponsored by

| Pos | Pilot | 1 | 2 | 3 | 4 | 5 | 6 | Total |
|-----|-------|---|---|---|---|---|---|-------|
| 1 | | | | | | | | |

| DHPC TROPHIES | | For 2002 | For 2003 |
|---------------------------|-----------------------------------|-------------------|-----------------|
| Dales hg xc shield | 1st place XC LG | Trevor Birkbeck | Trevor Birkbeck |
| Founders Trophy | Longest XC from | Trevor Birkbeck | Trevor Birkbeck |
| Apco hg cup | Best total dist in 1st year of XC | No winner | No winner |
| Beaumont hg Trophy | Best 1st XC | No winner | No winner |
| Baildon Sod HG | | Steve Clarkson | No winner |
| Dales PG xc shield | 1st place XC Lg | Jake Herbert | Jake Herbert |
| Founders PG Trophy | Longest XC from | Jake Herbert | Jake Herbert |
| Baildon Sod PG | | Ian Harrison | Dave Smith |
| Northern PG Trophy | Best total dist in 1st | Steve Parnaby | Andy Wraith |
| Active Edge PG Cup | Best 1st XC | Steve Parnaby | Dave Buxton |
| Cock of the Dales | Most enthusiastic | Pete | Zena Stevens |
| Cockroft | Most improved pilot | Andy Hetherington | James Goldsbor- |
| Fairbrother Trophy | Pilots Pilot | Chris Fountain | John Ellison |
| Mark Sellens Trophy | Services to Club | Liz Addy | Pete Logan |
| Stained glass trophy (HG) | War of the Roses | Dales Club | Not awarded |
| Stained glass trophy (PG) | War of the Roses | Pennine Club | Draw |

Sales of HG's and PG's

I see that Mick Bolton and Pete Logan have been hassling a guy for selling 2 paragliders on Ebay - absolutely right to give him a hard time, as well. We always used to worry about people selling HG's in Exchange & Mart in the early days - it's a guaranteed recipe for idiots trying to teach themselves to fly. I'll forward the emails to Mark Dale and Joe Schofield to see whether there is any way of stopping such sales - after all, I'm sure Ebay would not allow the sale of a shotgun and packet of cartridges, would they!

The season is about to start!

No luck myself, but folk who have been airborne on sunny days are reporting good thermals so we should soon be cracking in some miles. Could I put in a plea for HG's to get some miles in from Dales sites and log them in the Dales XC League.

Club coach meeting

Andy Berzins organised a getting together of Club Coaches last Saturday in Pockington and this was supported by around a dozen coaches, including Noel Whittall, Pete Logan, Kev Gay and myself from the Dales Club. Well presented, the meeting raised many pertinent points for coaches to ponder.

In the afternoon, Tony Johnston talked knowledgably about how coaches should work, using his great experience of teaching in his school - although he is no longer running the school, Tony is still teaching SIV at Annecy.

It was good to see you again, Tony, and thanks for running the day, Andy.

Trevor Birkbeck



Are You Ready for
the New Season?

NOVA ARTAX

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



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

Next Generation DHV 1-2
£1899

NOVA AERON

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



New Reference DHV 2
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High Adventure

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



As flown by British XC Champion Kai Coleman.

Total Control
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RESERVES

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

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

Insider Chrome

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



Shop Open

Mon to Sat 9:30 - 5:30
Lots more Paragliding equipment in stock. So get prepared for the coming season

Secure online shop easy, efficient & freepost.

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www.activeedge.co.uk

PARACHUTE RE-PACK

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



| | |
|---------|------------------------------------------------------------------------------------------------------------------------|
| Date | Sunday April 18th |
| Time | 12:30 |
| Place | St. Andrews Church Hall Skipton |
| Booking | Contact Tony Pickering on 01943 46632 anthonypaulpickering@hotmail.com Further details will be sent once booked. |
| Cost | £5 to cover costs only. Payable in cash on the day. |

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

What about etiquette?

A bit of healthy disagreement is fine and necessary but keep it clean and polite. Try not to use capital letters for large amounts of text since this indicates shouting. Well it does if your a web geek.

What about privacy?

Unless you want it to, your email address is not displayed on the website thus avoiding spam and unwanted communications. Private messages between individuals can be selected so that you can reply without everyone seeing what you say.

Is it moderated?

Not particularly, but should people start causing a problem they can be blocked by either yourself or the administrator.

What about pictures and file uploads?

Try and keep em small since we don't have space to burn on the webserver. It may be easier to embed a link to your file or image in your message using this format ([img]http://www.your_url.co.uk/myfile.jpg[/img]). This will display the file just like its been up-

loaded. Remember you can put files onto the fileshare or photoalbum areas of the dhpc smartgroups as well.

Where can I get more help?

Help on the mechanics of the forum is available here.

Err is there somewhere I can practice a few posts?

No problem, once signed in go to the sandpit board, no one will mind you getting the hang of things there.

Have fun posting.

Pete Logan



Its not been a good winter for flying so far, a shame after such a good summer. In fact my last decent outing was Moel Famau in the Clywidiens in October so I was having serious withdrawal symptoms. Sunday morning I got the call from John Ellison telling me that our men in Hawes (Graham Laycock and John Callum) were saying that the cloud was shifting off Staggs. A quick word with the missus got me out of an afternoon's grouting, next stop Wether.

Some drizzle and ominous clouds on the way up looked dodgy



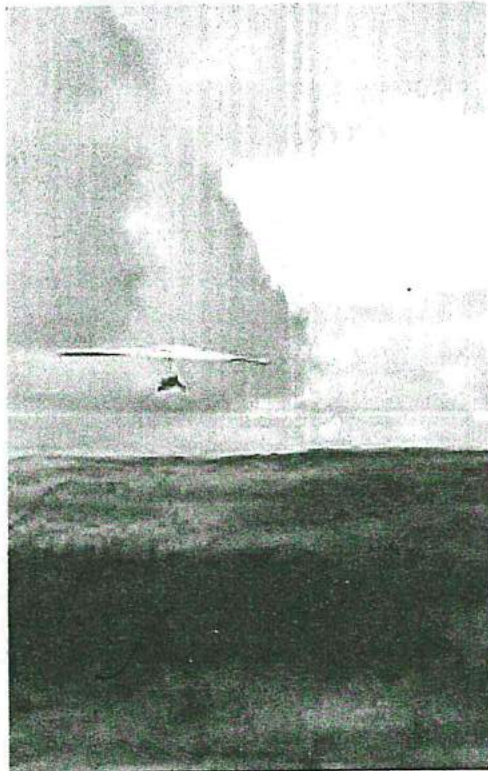
but as often happens in the Dales you pop into another valley and its fine. No - one was at Wether and the wind was well south and a wind check at Staggs was far too west. Back at Wether I see a load of hangies hottailing it off the cam high road. Trev Birkbeck stopped and said they (Ali, Kev etc) were off to Tailbridge. I joined the paragliders on the front of Wether, some familiar - John Ellison, Graham Laycock, Kate Maddison, some new - Pete Swanborough and Neil Plant. It was just a bit too strong but worth waiting after such a long layoff.

John was out with the glider first followed by me - Graham always needs a wind dummy to show him how its done. It was surprisingly bouyant air with one or two choppy bits of thermal coming through. On the first flight John had 800ft above and was just

touching the first wisps of cloud. I was a shade below and noticed the 3 local buzzards had come out to play so went off to bother them. They're tricky to get near since to match their into wind speed I needed half bar which put my glide well below theirs. In short you only get near them because they don't mind you being there. Cold forced a few to land followed after half an hour by the rest of us as the wind got up strong.

Later on a Cu Nim over Gragareth and Whernside seemed to shut off a bit of the wind so back up we went into light wave to join a sole hangie who'd stayed around in the high winds. It was excellent to be in smooth conditions wandering over to Duerly Bottoms farm and losing height in wing overs and spirals. The south side of the ridge was working so that you could almost fly to the gate that leads to Dodd Fell. This was the time to start fighting the cold, it was much chillier and after an hour or so the wind was dying enough to put us on the top. After landing a few of us discovered frost on our wing surfaces - now that is cold.

As the wind died off John, itching to get his tandem out, mugged a member of the public into a flight. It turned out he'd been bought a voucher for an experience day paragliding earlier but never got round to it. We prepared for a windy take off with a couple of hefty anchor-men (well me). After a complete briefing they were off perfectly for a landing down at Duerley. There was a big smile on this guy's face and he was trying to pay John for his efforts. Due to air law John had to turn him down but said it could go as a donation to the Yorkshire Air Ambulance.



New DHPC Web Forum / Bulletin Board

What does it do?

Forums or Bulletin Boards allow users to post messages and take part in discussions, ask for or give advice and vote on issues. It differs from the smart-groups mailing list in that no emails go out to everyone since the posts remain on the website. Its possible to upload graphics and even setup voting on your posts to the site. It should also be useful for new starters to the sport for getting information etc.

What's on there?

There are separate discussion areas on the following:

Training, Safety & Coaching

For starters & students, through to pilots. Learn here.

General Chat Jibber away about whatever but try and keep it clean.

Cross Country Discuss XC tips & tricks or ask how the hell its done.

Feedback, Suggestions & Sandpit Comment on the website, club, whatever or practice a few posts here.

Holidays Flying trips abroad or UK. Tips and recommendations.

Gear Advice & Discussion

Sort out what you need or post views on equipment/toys etc.

Sites Access problems, hints, propose new sites.

News, Notices & Committee Important stuff, suggestions and announcements.

Competitions News and results or any questions on taking part.

Out Flying Weekend or tomorrow looking good for flying? Tell us or cadge a lift with someone.

Why is it there?

To help people stay in contact and feel like they're in the club even though they might not be able to make socials or meet on the hill etc. Its also a good place to get stuff off your chest. Oh yes, and one or two people kept nagging me to do it.

How do I sign up?

Click here and follow the registration process. You are asked for your email address, which must be valid since your entry password is sent to it. Don't worry if you're not in the Dales Club, you're perfectly welcome to sign up and participate.

How do I bookmark the webpage?

<http://www.dhpc.uklinux.net/cgi-bin/mwf/forum.pl> Either right click on the preceding link and select "Add to Bookmark" or drag and drop the link to your Favorites menu. Easy.

PARAGLIDING XC LEAGUE SPONSOR

Neil Cruikshank at Northern has generously sponsored the paragliding XC league this year. On account of Jake Herbert hoovering up prizes we've gone for 3 this year :
1st is a Sup Air flight suit,
2nd a Cloudchaser full face lid (helmet)
3rd a Sup Air flight jacket.

XC Club

John Ellison is setting up a day's session aimed at new pilots or CPs who are nearly pilot level. It'll be focussed on getting you off on your first few flights safely and with confidence. Contact John on johnwingover@hotmail.com to book in. 13th Mar. Go here to view more details:
http://www.dhpc.uklinux.net/dhpc/News_Items/2004/xccclub.htm
 Thanks for making me pay the extra postage on the cd and mag, mind you you did send a cd rw which always come in handy.

Peter Logan

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



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

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



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



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



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



Hook Knife
 Essential safety knife with moving blade
£12.50

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



Gin Super Flight Deck
 Superb instrument console with integral map-case. Best seller!
£38.95



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



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



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

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

New gliders - end of line

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

Ex-demo gliders

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

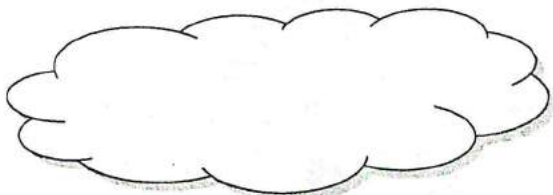
WITH HALF PRICE HARNESS OR RESERVE WITH THESE AND USED GLIDERS! WE MUST BE MAD!!!

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HUMOUR PAGES

Work it out.

Woody



e
s
a
b
to
sucker
this
I'll take
circles
In tight
the wing
I crank
I feel warm air in my face
and I'm climbing
but another one comes
But I miss the core
and
am sinking
rise
to
start
and
I take off
Then a thermal rolls up to greet me
I set up and am ready for take off but the wing looks more like a sack
Where a cool breeze is drying my back
But we eventually get to the summit
I'm starting to feel rather ill
forever
It goes on and on
big hill
the soddin
start up

Then we sling our wings on our back and
Our driving is ==f a s t and e r r a t i c "get out of the way or I'll kill"
It's a perfect day for flying, so we race to the foot of the hill

here"!

Lesson: You may not be happy where you are, but sometimes it is worth putting up with the discomfort and stress as it enables you to achieve a goal. I try to think about what comes after the 'scary' bit I am in at that moment! Stick with it! But obviously know when to quit if it is dangerous. The others saw me climbing and headed back to join me. As soon as I had enough height above the ridge I ran for it (bravely bugging off!). Once I was out of the valley and could see Plan Joix I relaxed and took a few photos whilst deciding where to aim for. It was amazingly satisfying to fly to the site where I first flew with my friends a few years ago on my first visit to the Alps.

When we were discussing the flight that evening, Will was genuinely surprised at the conditions we had suffered. He and Chris had taken off, flown straight into a fat juicy thermal in the bowl and climbed out! LUCKY



B***ARDS! They were sitting above the Brevont waiting for us to catch up! There were looks of surprise and disbelief all round! Same route, same day, different flight! Billy said, "I found my limits today!" Bob said, "I was about to bin it until you guys starting to climb"!

The rest of the flight was peaceful by

comparison. Billy commented "All those green fields (at Plan Joix) looked VERRY appealing after the Chamonix valley, I'd had enough and they were all beckoning me!" We all eventually landed at the Plan Joix landing field, said hello to Dennis Trot and Kenton Birch (top guys) then headed off to Annecy...
1st flight: 1:23min, 15km, 2454'ato

Our second flight was memorable for a better reason! Epic!
We took off from Mont Min, flew to the pre-Dents and then on to the back of La Tournet. From there we glided over towards the Chain De Aravis. On the glide we lost a lot of height and ended up scratching in a wide and fairly flat valley with a bowl at the back. I remembered what Caz had said about speeding up and slowing down as conditions dictated. We scratched

around for what seemed like an eternity. I gave up worrying about going down and thought of all the time I have spent scratching around on the South Downs. Slowly Caz and I found a weak thermal, which took us to the back of the bowl where it broke free and took

us up to the Chain De Aravis! From there it was a fairly easy flight along the amazing range back towards Grand Bornand and home! We landed, grinning from ear to ear and headed to the bar for a bottle of wine!

Watch out for part two in next months issue of Skywords

Thursday 10/08/2000

Billy's Comments: am Chamonix Plan Praix take off, Brevont cable car Nil wind - "take off by 11:30 latest" Took off at 1pm "As rough as it gets" Landed at Plain Joux

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

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

I took off and was very quickly joined by Harvey and Billy. We flew out along the bowl and hit a good strong climb – right under the cables! Triple Dohh! The three of us continued round into

the valley, almost flying in formation as we had taken off so close together. (Cue the Dam Busters theme tune!). Once out into the valley flow we flew into some of the roughest air I have flown in! I was constantly actively flying the glider to keep it under control.

Lesson: To fly in the dynamic conditions of the Alps you must actively fly your glider. If you are not on a glide, fly with some brake pressure. This helps in two ways. Firstly, as the slack in your brake lines is taken up this will increase the feedback you feel from the wing. Secondly, the angle of attack increases, which increases the wing's resistance to closures. The key to active flying is to keep the wing above your head. If the wing starts to rock backwards then release some brake to increase its speed to bring it back above you. If the wing dives in front of you apply as much brake as is necessary to stop the dive. Release the brakes as soon as you start to swing through. If I feel the brake pressure of my glider suddenly decrease I have found this indicative of an impending closure, so I jab the brake which further increases the angle of attack and also pushes a pulse of air to the front of the wing. This helps to keep the leading edge open. I have tried flying in still air and momentarily jabbing both brakes hard. I can see a 'pressure wave' of air run from the rear to the front of the wing.

The strong valley breeze was making the strong thermals broken and hard to work. We were getting what is technically known as "a right kicking"! I found a thermal and was still getting a kicking but decided that I would stay with it as at least I was going up and up meant I could "get the hell out of

GOOD

A Tallahassee, FL policeman had a perfect spot to watch for speeders, but wasn't getting many. Then he discovered the problem - a 12-year-old boy was standing up the road with a hand painted sign, which read "RADAR TRAP AHEAD".

The officer then found a young accomplice down the road with a sign reading "TIPS" and a bucket full of money.

BETTER

A motorist was mailed a picture of his car speeding through an automated radar post in Jacksonville, FL.

A \$40 speeding ticket was included.

Being cute, he sent the police department a picture of \$40.

The police responded with another mailed photo of handcuffs... He paid up pronto !

BEST

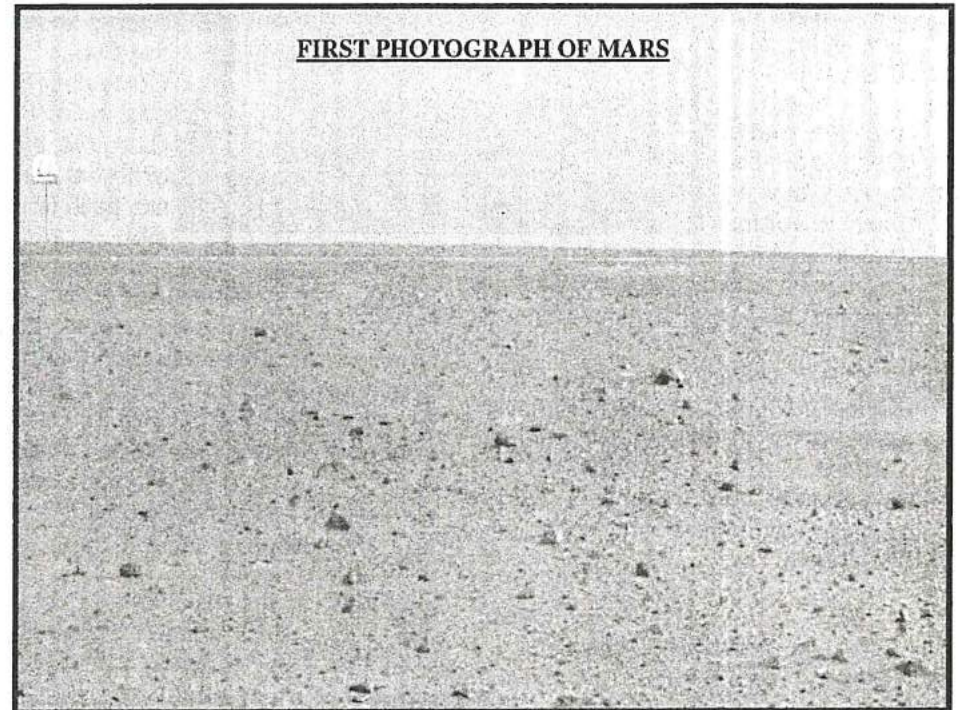
A young woman was pulled over for speeding. As the Florida State Trooper Officer walked to her car window, flipping open his ticket book, she said, "I bet you are going to sell me a ticket to the State Troopers Ball."

"He replied, "Florida State Troopers don't have balls."

There was a moment of silence while she smiled, and he realized what he'd just said. He then closed his book, got back in his patrol car and left.

She was laughing too hard to start her car.

FIRST PHOTOGRAPH OF MARS



Alpine Flying – A Punters View!

Page 12

Or Lessons learnt.

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

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

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

We were met at Geneva airport by Rob, our retrieve driver for the week. A

short while later we were carrying our gear into the Delta Hotel in Grand Bernard.

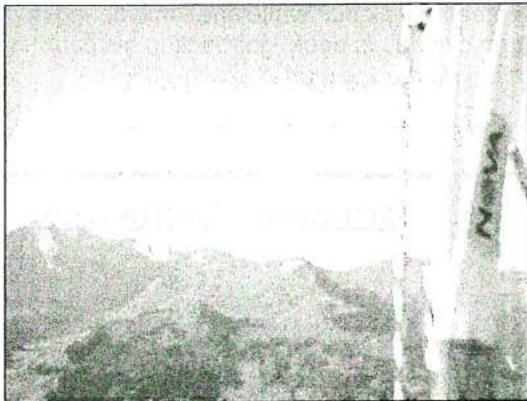
Saturday morning was grey and overcast – did not stop us tourists turning out in our lucky flying shorts and getting strange looks from the locals! We met up with the rest of the members of the course:

Punters
John (me) Red Nova X-Ray
Billy Blue Apco Sentra

Chris Yellow Apco Santana
Harvey Blue Gin Bandit
Jeremy White Airwave Alto
June Blue Ozone Electron
Trish Violet Airwave Alto
Will Blue Edel Promise

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

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



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

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

BASICALLY, the day starts with basically meteo wind. Imagine a day with no meteo wind. The sun heats the ground, which in turn heats the air

sticks out towards the lake into the valley breeze.

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

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

Lesson: Bob has lots more experience and lots more bottle than me! He was soaring much closer to the trees than I felt happy doing. When the lift band is as narrow

as this you need to get in as close as you can to get the best lift. A good technique is to weight shift AWAY from what you are soaring and use opposite brake to fly straight. Any collapses on the side of the wing closest to the ridge and you are already weight shifting against them, any on the side of the wing furthest from the ridge and you will turn away from the thing you are soaring (ridge / cliff).

Eventually I managed to climb above take off and follow Bob. We went over

to a large peak behind take off called La Tournette. The top was in cloud. As we glided over I had about 100 ft above Bob. I managed to connect with the ridge lift but Bob did not. The small difference in height made all the difference. When I connected with the face I noticed about 10 birds (blackbirds?) circling and decided to join them, thinking they were thermaling. As I arrived I discovered they were looking for roosts with another 100 or so birds. Suddenly the air around me exploded and I found myself circling with a swarm of birds, all squawking at me! I chased them round for a while and then flew down towards the landing field on a nice glide with a grin on my



face. The air was so smooth I decided to try lighting up a cigarette! It worked and I glided down the lake having a peaceful smoke, flying the glider by weight shift. At the end of the lake we spiralled and wingovered off some height and

landed at the landing field, where the rest of the group had landed earlier. Billy and Harvey continued with my 'Larger Training'. I had not drunk larger before this trip!

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

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

deployed his reserve landed unharmed. I do not apologise for describing these events as I hope to add weight to the following lesson..

Lesson: THIS IS A MOST IMPORTANT LESSON. PARAGLIDING IS POTENTIALLY DANGEROUS. ALWAYS FLY WITH A RESERVE. MANY CLUBS ARRANGE RE-PACKS / PRACTICE DEPLOYMENT SESSIONS. ATTEND THEM. RE-PACK YOUR RESERVE MORE OFTEN THAN YOU THINK IT REQUIRES. IF POSSIBLE COMPLETE AN S.I.V. COURSE.

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

Billy's Comments: AM GRAND-BORNAND

Conditions similar to yesterday
Mid air in front of take off

JE: PM Annecy. Another try at the tour of the lake. I set off near to last of the group, climbed up to the cliffs behind take off and chased after the group towards the Pre-Dents. The rest of the group were meeting up at altitude. I kept hearing Harvey repeatedly asking Bob and all "Have you all crossed the lake yet?" and after asking for the dozenth time, everyone yelling "NO, NOT YET!"

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

Lesson: Bob said "If you try somewhere and it is not working do not just stay there until you land, if there is another alternative within reach push

on and try it."

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

Lesson: If you can see other gliders going up it's a VERY good sign of lift! Bob has a knack of being able to thermal AND constantly watch gliders all over the area – not just for collision avoidance – but to see who is going up fastest. If someone is climbing considerably better than you within a short glide then go and join him or her. Other gliders will soon swarm into your thermal if it is you that is the one going up faster! If you have lost or fallen out of the bottom of your thermal and you have managed to get above a number of people watch them all. If someone appears to start climbing fly over them and try to put yourself above them in the thermal they are riding. They will fall out of the bottom before you and you will top out in the thermal much higher than they will! Gliders are excellent thermal markers.

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

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

immediately above it. This air becomes less dense as the ground heats it and forms bubbles of buoyant air. These bubbles will eventually break away from the ground and rise – THERMALS! This is when the fun starts!

So where do the thermals leave the ground? The best explanation I have heard is the water analogy: imagine the mountains dipped in water and turned upside down. Where the water drips off is where the thermals break away. This also means that the bubbles will cling onto the ground as the water will cling to the ground until they meet something to release them: TRIGGERS!

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

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

All this air going up creates a vacuum, which must be filled. In flatlands you get areas of cold air descending: the dreaded SINK! In the mountains, as well as sink you get a flow of replacement air coming in from the surrounding planes. This cold air flows along the ground like a stream (it's that water analogy again!) into the valleys and up to the mountains where it is heated forming thermals. And the cycle continues. These inflows of air are commonly known as the valley

breeze.

Until recently I always thought of these valley breezes as the enemy, a dreaded unpredictable flow of strong wind for the unsuspecting pilot to drop into and land backwards/get a good kicking! Not necessarily so!

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

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

BUT, like the rock in the river, the water (air) behind the rock may be turbulent. Beware!

The valley breeze is exactly that – in the valley, so once you have gained enough height you will climb out of this 'river' and conversely when you lose height you drop back into it.

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

Lesson: When gliding across a valley to another mountain, adjust your flight path to start flying in an arc into the path of the valley breeze below (ie. Whilst still 'above the stream' fly in the 'upstream direction') so that when you drop down into the breeze you can fly

downwind (excellent ground speed / glide) to your destination. If you were to fly straight you would need to turn further upwind (upstream) and 'crab across' as you descend, possibly turning almost directly into wind (crap ground speed / glide) and maybe never get to your destination!

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

As I headed towards the Rock de Beuf I discovered that my ground speed was very very high. Hmm... something is worryingly wrong here! I turned into wind with the intent of soaring and thermaling up the Rock de Beuf. I soon discovered that I was slowly going backwards! Not a good situation to be in as last year a friend

Amanda had ended up hanging 50 foot up a tree when she was pinned by the wind in the same place and ended up sinking into the trees! Soon I had the speed bar at absolute full extension, on the tips of my toes and I was just penetrating and thankfully actually climbing. EEK! Bob came on the radio to see what conditions were on the Roc. When I told him of

my situation he decided to take the rest of the pilots with him in another safer direction towards Thones. Doh!

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

1hr 30min (approx.), 2000'ato (approx.), 18.5km.

My 2nd flight from Col de la Forclaz was nearly straight to bottom landing at Perroix. Well, to the bar actually! 36min, 5km, 1623' ato. Billy's Comments: Annecy Lots of moisture from previous fronts No well defined Cu's



some inversions
Strong valley wind at the Roc
Chris, Will and Bob got to Thones

Tuesday 08/08/2000
Billy's Comments: GRAND-BORNAND
Cloudy
Good climbs at rear of take off
JE: Today was our first flight at Grand

Bornand. The take off at GB is a massive steep grassy slope at the top of the cable car. The cable car closes for a typical French lunch – 11:45 until 14:00 so make sure you get up to take off before it closes or you could end up watching other people flying around from the cable car station! Been there, done that. Not recommended!

We all gathered together for our flight briefing then prepared for take off.

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

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

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

We had a second flight in the afternoon. It was a prolonged top to bottom

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

Wednesday 09/08/2000

JE: AM GRAND-BORNAND. We took off, gained some height and threw ourselves over the back in search of a climb to cloudbase. I was one of the first to take off. I flew out in front and climbed up, flew over the back and found a climb. When I had topped out in that thermal I flew back towards take off to see where the rest of the group were. It was then that I spotted something I never want to see again.

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