

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

Wintech Serak 27
85-105 kg
Contact Andrew Robinson,
07960725084

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

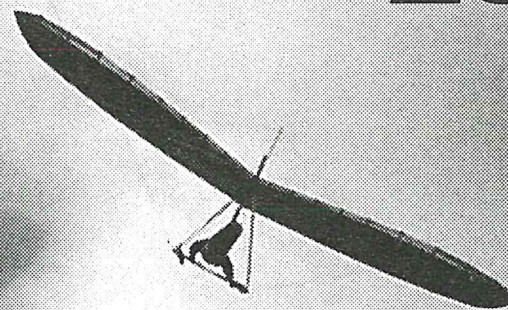
Airwave Magic, performance-2/3, large 90-120kg, red with yellow flash, good condition, 2 & 1/2 years old, suit xc hound & comp pilot..£350 ono
Click here for more information.
Contact Chris Williams, 0797 222 713

Sup Air Moovy Harness large size in black, blue colours (2001/2 model). Comes with side pocket and side reserve container. Includes safe T bar and automatic buckles. One or two scrapes but otherwise fair condition. £150.
Contact Pete Logan, 07720 425 146

FreeX Moon brand new testflown 10mins blue size M DHV 1-2 £900 Vario Flytec GPS compatible, 2 radios (Alinco), reserve parachute (brand new never packed into harness) Flying suit, davron vario (no alti), FreeX harness. All in good condition if not brand new. Offers.
Contact Pat McVey, 015394 88880

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

MAY
2004



SKYWORDS

D.H.P.C. COMMITTEE

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
Guiseley
Leeds
LS20 8AH,
membership@dhpc.org.uk

TREASURER

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

SECRETARY / H.G. COMP

ANDY WOODS
2 Lickley 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.freereserve.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
johnwingover@hotmail.com

SCOTT ARMITAGE
01943 601815

COVER PHOTO

By Pete Logan (BCC Finals)

WINGS & THINGS

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

Yaesu FT-11R 2m Radio with flexi
and rubber antenna, recharger
and ptt mic/earphone £100
Magellan 315 GPS latest software
version car charger and computer
link cable £80
Contact Dave Buxton, 01833
622356

Supair 2-piece flying suit, black/
grey, brand new, sized for sub-
5'10"ers (jacket S, trousers L - don't
ask, crazy French sizing!) £50.
Contact Neil Plant, 0113 2589008.

Apco Allegra Me-
dium (85-105kg all
up)
130 hours. Blue.
Superb wing for
CP plus 20 hours-
XC hound. DHV1-
2.
Bargain £400!!
Contact Jake Her-
bert, 01943
461474

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

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

CLUB CONTACTS

Andy Woods	Various	Ripon	01765 602076
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.

WHAT'S ON

JUNE 3rd.
Club Night

JULY 1st.
Club Night
Jockey Sanderson

AUGUST 5th.
Club Night

September 3rd
Club Night

Inside this issue:

CHAIRMAN'S CHAT	Page 4
EASTER XC MANIA	Page 7
WETHER FELL PARKING	Page 11
LIJAR OR BUST	Page 12
SUMMER2004	Page 20
BCC	Page 22
XC LEAGUE	Page 24
SITES NEWS	Page 23
WINGS & THINGS	Page 27

CHAIRMAN'S CHAT

Subject: [bhpa-accuracy] The Promotion of Volunteering Bill - Please Lobby

your MP

For those recipients who don't know who I am, let me introduce myself. I am the Chairman of the Royal Aero Club of the United Kingdom, a member of the Executive Council of the British Hang Gliding and Paragliding Assoc, a Barrister by trade and a bit of an expert on insurance for adventure sports.

As is generally known the BHPA has been experiencing problems obtaining Liability Insurance for some of its activities - mainly for instructors and for passenger flights.

I understand that some other bodies and activities / sports have had similar problems.

Currently Julian Brazier MP has a Private Members bill going through Parliament called the Promotion of Volunteering Bill.

If enacted, it would allow a volunteer providing activities to others to point out the inherent risks within

the activity and would provide some protection to the volunteer from being sued if an accident arising from one of the inherent risks were subsequently to occur.

The Bill is just going into Committee stage and will soon go to third reading. It is expected that at third reading the government will kill the bill - by talking it out or some other tactic.

But we can keep the bill alive by lobbying MPs - especially Labour MPs who are currently very worried about their seats and if we can create a mass lobby there is a chance that they might realise the importance of the bill and not kill it !

Please therefore contact your MP and express your support for the bill.

You can e-mail your MP. His/Her e-mail address can be found at the following URL

DHPC Cross Country League Rules

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

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

Or failing this a phone call on 07720 425146

Try to include details like:

Start site

Finish location

Date and Time

Wind Direction

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

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

Hang glider or Paraglider

Any witnesses at take off or landing.

Cheers

Pete Logan

DALES XC LEAGUE

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

Pos	PILOT	1	2	3	4	5	6	TOTAL
1	Jake Herbert	41.2	12.0					53.2
2	James Goldsborough	41.5						41.5
3	Chris Fountain	25.7	12.3					38.0
4	Graham Laycock	17.3	13.5					30.8
5	Andy Williams	30.1						30.1
6	John Ellison	28.4						28.4
7	Alan Shield	18.1						18.1
8	John Firth	17.5						17.5
9	Zena Stevens	14.2						14.2
10	Steve Parnaby	13.3						13.3
11								
12								
13								
14								
15								

2004 Dales Hang Gliding XC League Open 1 January sponsored by

Pos	Pilot	1	2	3	4	5	6	Total
1								

<http://www.parliament.uk/directories/hciolists/alms.cfm>

You can also fax your MP using

<http://www.faxyourmp.com/>

But this is slower to get to the MP and we need to move quickly - i.e. on Monday or Tuesday 10/11 May, so only use it as a back up or if your MP doesn't list an e-mail address

You can compose your own words, amend mine to include local examples of difficulties or simply paste mine in....

"As a result of litigation many sports and recreations can no longer obtain sufficient or any insurance cover. Many experts or willing amateurs who would otherwise volunteer to assist in the regulation or provision of such sports, the management of health and safety issues, or the giving of high quality instruction are no longer willing to do so because of the risk to their own personal assets in the event of a legal claim. The participation

of such volunteers is essential to the maintenance of high standards in sports and recreations and their absence will inevitably lead to an increase in accidents and injuries caused by cowboy operators with no insurance and no assets. The alternative is simply that fewer people, mostly young people, will be able to participate in a wide range of activities.

Julian Brazier MP has a Private Members Bill - The Promotion of Volunteering Bill - which attempts to address some of these issues. His Bill will shortly come before the House for its Third Reading and I understand that due to a lack of government support it will be killed at that stage.

I would ask you to do two things. Firstly to contact Fiona Mac-taggart, the relevant Minister and express your support for the Bill and secondly to attend the Third Reading and support the Bill.

Your sincerely"

Please also use the the Parliament

(Continued on page 6)

(Continued from page 5)

Website to send an e-mail copy of your message to Fiona Mactaggart.

If you were really keen you could use the FAXYOURMP site to copy it to David

Lammy who is the Minister in the Dept for Constitutional Affairs who is the central person who will kill the bill

Enter the post code N17 6UU to send to David Lammy

If you want to read it - it is only short - the Bill can be found at the following:-

http://www.publications.parliament.uk/cgi-bin/ukparl_hl?DB=ukparl&STEMMER=en&WORDS=promot+volunt+&COLOUR=Red&STYLE=s&URL=/pa/cm200304/cmbills/018/04018.1-i.html#muscat_highlighter_first_match

Can you please forward this e-mail to anyone who might be willing to contact their MP and ask for support - Please post it to any discussion forum you

know of.

Regards

Marc Asquith
Chairman, Royal Aero Club

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	17.011	S-SW (180-225)	£1.50 per pilot to Mr. Mitton
- Knipe Scar		SW (210-235)	£1.00 per car to Mr. Dibb
- Hawkswick			CHECK BEFORE FLYING (LAMBING)

BCC

Folks,

We'll be holding a BCC / Airwave paragliding round at Parlick on the best

flyable day of the spring bank holiday (around the 30th May).

We'll be

competing against Derbyshire, Pennine, Cumbrian and possibly

George Caley

club as well. Let me know if you want to compete (email:

webmaster@dhpc.org.uk) - we need a team of six but more are welcome.

Graham Laycock also asks people to remember to park on one side only at

Wether Fell - the farmer needs easy access for his tractor.

Cheers

Peter Logan

www.dhpc.org.uk

07720 425 146

PENNINE SOARING CLUB

New Web Address for the Pennine Club is

www.pennineweb.pwp.blueyonder.co.uk

Easter XC Mania '04.

Well, bank holiday weather being true to form delivered some mixed conditions during the Easter weekend. Sunday was looking weak initially but there were plenty on Staggs initially, then Wether battling in some quite strong conditions sometimes. A low cloudbase limited any serious potential for going over the back but there was a thousand foot to play with.

Northern / Sunsoar Paragliding were also out finishing off the latest batch of CPs, just back from their latest Cyprus trip. Parlick was just as strong but got a bit more sun later in the

afternoon. It was thermic enough there to go up to a mile in front of the hill to play about in the stuff coming through.

Monday was pretty much the same story with lots of wet air putting cloudbase below Pule Hill for some parts of the afternoon. It was a bit more thermic at Wether with climbs of 4up being reported.

Tuesday seems to have been the day to be out. Again from Wether the difference being cloudbase was well above 3000ft. So far I've had reports of 6 or more people going XC. Chris Fountain put in the furthest of the year so far with



(Continued on page 8)

(Continued from page 7)

25.7km to Leyburn. Harry Harrison and Steve Parnaby were also in there somewhere. Special mention must go to Zena Stevens, who's been after her first XC for a while now. The advice at John Ellison's XC Club meet must have gone down well. She bagged 16km for her first XC heading down Wensleydale. Well done Zena!



In case you're wondering, no these aren't Zena's legs.



Apr 28 2004 Spring Caution

Time for a reminder to be careful out there. We racked up two serious incidents last weekend. The first was lack of pre-flight checking that allowed a riser to detach a few feet above ground. The second was more serious where a thermal dragged a ground handling pilot over rocks requiring a helicopter evacuation. Fly safe.

CLUB NIGHT 1st. JULY 2004

JOCKEY SANDERSON

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



Summer 2004

With summer 2004 still to come, you may be wondering what the weather holds over the next few months.

The Met Office Hadley Centre produces global experimental seasonal forecasts for precipitation and temperature. The forecast for this summer (June, July and August) suggests above average temperatures may be experienced by the whole of the UK. The probability for above average temperatures is even higher for the northern half of the UK at the end of spring and beginning of summer.

Although it is likely to be drier than normal across the UK at the end of spring and beginning of summer, June, July and August are likely to see rainfall totals close to the average for the time of year across the UK.

http://www.bbc.co.uk/weather/features/uksummers_review2004.shtml

Peter Logan
www.dhpc.org.uk

So if I get that right.

The Met office is predicting that the weather for the coming year will be about average except where it is either a "little" higher/lower, greater/less than average.

Nothing like sticking your neck out is there.

Richard Cardwell



Shop Online **0845 123 2555**
www.northern-paragliding.com

Pure Flying Fun

SPRING IS COMING, ARE YOU READY?...

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

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

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

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

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

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

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

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

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

Hook Knife
Essential safety knife with moving blade.
£12.50

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

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

BONKERS GLIDER CLEARANCE!!!

New gliders - end of line

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

Ex-demo gliders

Apco Fiesta II S Violet - 10 hrs	£1850	£1295
Apco Fiesta II L Red - 15 hrs	£1895	£1200
Apco Presta S Violet - 50 hrs	£1900	£1050
Apco Presta S Royal Blue - 3 hrs	£1900	£1400
Apco Presta M Red - 1 hr	£1950	£1500
Apco Presta L Red - 1 hr	£1950	£1500
Apco Keara S Royal Blue - 1 hr	£2150	£1600
Apco Keara M Turquoise - 5 hrs	£2200	£1600
Airwave Sport L Blue - 20 hrs	£2045	£1400
Airwave Wave M Sky Blue - 2 hrs	£1950	£1450
Edel Live M White - 2 flights	£1895	£1000
FreeX Joker S Red - 2 hrs	£1750	£1400
FreeX Joker 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 I S Blue - 30 hrs	£1799	£1000
Windtech Pulsar S Red/Wh/Blue - 5 hrs	£2049	£1650
Windtech Tonic 27 Red - 10 hrs	£1799	£1200
Windtech Tonic 29 Yellow - 10 hrs	£1849	£1250

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

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

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



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
£1999

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

£449

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.

0845-129-8286

www.activeedge.co.uk

hand to re-set the plough. Always ready to help they lifted the arms in on the plough, language not a barrier, communication achieved by some excellent hand gesturing.

Not a bad day, but could have been better. Never did manage my first cross-country, never mind maybe another day.

This really summed up the weather we had, the area around Algodonales is excellent flying country, and given better conditions, it would be brilliant. I would recommend the service offered by Baz to anyone considering a visit to the area. We all agreed that a second visit would be made, maybe a little later in the year next time.

Sunday, time to head for the airport for the flight home. It was raining hard all way, and when we arrived at Malaga some of the roads had been closed due to flooding. Diversions had been set up but no signs pointed the way to the airport.

We crossed a couple of rivers running across the roads, which most cars were refusing to cross, we rejoined the main road lost and at the end of about a mile of stationary traffic. Johan jumped out and approached a taxicab two cars in

front to ask directions. Once armed with the knowledge, we overtook the whole queue, and jumped in at the front, to arrive just in time at the airport.

Kevin McLoughlin

(Continued from page 17)

as the sun set the barbecue provided a spot to warm your hands and chat. One of the locals seemed to challenge us to a 5 Euro bet to climb the pole holding up the roof, so before taking the bet I had a little practice, almost making the top, after which he seemed to lose interest in any further challenge. Adrian had been drinking some sort of brandy (I think), which resulted in him falling asleep in the van on the way back to the digs. We were unable to wake him from his drunken slumber, so Kev grasped an arm and a leg and using his fire brigade training lifted him from the van and took him to his room. One technical flying term, which we had learned, from Baz seemed to fit the occasion. Adrian had experienced a CRAFT moment. Can't Remember A Fu***g Thing.

Saturday another gray low cloud morning, saw us opting for a shopping / sight seeing trip to Ronda, which compared to Algo is very commercialized, with a long main shopping street, where you could buy all sorts of gifts. The bridge over the gorge is not to be missed, whilst standing behind the railings looking down a couple of

hundred feet, I felt a little sick. Something definitely was missing; it was the security of my glider and harness! Johan answered his phone; Baz called to say that the cloud had cleared back at Algo and another flight was on the cards. Back to the bus then, pick up the gliders and off to the top of Lijar. We arrived at the SE take off just after Jockey Sanderson had launched and flown down. He came on the radio speaking to his people at the top and said, "do not send anyone off yet" not what we wanted to hear. Kev had already laid out his glider when a small shower started, he quickly packed it up again and we all sat in the bus and waited for it to pass. Pete, Lez, Andy and Swany, turned up in the hire car, and the rain stopped. We all scrambled to get set up for launch, and together with Jockeys school all got off for another fly down. The designated landing field was in use by a farmer who had brought in a flock of sheep so it was decided to land near to a small track running through the next field. Another farmer on his bulldozer was ploughing this field whilst we were landing. We all had good landings, Dave and Adrian were beckoned over by the farmer who needed a

Wether Fell Parking

I have been on Wether fell quite a lot this year and have started to notice that when a lot of flyers turn up they are starting to park on both sides of the roman road probably because it means a bit of a walk to the gate. Cliff Allen has in the past asked us to park on one side only so it makes it easier for him with his tractor etc. So can you put it on the site so every one can see it and it would help if it was passed round by word of mouth at the club meetings, it would be a shame to upset Cliff over something that can be so easily sorted.
Cheers Graham (sites officer)

Where Was Pete

Now then Pete Where were you ?

I have checked the grids and it come out at 17.3 on Easter Sunday with John Ellison, Les and Andy from Staggs to Langthwaite bloody hard work it was too, especially enjoyable as Les had his ptt stuck on so I felt as if I was doing tandem with him listening to every swear word when it got rough, and the nice bits when he whistles to him self it lasted about 15 mins I am sure it wont get mentioned in the mag or web site. Any way off to Spain now with the gang then back here to pile on the xc miles on my return
Graham

LIJAR OR BUST

As one of seven low airtime pilots about to embark on the club outing to Algodonales I was looking forward to the promised big gentle thermals, never go down flights, soaring with vultures, and landing next to the bar with a cold beer thrust into my hand. Our magnificent party consisted of Adrian, Andy, Dave, Heather, Kevin, Walter and myself. We had booked in with Baz Rhodes, an ex Lancastrian Eddie the Eagle lookalike, who with the help of his partner Sam, runs a fly guiding service in and around Algo called the Andalucian Experience. The fun started on the Saturday, one day before departure. With all the essential equipment checked glider, harness, vairo complete with new batteries, and unused platypus I weighed the whole bag on the bathroom scales at 19Kg. The airline Jet2 had a "checked in" luggage allowance of 20Kg, this left just 1 Kg for clothes and other stuff; good job we could also take 7 Kg hand luggage!

Sunday morning came, check passport, double check flight

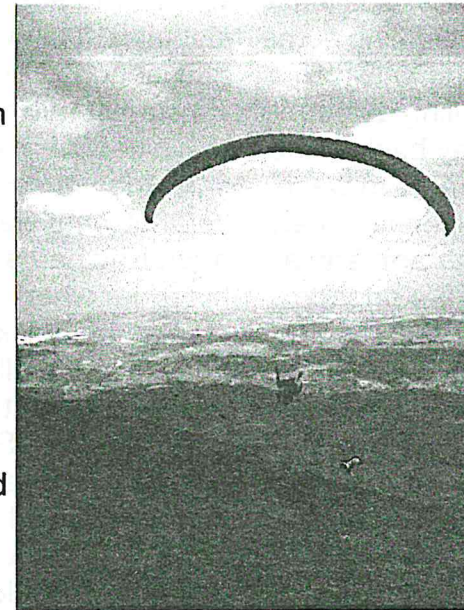
details, and off out in a howling gale to Leeds Bradford Airport. We all met up in at the check in desk as arranged, and with Lez Cowling at the front of the queue, we all waited a few minutes whilst the girl on the desk made a couple of phone calls to see if they were allowed to carry paragliders! All was ok and after checking in the gliders we moved through to the departure lounge where a 9" diameter aluminum ring crashed to the floor from a 6 meter high ceiling downlighter narrowly missing everyone stood at the buttie counter, a good omen maybe.

The flight out to Malaga was uneventful but on time, the best aerial views of the Dales being obscured by the low clouds. On arrival at Malaga we were told to look out for a John Lennon lookalike called Johan (Baz's right hand man), who promptly appeared, he looked a bit more like Ozzi Osborne than Lennon. Anyway he led us out to a gleaming white, air-conditioned 20 seat mini bus, behind which he had parked his beat up old 9 seater Mercedes, a converted ambulance, which was to be-

fixed his attention onto the smaller landing field where Pete Logan and some of the other experienced pilots had landed. Walter was now in the air and appeared round the promontory close to take off with good height, but then decided to follow the ridge round, staying above the tree line. As Baz continued to radio commands to Andrew, who still continued on his track towards the other landing field, Walter had lost a lot of height and looked set for a tree top landing. Baz spotted Walters predicament and got straight on the radio to him "Turn left Walter - Turn left' that's it a little right now" but Walter had landed. "Have landed and am ok Baz" came over the radio from Walter. After his walk out he explained how he could not turn right because there was a tree in the way!

Friday morning was cloudy with sunny spells but with quite a strong breeze bending the

trees. We set off in the bus to El Bosque (The Forrest) and stopped at a small bar below the take off for a coffee and bite to eat, whilst watching the vultures soar and the clouds race by us. Baz decided that it might as well be a sight seeing day, as flying looked unlikely. We drove through the mountains



stopping off for another beer at the head of the lake, before driving to the picnic spot at the end of the lake close to the Dam. Ben enjoyed the swimming; we made do with the sunshine and the super views. Johan owns a bar on side of the lake and had organ-

ized a barbecue evening for all the flyers, so it was back to the digs for a shower before Baz collected us in the blue gas van. One seat in the back, two picnic chairs, a spare wheel and room to sit on the floor, not luxury transport but it did the job.

At Johans the beer flowed freely, the food was great, and

(Continued on page 18)

(Continued from page 15)

F*##*ed up Insecure Neurotic & Emotional) !

Thursday morning looked rather windy, no chance of flying, and after a trip to see the landing field at the foot of Lijar, Dave and me decided we would have a walk up, whilst the others went back to the village talking about a trip to the lake. Johan joined us and was invaluable in showing us the route to the top. The mountain is crossed by numerous tracks used by the locals for hunting, which would confuse even the most experienced walker. Not long after we got to the top, some way behind Johan the mountain goat, Baz and the others arrived in the bus. The wind had dropped off and a flight was in the offing. A hang glider and a couple of paragliders went off and got good lift way out into the valley and disappeared. This is looking good. We hurriedly got the gliders out but just then it began to cloud over. Stood on the S.E. take off the scale of this massive hill began to make us a little apprehensive, Kevin disappeared in the bushes more than once for a nervous pee. The cloud cover put the whole valley in shade and the lift shut off we all launched for what turned out

to be a nice 1900 ft fly down to the landing field.

Baz collected us in the bus and we set back off for the top, this is about a 40-minute drive, by the time we were on the launch the wind had swung round. After considering what would have been a crosswind takeoff Baz decided to get us back in the bus and drive round to the N.W. take off. The gliders were just posed up and piled up in the back of the bus for the drive round.

On arrival at the take off the wind was straight on the hill if a little on the light side, Adrian was first off and I followed. The wind dropped even more necessitating forward launches for the others. Walter was last off after having to re-insert his reserve pins, which had dislodged on the way round.

Baz was already in the landing field with half his glider laid out on the ground, to direct us in. Adrian had already landed close to Baz as I set up my final approach. I landed a little close to a small orange tree which just seemed to get bigger and bigger as it disappeared under my seat. Dave arrived for a textbook approach and landing whilst Andrew ignored radio commands to turn right, he had

come our transport for the week.

We set off driving through the mountains to Algodonales stopping half way at a roadside bar for a small beer, the first of many of the fizzy Spanish lager type grog.

On arrival in Algodonales, Baz come down to meet us and to let us in to our accommodation for the week, a four-bedroom studio type apartment that was well appointed, clean and comfortable and to a higher standard than any of us had expected.

Time to unpack and check out the local bar for a bite to eat, and more beer before turning in early ready for our first flying day.

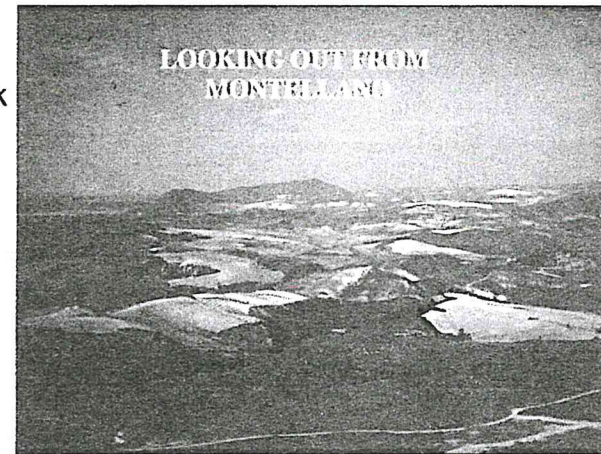
Monday, after breakfast in Santos, an excellent town square café bar, served by an attractive friendly local girl called Rosetta, we headed off to Montellano. On arrival at the bottom of the hill Baz took us to the landing

field. The wind was a bit strong at 10 – 14mph, and then came a familiar sounding statement “It’s a bit strong for you at the moment get the gliders out and practice some ground handling”. Ah just like flying school days. Baz and Sam have a dog called Ben a border collie who just wanted to play fetch, he went round everyone offering a stick hoping they would throw it for him, unfortunately he has a twisted spine and should not over do it. As Baz told people not to throw the stick, Ben went

off to find someone else who had not been made aware of his condition, hoping for another fetch. Baz showed me a new (to me) re-

verse launch technique where the brakes are held in the correct hands throughout the inflation and turn, instead of changing hands. This did not come easy at first and my ground handling returned to a pre-school rat-shit standard. I ques-

(Continued on page 14)



(Continued from page 13)

tioned the wisdom of attempting to re-learn the reverse launch on the first day of a flying holiday but persevered with it. The wind dropped so we took a ride in the van up to takeoff. Baz and Sam had a ride on the tandem but then the wind swung round well off the hill so we all packed up and set off for a beer on the way back to the digs.

Tuesday, we learned a little more Spanish from the lovely Rosseta at breakfast, before setting off once again to Montelano. More ground handling in the landing field to begin with then off to the top for what was to be our best flying day. It was clear and sunny but a little cool at takeoff, so much so that the famous Pilot Pete wrapped himself up snugly in Andrew's new glider, only trouble with this was Andrew was about to takeoff! I was the one of the first few people in the air, and made the mistake of straying too far out from the ridge at a low altitude. I found myself heading towards the landing field and thought, Doh, my first flight was ending, just then I felt a little lift and the vario started beeping, "turn into that" Baz called on the radio, a few 360's later I was back

above the ridge. Went on to make 1275ft above takeoff and notch up another couple of hours flying time. Excellent! Dave who is not the best of travelers, had such a long flight he became a little air sick, and after checking below, threw up over his new flying suit. We all managed to land on the designated field, coming down only for a rest. Then it was back in the van and up to the top for a second go.

The second flight was not quite as good as the first, I only managed 600ft above takeoff but it was as smooth as you like and great for relaxing and enjoying the great views in the sunshine.

Wednesday saw a change of wind direction, so Baz decided we would go to Ronda la Veija pronounced Ronda la vee-aka, which means old Ronda. On top of the ridge at take off is the house of a local Hang Glider pilot. This house used to be a radio station and is known locally as the Chicken Shack, due the radio station's emblem, which was painted onto the wall.

The wind was light NW and we waited a while for it to pickup. A task was set as it wasn't strong enough to stay up, this was to fly out from takeoff down the

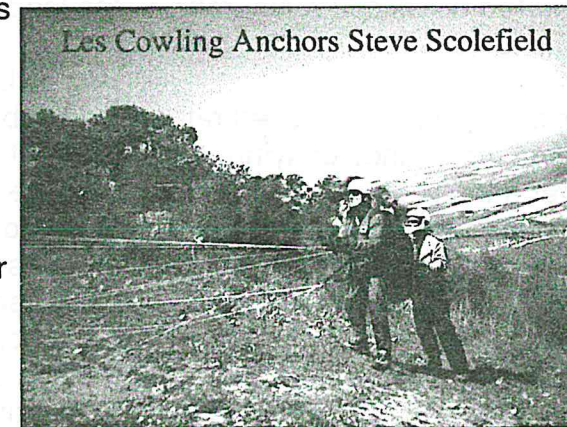
valley, and onto a lower ridge to off again and set off to goal, al- the right, track along this lower ridge, and then head out to the design- ated landing field. The distance was about 2km, almost a cross- country flight.

Adrian, Kevin & Heather made it first time (skygod awards due), Andrew and Dave landed short in a ploughed field below the

lower ridge, and I landed even shorter on a track to the side of the lower ridge Doh!. First walk out down the edge of the field to the waiting van. Time for reflec- tion over a coffee at the local café and the back to the top for a second attempt.

On the second attempt at the same task, Adrian & Kevin made it to goal, Andrew, Dave & Heather landed short in a ploughed field below the lower ridge, and I landed even shorter on a track to the side of the lower ridge Doh!.

Andy was on his way to goal but allegedly lost some height putting in a couple of 360's over the ploughed field were Heather had landed and taken off her top whilst packing up. Back to the top for a third at- tempt, the wind now even lighter, Adrian & Kevin was first



most routine for them by now. Unfortunately Heather had an asymmetrical collapse on take off and tumbled down the slope, breaking her arm on the way, she came to rest hugging a rock protruding from the slope. After assisting Heather and recover- ing her glider from the bushes we packed up and headed off to pick up the skygods on the way.

Baz & Sam took Heather and Kevin off to the Hospital, where an efficient accident and emer- gency department re-aligned the broken bones and encapsu- lated her whole arm in a plaster cast. Forever in good sprits Heather insisted that everyone must add their name and/or lit- tle ditti to the pot arm. When asked if she was OK said abso- lutely fine. (then added,

(Continued on page 16)