

WINGS & THINGS

Airwave Race 2 hg harness. 6 yrs old - excellent cond. Blue with pink trim. 6'-6"2". £175.
Contact Jim Jennings, 01629 56452.

ATOS C, carbon fibre A frame. 14 month old, 85 hours flying time, excellent condition, never damaged. Complete with waterproof bag and new V tail. Only 5000 ono.
Contact Jim McMackin, 07803 583700.

XC Flight Deck

Made by The Loft it has a zip compartment for camera etc, whilst your vario and GPS velcro to the top surface. The map compartments can be unfolded from the back to rest on your legs. £40 new so a bargain at £25.
Contact Pete Logan, 07720 425146.

Aerofoil UK Uprights (x2) bought as spares for Magic IV, also fit kiss, etc. Bright pink and never used £50 ono. Also plastic coated side wires for magic IV 166 never used and as new £free. Pontefract / Manchester.
Contact simon christie, 01977 615905.

Gin Bolero Plus

Only ever been flown on half hour test flight! Brand new condition! Complete with top of the range harness!!! £1680 or close offer. Saving of over £500!!!!!!!
Contact Jonathan Parkes, 01706815804.

AEROS COMBAT 2 13 meter Only 6 months old. Immaculate, of course, and only selling it as no-one wants to buy my Oleg Racer, which I will fly though the Winter and then get a new Combat 2 13m in the Spring. Price new is about £4100, selling at £3000. 01765 658486
Contact Trevor Birkbeck, 01765 658486.

AEROS OLEG RACER 14 meter. 3 years old but not many hours as I have had a Combat and a Combat 2 since. Also, I was out of action for a year after trying to demolish myself on the Combat. Flies great so if I sell the Combat 2 13m, I will fly the OR during the Winter prior to getting a new Combat 2 13m in the Spring. Very good condition and new wires all round. £1500 Contact Trevor Birkbeck, 01765 658486.

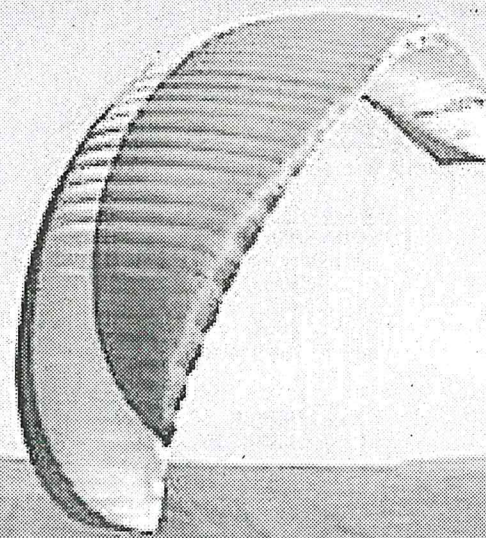
UP Vision Paraglider. DHV1/2 65-90kg. £435. Not a hot ship but solid and forgiving even in stong alpine conditions and easy to ground handle. Great for early CPs or for leaving at your favourite holiday destination. Contact Andrew Nightingale, 0113 256 7606.

Crispy red Nova Pelix DHV1 60-80kg. 50hrs flown but I'm too big for it. Nice fast glider, fun to fly with quick turns. £680. Contact Andrew Nightingale, 0113 256 7606.

CALYPSO - Excellent condition - very low hours, undamaged! Unique stunning colours! Be different! With a pristine condition solo-wings "The Edge" harness. INCLUDES: AIR-FRAME MANUAL and BATTEN PROFILES! Plus spare upright, speed bar, glider-rider and water-proof travel bag! Even a ladder if you need one! All you need to get into this exciting sport in a safe way. Leaving the country forces reluctant sale. £800 for ALL this!
Contact Neil Koopman 07810 808 018

SKYWORDS

OCTOBER
2003



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



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PETE LOGAN
07720 425146

***SOCIAL SECRETARY**

(Vacant)

COVER PHOTO

Paraglider on Semer
Water

ALGODONALES

Once again we will be off to sunny climes.

A number of club members are planning to go to Algodonales in the Analucian region of Spain.

This is a trip aimed at mainly low airtime pilots, who wish to improve their thermalling skills and start off their XC careers.

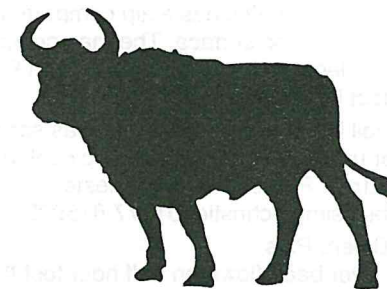
The flying is done mainly from the mountain at the back of the village called LE-JAR.

The thermals are usually large and friendly, and come through on a regular basis.

Algodonales has an abundance of bars and eating establishments, all offering great value for money.

The trip is being planned for the last week in March 2004, with flights hopefully from LEEDS/BRADFORD airport.

More details will be published when they are available.



ARTICLES WANTED

I can only make the mag as interesting as the articles sent in.

I am desperate for articles for the mag.

If you have any stories of your recent flying activities, or even non flying stories, send them in to me.

Craig Richardson
152 Clough Lane
Brighouse
West Yorkshire
HD6 3QR
07990 730143
skywords@dhpc.org.uk



CLUB CONTACTS

Andy Woods	Various	Ripon	01765 602076
Mark Ashcroft	Various	Wensleydale	01969 663106
CHIEF COACH			
Les Cowling	Various	Howarth	01535 646048
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
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

Nov. 6th.

A.G.M.

Dec. 4th.

Auction Night

Jan. 8th

Club Night

Feb 5th.

Visit by the Stockton Weather Centre



Inside this issue:

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CHAIRMAN'S CHAT

Aeros - What next?

Originally hived off from the Antonov as part of the restructuring of the Soviet Union, Aeros is now the largest manufacturer in the world of hang gliders, paragliders and microlights (last I heard they employ 70 staff at Kiev) are moving into bigger markets with design currently being carried out on a powered light weight glider – this was high lighted by this comment in the Oz Report.

Aeros Sailplane

Dave Kinlan <http://davekinlan.tripod.com> writes:

I was at the St. Hilaire Flying Festival last weekend and visited the Aeros booth. I got a flyer for a new ultralight sailplane that they are developing together with Aerola and Kiev University presently called the AL-12.

Specs given are:

Empty weight 80kg

Wingspan 13.3m

Wing area 13m²

Pilot weight 60-110kg

Stall speed 34-40km/hr

Max speed 140km/hr

Max glide 27 at 60km/hr

Min sink 0,5-0,6m at 45km/hr

Will fold away to a package 0,2m x 0,58m x 5,7m.

The Aeros guy said it's planned to come out in the Spring and said to keep an eye on their website.

So I wrote to Aeros and got this reply from Oleg Skirko, one of their designers:

Hello Trevor, Every thing is right.

We are developing now sailplane, main features of it is:

-comfort like in big sailplanes (closed, plastic cockpit, comfortable pilot seat...)-

-rigging down by one person, transportation on the car, storing in the garage

It will have Stalker design of the wing, which will be packed together with tail boom and tail unit in the same bag like Stalker has. Cockpit will consist of 3 pieces. We also designing now the power unit - removable for transportation and retractable for soaring flight.

Oleg Skirko, Aerola Ltd. 19, Tupoleva str. Kiev, Ukraine

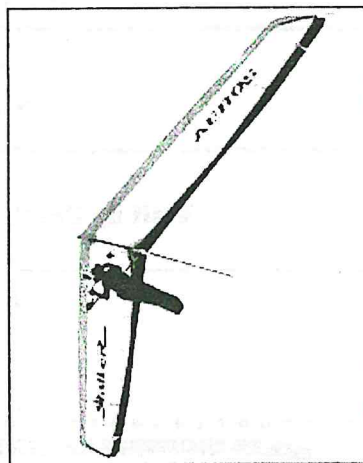
tel/fax: +38 044 443 78 85 email: aerola@aerola.com.ua www.aerola.com.ua

Check out their website and you will find that they are producing yachts as well!!!

Big push to boost the Vale of York Hang Gliding Club

The VOYHGC started life in 1993 set up by the York based pilots, namely Mark Dale, Tim Hudson, Louise Anderton, Rich Lovelace, Stu Barkworth, etc with a bulging membership list, 32 in total, which we decided to close at that number as we didn't think, with one tug, that we could cope with a larger membership.

The early days were busy, Rufforth Airfield being the main place in the UK to be-



DALES XC LEAGUE

2003 Dales Paragliding XC League

Open 1 January sponsored by Active Edge PG School

Pos	Pilot	1	2	3	4	5	6	Total
1	Jake Herbert	87.7	43	24.9	24.1	23.9	23.7	227.3
2	John Ellison	43.2	38.5	37.8	33.4	24.0	23.9	200.5
3	Chris Fountain	35.9	32.2	28.7	27.5	25.0	22.7	172.0
4	Harry Harrison	29.5	26.0	21.6	20.9	16.1		114.1
5	J Goldsborough	30.1	20.0	11.4				61.5
6	Graham Laycock	31.3	10.1	9.8	6.5			57.7
7	Steve Mann	34.4	12.4					46.8
8	Gus Hurst	32.2	14.5					46.7
9	Andy Williams	32.5						32.5
10	Neil Cruickshank	25.2						25.2
11	Martin Baxter	16.4	8.2					24.6
12	Peter Logan	11.4						11.4
13	Les Cowing	7.2						7.2
14	Andy Wraith	5.6						5.6
15	Pete Condick	5.3						5.3

2003 Dales Hang Gliding XC League

Open 1 January sponsored by Aerotow.com Flight Park

Pos	Pilot	1	2	3	4	5	6	Total
1	Trevor Birkbeck	130.3	47.9	42	28.4	27.9	13.2	289.7

DHPC Cross Country League Rules

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

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

Or failing this a phone call on 07720 425146

Try to include details like:

Start site

Finish location

Date and Time

Wind Direction

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

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

Hang glider or Paraglider

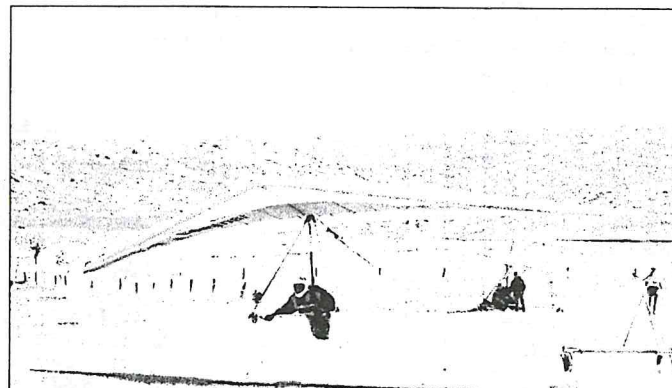
Any witnesses at take off or landing.

Cheers

Pete Logan

come trained as an aerotow pilot; then I obtained the Airwave dual wing, which we flew under the Flyability banner, taking up disabled people for experience flights – busy times.

Over the years, numbers in the club have diminished, mainly due the general reduction in pilots flying hang gliders, especially as paragliding has become popular; another change that has altered the situation is the trend for microlighting at Rufforth to be moving towards 3 axis machines which need a greater length of runway.



Jim Haslam taking off from the trolley, actually at Aerotow.com at Avila, Spain

This means that they have to use runway 240 (or 060) even if the wind is quite crossed – we then can't use the short runway at 90 degrees for safety reasons; as the very much minor group at the airfield, we are now used to ensuring that we fit in better with the 3 axis microlights at Rufforth. We got rid of the dual wing to Judy Leden at Airways, as it was only being used by Stew Bond for experience flights and this definitely did not fit in with the trend for Rufforth being used by 3 axis machines. Over the past years Winter has been a period when no aerotowing took place at Rufforth but **this will not be the case anymore!!!** It is the ideal time for training of pilots keen to get into aerotowing and there are plenty of keenies out there who want get ready for those perfect triangle days – nil wind on the hills and cumies popping off like mad in the Vale of York.

We have made a start last weekend, getting **Jeff Hill** virtually through his training (watch this boy crack in some good flights at Rufforth next year) and **Steve Leaman** well on the way. Also, recently **Nick Devlin** completed his training, thanks to the sterling tugging of his mate (and our regular tuggee) **Bob Delahaye**.

Others that I know are definitely keen to get into aerotowing are **Geoff Sykes**, **Gordon Moss** and **John Hick** so we have plenty to go at this Winter!

AGM on Thursday, 6th November

We have a few changes occurring on the Committee – Mark Ashcroft is passing over the Sites Officer reins after a brilliant 6 years of great work. Brilliant efforts have also been put in by Les Cowling as Chief Coach – I'm sure he will be spending plenty of time in the future flying his newly built microlight, an Aeros Skyranger. Another post to be found a new Committee member for is the Safety Officer, carried out by stalwart Liz Addy, though she is carrying on with her main job, running the library. Let's have a good turnout at the AGM, as it is your opportunity to have your say, make your moans felt, apply for the Chairman's job (well, I can dream) and, hopefully, fill these vacant posts. See you there! **Honest TJ**

A.G.M. 2003

This years A.G.M. is one of the most important ones that the club has had for a number of years. and have an input into the running of the club.

All the committee positions are as usual open for election, but this year a number of committee members are not standing for re-election.

The positions that will definitely require filling are :-

SITES OFFICER
SAFETY OFFICER
CHIEF COACH
SOCIAL SECRETARY



**Lets fill
 these
 positions**

Sites Officer - Mark is standing down year after several years of sterling work. He will provide the new officer with all they need to make an easy start.

Chief Coach - Les has got quite a few people through their exams but its time for someone else now. Main duties are being out on the hill with good advice, the occasional study session and invigilating exams.

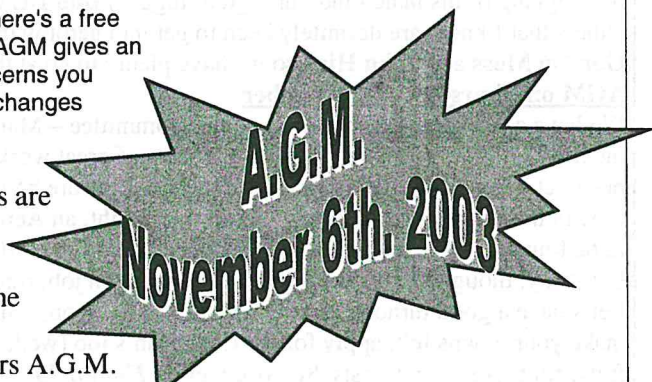
Safety Officer - Liz will be handing this over for next year. It involves helping with incident reports, organising the reserve repack and spreading news of BHPA safety issues. Not too hard a job really.

Social Secretary - Pretty easy job really, just organising the Dinner Dance and one or two other outings during the year. Just to prove we can do other things rather than fly and drink.

Remember for your efforts there's a free beer at club night. Also, the AGM gives an opportunity to raise any concerns you may have or propose some changes and have them discussed.

Other committee members are willing to stand for election again, but new blood is always welcome onto the committee.

So come along to this years A.G.M.



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 OPEN



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

New Opening Times
Monday to Thursday 9:30am to 3:00pm, Friday 9:30 to 5:00pm and weekend by appointment only.

0845-129-8286

www.activeedge.co.uk

Brazil XC 2004 with Carlo Borsattino & Mark Watts - Last 2 places!

We have only 2 places left for the 3 week Brazil XC 2004 thermalling and cross country trip for paraglider pilots run by two of the UK's top pilots, Carlo Borsattino and Mark Watts.

For full info, go to our brand new web site:

www.flybubble.co.uk

Or read the info below...

BRAZIL XC 2004

Run by Carlo Borsattino with Mark Watts.

After the great success of the BRAZIL XC 2003 trip (as seen in Skywings June 2003), we're running another 3 week thermalling & Cross Country flying course for paraglider pilots in Governador Valadares, Brazil, flying out on January 30th 2004.

Governador Valadares is without doubt one of the world's greatest paragliding locations, offering reliably superb cross country flying conditions in a very friendly flying locality. The superb take-off

mountain is an ideal launch pad into the usually blissful, easy thermic conditions and very light winds. Once off, there are normally plenty of divine thermals to be found & climb easily up to cloudbase in, to find yourself surrounded by endless green rolling hills and puffy white clouds stretching out in all directions as far as the eye can see. The very light prevailing winds & usual lack of wind-shear or inversion layers mean that the thermals are not all chopped up, so there is relatively very low levels of turbulence considering the excellent thermic conditions. It's like flying on the best possible UK cross country day of the year almost EVERY SINGLE DAY, but without all the problems of strong winds, annoying airspace, the sea (i.e. running out of land!) and over-crowding. All these things must surely make 'GV' absolutely THE perfect winter destination for British pilots!

The trip is being organised & run by Carlo Borsattino, with expert assistance by cross country virtuoso Mark Watts (top UK pilot and currently leading the UK National Cross Country League by a fair margin). Our comprehensive local knowledge of the area & previous experience of running trips there, together with years of experience as instructors, fly-guides, and accomplished cross country pilots, will ensure that you make absolutely the most of your trip. Flying together on radio with your in-flight guides, with our own personal driver and retrieval vehicle, you will surely fly longer, further, & safer.

The course is aimed at pilots who have already totted up some flying hours (as a rough guide, CP+25hrs min. with some experience of thermalling), and offers a high level of specialist flight guidance to help

improve your general flying & thermalling skills & extend your XC flights. We will give detailed briefings on all aspects of launch, flying, landing, safety, conditions, & retrieve, as well as theory sessions with Q&A. Guidance will be aimed at the individual, covering everything from launching to landing, and all the bits in between.

You can be sure that you will learn a HUGE amount from this course, & come back to the UK fully primed & ready to make the most of the British XC season! Everyone in the course in Feb 2003 beat their own personal bests, here are some quotes from them about the 2003 trip:

Abigail Barr: "The course was fantastic."; "I learnt what is possible, what I am capable of, what I need to do to achieve it, why I love it, and why everyone should do it."; "My success this season (2003) has its roots right there in GV with you guys. It's all your fault ;-); "Thanks very much guys - real quality time!"

Grita Rose-Innes: "The best trip I have ever had, beyond anything I had hoped for."; "Everything was great: well organised, fantastic flying..."; "The course was brilliant! (Very, very good)."; "THANK you both SO MUCH for your brilliant guidance and instruction!"

John Stevens: "The course and trip was even better than I expected! Not just good but excellent!"

Mike Parfitt: "I bettered, then doubled my previous best XC distance and achieved 4x the XC total in 3 weeks that I had achieved prior to that."

Bobby Brown: "Daily flight organisation retrievals, site & flight briefings, in-flight coaching over radio - all really very good indeed!"; "I achieved far more actual flying than on previous trips."

Crispin Rose-Innes: "I learnt an enormous amount, far more than I expected."

PRICE FOR 3 WEEKS: £1200, including: Airport transfer to GV; Hotel with breakfast & air con; Our own private transport air conditioned vehicle with experienced retrieve driver; Expert in-flight guidance on radio and full individual brief / de-brief; Theory & questions answered.

Fair Winds

Carlo Borsattino

Carlo Borsattino
Flybubble Paragliding XC Trips & Courses
www.flybubble.co.uk
carlo@flybubble.co.uk
UK Tel: 01273 84 66 80
UK Fax: 0870 70 61 867
UK Mobile: 07884 49 66 70

HUMOR PAGES

HOW TRUE IS THIS

According to today's regulators and bureaucrats, those of us who were kids in the 60's, 70's, and early 80's probably shouldn't have survived because...

- Our baby cots were covered with brightly coloured lead-based paint, which was promptly chewed and licked.
- We had no child proof lids on medicine bottles, or latches on doors or cabinets, and it was fine to play with pans.
- When we rode our bikes, we wore no helmets, just flip flops and fluorescent clackers on our wheels.
- As children, we would ride in cars with no seat belts or air bags. Riding in the passenger seat was a treat
- We drank water from a garden hose, not a bottle—tasted the same!
- We ate dripping sandwiches, bread and butter pudding and drank fizzy pop with sugar in it, we were never over weight because we were always outside playing.
- We shared our drink with our friends, from one bottle or can and no one actually died from this.
- We would spend hours building go karts out of scraps and then went top speed down the hill, only to find out we forgot the brakes. After running into stinging nettles a few times, we learned to solve the problem.
- We would leave home in the morning and play all day, as long as we were back before it was dark. No one was able to reach us all day and no one minded.
- We did not have Playstations or X-Boxes, no video games at all. No 99 channels on TV, no video tape movies, no surround sound, no mobile phones, no personal computers, no internet chat rooms. We had friends—we went outside and found them.
- We played Elastics and street rounders, and sometimes that ball really hurt.
- We fell out of trees, got cut, broke bones and teeth, and there were no lawsuits. They were accidents. We learnt not to do the same thing again.
- We had fights, punched each other hard and got black and blue - we learned to get over it.
- We walked to friends houses.
- We made up games with sticks and tennis balls and ate live stuff, and although we were told it would happen, we did not have many eyes out, nor did the live stuff live inside us forever.
- We rode bikes in packs of seven, and wore coats only by the hood.
- Our actions were our own. Consequences were expected.
- The idea of a parent bailing us out if we broke the law was unheard of. They actually sided with the law. Imagine that!

This generation has produced some of the best risk takers and problem solvers and inventor, ever. The past 50 years have been an explosion of innovation and new ideas. We had freedom, failure, success and responsibility, and we learned how to deal with it all. And if you are one of them. CONGRATULATIONS



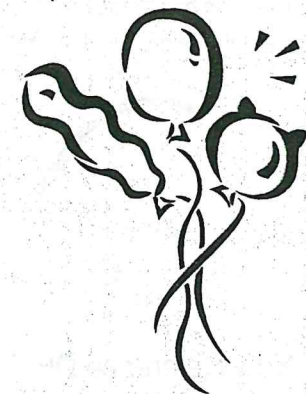
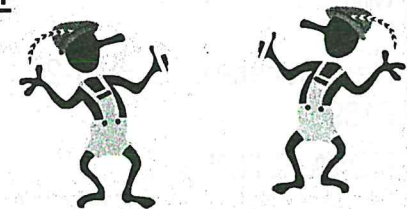
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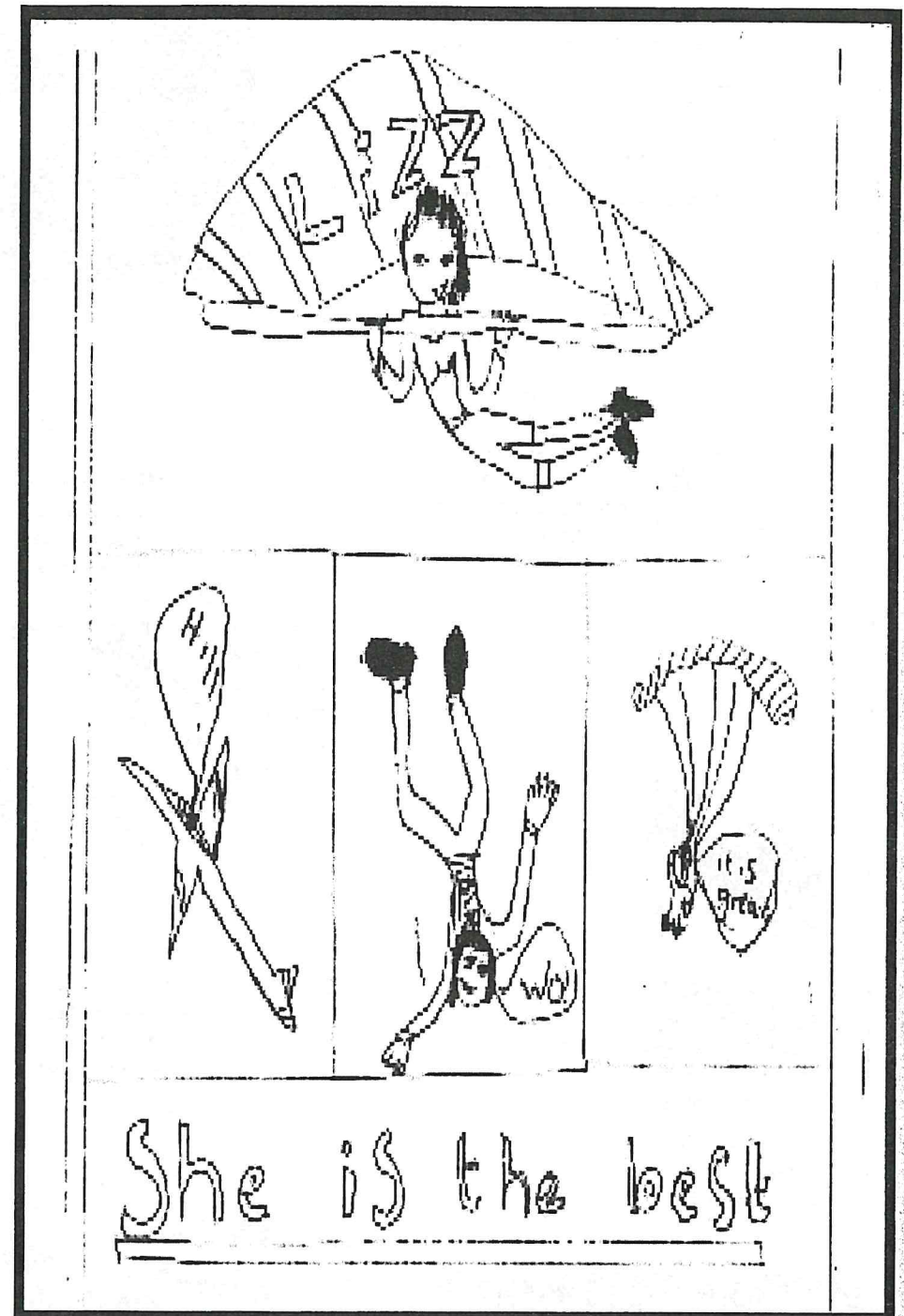
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Dales Site XC Records

Site	Wing	Pilot	Date	Dist	Landing
Addingham				km	
				km	
Baildon	Firebird Matrix	Scott Armitage	Baildon Sod	0.5 km	Other side of fairway
	Hand Glider	Steve Clarkson	Baildon Sod	0.5 km	Other side of fairway
Barkin Fell	Apco Allegra	Jake Herbert	April '02	16.5 km	Tebay
Bishopdale				km	
				km	
				km	
Brantside	Apco Allegra	Jake Herbert	September '02	82 km	Hexham
Cow Close				km	
				km	
Cowling &				km	
				km	
Dodd Fell	Advance	John Ellison	2003	43.2 km	Greenlow Hill
				km	
Grove Head	Apco Allegra	Jake Herbert	1999	58 km	Blackpool
				km	
Humesett				km	
				km	
Ilkley Moor				km	
				km	
Nappa Scar	Apco Allegra	Jake Herbert	June '03	43 km	Weardale
	Hang Glider	Steve Gill	80s	km	Sunderland
Nont Sarahs	Swing Minoa	Mark Day	April '97	16.4 km	Heptonstall
	Aeros Combat	Trev Birkbeck	June '03	13.2 km	Halifax
Pule Hill				km	
	K2 Comp	Stewart Bond	'96	93.2 km	Brig
Semer Water	Advance	John Ellison	August '03	23.9 km	Kirby Steven
	Hang Glider	Steve Gill	80s	km	Workington
Staas Fell	Apco Allegra	Jake Herbert	April '02	70.9 km	Corbridge
				km	
Sutton Bank	Firebird Matrix	Steve Mann	May '03	34.4 km	Danby Bacon
				km	
Tailbridge Hill	Apco Presta	Neil Cruick-	2000?	40? km	?
				km	
Wether Fell	?	Graham Steel	2001	50 km	?
	Hang Glider	?????????		100+ km	Lincolnshire Coast
Whernside	Apco Allegra	Jake Herbert	April '02	58.3 km	Black Coobme Fell
				km	
Windbank / Hawswick	Apco Allegra	Chris Fountain	Sept '03	35.9km	Stainton
				km	



By Nicola Dyer (Age 8)
Liz's niece



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 AS FROM 12 SEP WE ARE
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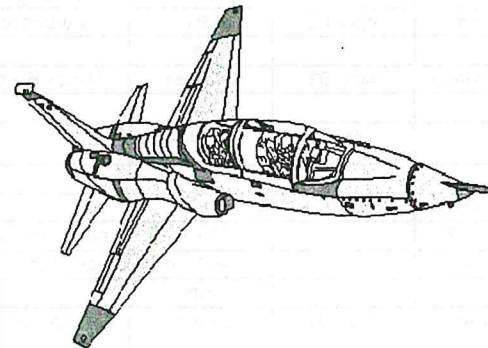


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FUTURE EVENTS


The club is looking at organising a number of events for next year :-

MARCH - Visit to the Stockton Weather Centre

MARCH - Week long flying holiday to Algodonales in Spain

APRIL - Visit to Leeds / Bradford ATC.

SEPTEMBER - A trip to the St. Hillair festival in France



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War of the Roses '03

It was third time lucky for the Dales and Pennine teams in the War of the Roses. Weather had beaten us back at Easter and also the week previously but Sunday was a glorious sunny day, unfortunately with a bit of high pressure around to put a cap on development.

Both teams started off pretty relaxed with more than a few bacon butties from Chipping's Corner Cafe near the foot of Parlick. Only two Pennine lads managed a showing there since hangovers had kept a few back at the camp site. At the top of Parlick there was a medium to strong SSW wind, enough for

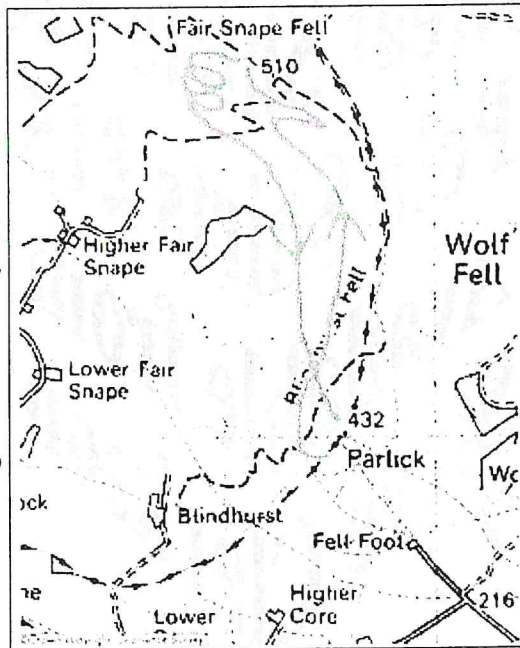
people to stay up whilst the warmer air was coming through so a task was quickly setup by Jim Ashley

(temporary Pennine captain) and myself to fly onto Fair Snape for 100 points and 200 if you could make it back.

We figured that the into wind run on the way back would be difficult and that getting people over to Fair Snape for them to start their XC's was better as it has a much bigger face and seems to get bigger thermals than Parlick itself.

A few of the keen ones showed us how it should be done leaving Parlick with almost no height to arrive most of the way down Fair Snape, however it was working well there and most were soon above the peak. A steady stream made their way over but it wasn't until quite a bit later that Chris Fountain and a few of the Pennine

lads made their way slowly back for the full task. Apparently the trick was to make the most of the lift and hope you didn't get drilled in the sink and headwind behind Parlick. Later in the afternoon I found myself



in a thermal with Jim Ashley, Richard Quarx and Rob Burtenshaw which almost started working but as it tailed off around 600ft above Fair Snape we all took a look over the back with the height we had and decided discretion was the better part of valor so it was speed bars full on to get back to the hill front. On the way Rob decided to heard the local sheep from the air as he came in to land.

Unfortunately no-one was able to get away during the afternoon, but you can't expect miracles in mid September - we'll try again to hold the comp early next year I think. Back at the Talbot Inn, Jim and I did some reckoning on the scores. We'd previously decided that the top X number of pilots from each team would score against each other. Pennine turned up with 6 pilots, all of whom scored the 300 points and the Dales top 6 pilots also scored 300 each. So a draw, but what to do with the trophy my wife said not to come back with? By general consensus Pete Balmforth still sporting his red ribbon had done well having completed the task twice so he was "volunteered" to hold the trophy. Plus his mum does trophy repairs on the side - convenient really.

On the Dales paragliding team, thanks to Rob Burtenshaw, Peter Richardson, Peter Blamforth, Simon Kirby, Jake Herbert, Chris Fountain, David Peacock, Simon Greenwell and Kevin McCloughlin. Thanks also to the Pennine lads for providing some stiff competition. The Hang Gliders had met the day before at Nont Sarahs and Trev Birkbeck reported some good height gains with climbs going back to the M62. Unfortunately with the wind directly south a task could not be declared since directly over the back is airspace and a lot of narrow landing options around Halifax. They'll meet again soon to decide who gets the trophy still hanging around my house.

Pete Logan
23rd September 2003