

# WINGS & THINGS

**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.

**Chest harness for radio wanted** - or where can I buy one from please?  
Contact Tony Pickering, 01943 466632.

**Rumour 3 or K4/K5. Must be in good condition.**  
Contact Jim Jennings, 01629 56452.

## 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.

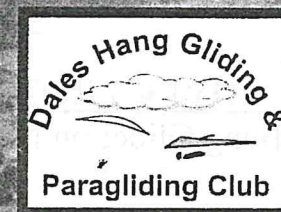
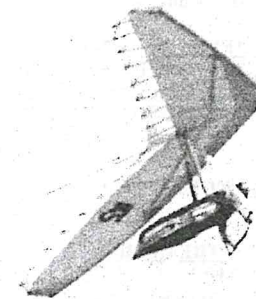
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# SKYWORDS

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

SEPTEMBER  
2003



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## \*SOCIAL SECRETARY

(Vacant)

## COVER PHOTO

Hang Glider on Nont  
Sarahs

# WINGS & THINGS

Paraglider. Firebird Matrix (Large). 90 - 115Kgs. DHV 1/2. Two years old with 35 hours. Blue. Good Condition. With rucksack and manual. Ideal first glider - safe, and stable but still fast. Purchased in error (too big). Bargain at only £850 ono. Any trial considered. Richmond. Contact Martin Baxter, 01748 830748.

Airwave Race 2 hg harness. 6 yrs old - excellent cond. Blue with pink trim. 6'-6'2". £175.

Contact Jim Jennings, 01629 56452. Advert has 35 days to run. 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.



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. anightingale@hotmail.com

Crispy red Nova Phelix 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. anightingale@hotmail.com

## 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.

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<b>SENIOR CLUB COACH</b>			
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<b>HANG GLIDING CLUB COACH LIST</b>			
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Nick Devlin	Weekends	Leeds	0113 2760855
Alistair Irving	Various	Huddersfield	01484 844898
Steve Clarkson	Various	Ripon	01765 607304
Stewart Bond	Various	Huddersfield	01484 841213
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David Greenwood	Various	Huddersfield	01484 847492
Liz Addy	Weekends	Austwick	0777 5690925
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

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

<p><u>Oct. 2nd.</u> <u>Club Night</u></p> <p>Yorkshire Air Ambulance crew visit and presentation.</p>
<p><u>Nov. 6th.</u> <u>Club Night</u> A.G.M.</p>
<p>Dec 4Th. Auction Night</p>
<p><u>Jan. 8th</u> <u>Club Night</u></p>



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# CHAIRMAN'S CHAT

The Comp season is over. Just been to the Final in this year's British Open Series based at Llandinum in Mid Wales and we set off expecting some terrible weather but were pleasantly surprised and tasks were set on all 5 days, though rain defeated John Aldridge, meet director, on one day. Jeff Hill, Andy Hetherington and I travelled down in Jeff's van with his super luxus caravan to stay in and very comfy it was too. Plenty of room for all the toys, our mountain bikes, Andy's helicopter, etc and Jeff and I did a fair bit of cycling.

The 1<sup>st</sup> day was on Cemmaes and, as it sea-breezed, most of us were satisfied with a lot of soaring but about half a dozen sneaked away for short distances, with Justin Needham covering 19k for a low score.

Day 2 saw us on the super Long Mynd with a 57k goal set at Bromsgrove – I can't believe I came back from climbs, waiting for better conditions so when I went later, my distance was not so far, with Jeff a similar distance. Andy Hevs did good, getting to goal along with 15 others (including Rich Lovelace and Kev Gay, a goal virgin up to then), making it a high scoring day. Dave

Matthews won the day. I was well choked to do poorly on this day as this would depress my position in the BO Series by about 5 places. The 3<sup>rd</sup> day found us on another site, Clatter, with the wind off to the South – we didn't even expect to fly this day but a goal of 51k was duly set and we all squeaked away from the South corner of the range in half and one ups. Amazingly, Justin Needham got to goal again with Mike Stephens, Gordon Rigg was half way there and I was 4<sup>th</sup>, but for only a distance of 17k so a lowish score. Jeff did well, a bit less than me whilst Andy top landed (handy for our retrieve!) Another low scoring day. On Monday, the 4<sup>th</sup> day, we were certain it was going to rain but anyway we went off to Sarn, a North facing site; a task was set but eventually, as the wind was light and rain looked imminent, the task was canned and a spot landing was set up for a £1 apiece and a bit of fun. Only 5 pilots got off, Kev Gay being the closest and winning the dosh, before the rain came and we all derigged in the wet. The last day we went to yet another site, Llandinum, (5 sites in 5 days!) and a 61k task was set and me and Jeff went down, trying to cross over to another hill. Got back

# 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	John Ellison	43.2	38.5	37.8	33.4	24.0	23.9	200.5
2	Chris Fountain	35.9	32.2	28.7	27.5	25	22.7	172
3	Jake Herbert	43	24.9	24.1	23.9	23.7	23.3	162.9
4	Harry Harrison	29.5	26.0	21.6	20.9	16.1		114.1
5	J Goldsborough	30.1	20.0	11.4				61.5
6	Graham Laycock	31.3	10.1	9.8	6.5			57.7
7	Steve Mann	34.4	12.4					46.8
8	Gus Hurst	32.2	14.5					46.7
9	Andy Williams	32.5						32.5
10	Neil Cruickshank	25.2						25.2
11	Martin Baxter	16.4	8.2					24.6
12	Peter Logan	11.4						11.4
13	Les Cowling	7.2						7.2
14	Andy Wraith	5.6						5.6
15	Pete Condick	5.3						5.3

## 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](mailto:webmaster@dhpc.org.uk) or use the SUBMIT AN XC ENTRY link at [www.dhpc.uklinux.net/dhpc/league.cgi](http://www.dhpc.uklinux.net/dhpc/league.cgi)

Or failing this a phone call on 07720 425146

Try to include details like:

Start site

Finish location

Date and Time

Wind Direction

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

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

Hang glider or Paraglider

Any witnesses at take off or landing.

Cheers

Pete Logan

up and I did fly again but couldn't get away by then so flew down again for the end of the comp. Andy didn't fly as it got windy, Kev Gay had gone home (probably his passout had expired from Magda) and Rich Lovelace dribbled over the back, to no avail. Justin Needham amazingly got to goal again with a few others spread along the course but the low score of the day did not get him first place overall, but 2<sup>nd</sup> after Dave Matthews; 3<sup>rd</sup> was Mike Stephens. The final positions for the whole British Open Series were:

- |                 |               |
|-----------------|---------------|
| 1 <sup>st</sup> | Mike Stephens |
| 2 <sup>nd</sup> | Dave Matthews |
| 3 <sup>rd</sup> | Gordon Rigg   |

### Glider plans for next year

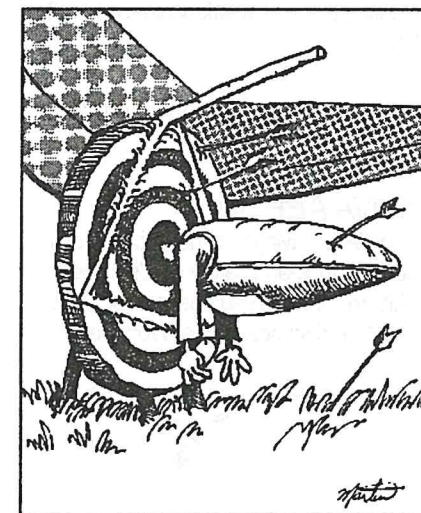
I've had a great year flying my Aeros Combat 2 13m and am putting it on the market (only 6 months old) as well as my Oleg Racer – if I sell the OR, I'll keep the Combat to fly through the Winter and possibly sell it in the Spring and get a new one then. However, if I sell the Combat then I'll just fly the OR during the Winter and get the latest version for next year's comps.

### Sad departure of Colin Lark

Colin, a great character in the hang gliding scene and a long term friend has finally succumbed to

throat cancer and many of us will be going to the funeral on Friday, 19<sup>th</sup> September. Famous for being able to light a ciggy and smoke it whilst flying, Colin has contributed a great deal to British hang gliding with production of the Discovery, his glider servicing operation and many other things – he will be sorely missed and our sympathies go out to Lynn Lark, his long suffering wife.

*Honest TJ*

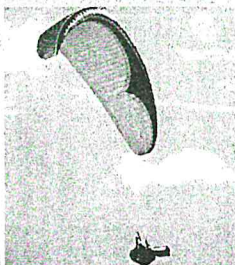




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the New Season?

### NOVA ARTAX

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Next Generation DHV 1-2  
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### NOVA AERON

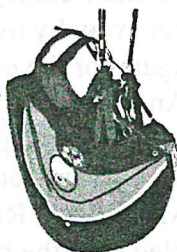
New DHV 2 wing sets new standards in performance and safety for it's class. This wing has already been used to set a 281km distance to goal World record.



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## BCC THE OUT TAKES

It has come to my attention that a certain Mr. Logan has failed to mention a few facts relating to the BCC Semi

1. Mr. Logan was seen at one point being dragged backwards towards a dry stone wall.
2. Failing to clear a SMALL dry stone wall.
3. Flying down to a public weigh bridge to check his all up weight

I'm sure this was simply a lapse of memory on Mr. Logan's behalf.

Craig Richardson (Editor)

# 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.

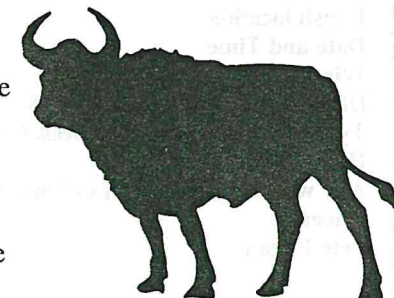
The flying is done mainly from the mountain at the back of the village called LEJAR.

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 March 2004, with flights hopefully from LEEDS/BRADFORD airport.

More details will be published when they are available.



# BCC Northern Semi Finals, Peaks.

A big thanks for a good turnout from Dales folk at the BCC semi finals in the Peaks last weekend. We managed to win in some weak and decidedly difficult conditions. On Saturday the selected site was Eyam which takes a SSW with a 20km set distance task for maximum points. There was some promising cloud developing but the trouble was too little meteo wind bringing the thermals onto the hill.

Early on Simon Hayes of the Pennine club managed to climb out and kept with it. That was the last anyone heard from him for quite a while. After nearly 5 hours in the air he came down within site of the Humber Bridge for a site record beating 85km. Our lads Chris and Harry got away around 3pm in the same thermal and stated a very slow climb to base. Harry headed east in search of better lift over the back of Froggat where the heather was darker. Chris stayed with it and headed straight downwind at a fair crack from around 3500ft.

Harry skirted south of Sheffield to land at a water park on junction 31 of the M1 where he had to threaten the local kids with being thrown in the drink to keep them off his wing. Chris also headed south of Sheffield, crossing the M1 to land just E of South Anston. Both their distances at 26km and 32km scored maximum points. Putting us in the lead. The rest of us had to settle for occasionally popping off in the odd thermal and then going down for a crap walk-up through gorse, brambles, heather .... You get the idea.

Sunday we went to the same site but it was much the same except that the

high pressure had established and was suppressing thermic activity further. No one actually got away and third place was decided by one of the local Derbyshire lads edging along the ridge and dropping down into Eyam village. At one point we were desperate enough to just start flying out from the ridge over the quarry works hoping to pick something up.

Thanks (in no particular order) to John Ellison, Andy Wraith, Tony Pickering, Jake Herbert, Chris Fountain, Harry Harrison, Zena Stevens, James Goldsborough & Kate Maddison. The finals are being held in Crickhowell SE Wales over the Bank Holiday weekend. Let's hope we can better last year's sixth place.....

**PETE LOGAN**



# SITES NEWS

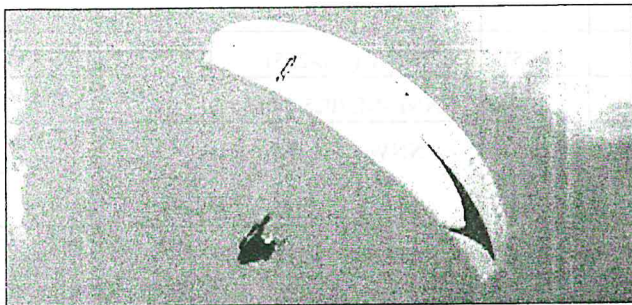
SITE NAME	SITE REF.	WIND DIRECTION	PLEASE NOTE
Addingham Moor-side	17.050	N-NE (000-025)	Check with farmer if bottom landing during lambing.
Baildon	8.050	E (070 - 110)	500 ft ato limit.
Bishopdale	17.054	NE & NW (040-050 & 300-320)	Essential to contact Phil Wilkinson 01969 663766 BEFORE flying.
Brant 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. <b>OPEN</b>
Stags Fell	17.009	WSW-SSE (160-250)	MEMBERS ONLY (12 max) (No XC Aug-Dec)
Tailbridge Hill	17.075	SW-W (225-270)	Max 12 fliers. Don't crowd.
Wether Fell	17.017	WNW (280-310)	
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 £1.00 per car to Mr. Dibb
- Knipe Scar		SW (210-235)	
- Hawswick		SW (210-235)	<b>OPEN</b>

# Airwave / BCC Finals Report

An excellent weekend's flying was had by all the Dales team in some very mixed conditions this bank holiday weekend.

After a gathering at the Llangattock campsite Friday night most heads were in a bit of a state for the first task

which was held at Fochriw near Merthyr in The Valleys. It was a pretty light day with cloud



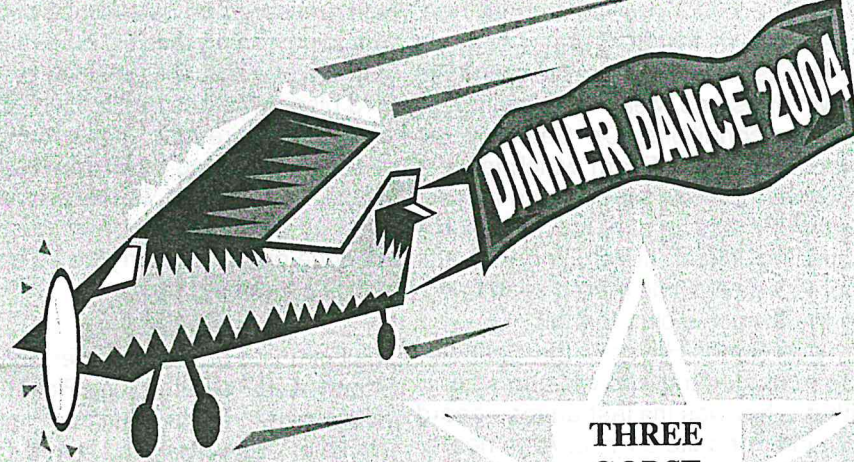
streets occasionally forming from the NW. An open XC task was declared and the afternoon soon developed into quiet waits between thermals followed by a flurry of take offs when something came through. Obviously there was a bit of jockeying for position and about 10 got away in all. Unfortunately no Dales pilots were amongst them though and from my point of view it seemed I was always walking back up whilst the good thermals were coming through. We did however have a quick fly down to the end of the ridge for some tiny distances that did score us some points.

Saturday night was much more restrained after a hot and tiring day we only managed a few beers and

a curry at the pub. Will try harder next time. On Sunday there was a bit of confusion about where the task was to be held so we had a bit of a dash to the Blorenge only to find the hangies there also. This would not have made for a good situation with up to 70 mixed hangies and paragliders in the

same bowl. So we elected to have a fly-down from the Blorenge and go to Pandy. If you're ever down there the flydown to the centre of Abergavenney has got to be one of the best in the country if only because it lasts 10 minutes.

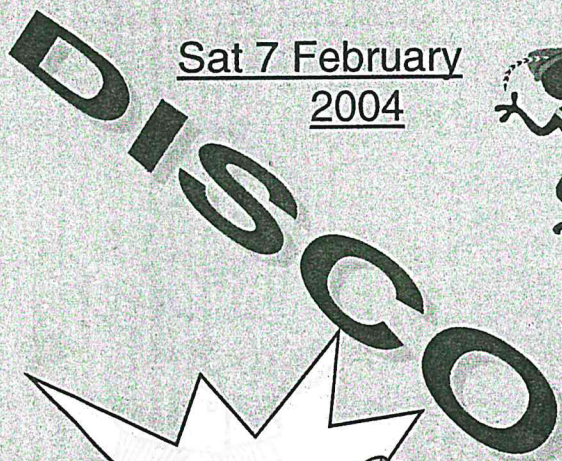
We briefed at 2pm on Pandy and most of us had seen some pretty big Marges (think of clouds looking like Marge Simpson's hairdo) coming our way so the task was cancelled on safety grounds. This didn't discourage people from flying though and there were amazing sights of 30 or 40 gliders flying up and down along the ridge. The lift turned out to be not as bad as anyone thought and there were good climbs to base at 3500 feet. I decided to make for Hay on Wye to the north on a long ridge run. On the way I passed John and Dave



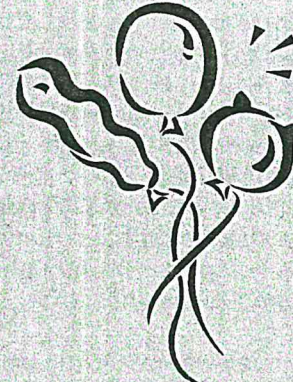
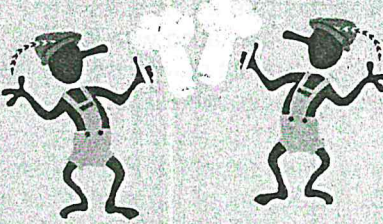
**THREE CORSE MEAL**

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**2004**



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**Per Head**





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
				km	
Bishopdale				km	
				km	
Brantside	Apco Allegra	Jake Herbert	Septembert '02	82 km	Hexham
				km	
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 / Hawkswick	Apco Allegra	Chris Fountain	Sept '03	35.9km	Stainton
				km	

on a climbout well in front into the valley. They soon went over the back and managed 10km landing round the back of Crickhowell. This was Dave's first XC - I think his smile faded sometime late on Monday.

Harry pushed on with his ridge run but got drilled making the crossing to Hay Bluff which is apparently fairly difficult. I took one look at this crossing and thought it looked at hard so I went back out into the valley and got a light thermal to go over the back with. Amazingly I managed to cross the Black Mountains at base or in cloud despite all the sink behind the ridges. It all started to go pear shaped when I had to start crossing the big valley to the Brecon Beacons so having spotted a pub I extended my glide to the field next door. I was gutted to find it had Sunday afternoon closing.

Zena and Tony didn't have the best of luck, they'd left the lower ridge at Pandy because it was too light and scratchy only to find it getting blown out on the upper shoulder, but Tony had a flight a bit later and Zena had already done the Blorenge flydown. The beer flowed a quite a bit better that night with Dave celebrating his first XC. It just a shame we didn't bag any points for the day's efforts but then again lots of others found it good going so we wouldn't have fared any better.

Monday dawned and our windsock was moving about a fair amount giving a SE direction so we

thought it'd be blown out and in the wrong direction for most of the local hills. The teams, slightly less in number, gathered on Pontlottyn ridge where another open XC was set. There did seem to be some gale hanging going on under some distinctly grey skies but some went back and then a few more and reports started coming in, 3km, 4km, 5km (task validating distance), then a whopping 32km (for the conditions) with a report of someone still in the air passed that! A few of us from the Dales were in the air shortly after that when the wind had lightened off. It felt like wave had set in but broken thermals were getting through and mixing in. I was thinking about going over the back when everywhere seemed to be sinking as if the wave was out of phase - hard to tell really. Either way I was down on the hill again in short order. John had already landed due to being in imminent danger of his breakfast seeing daylight again.

So flying three days out of three and the Dales club managed to improve their results from last year - sixth place to fifth. Its the team that made it a good laugh though, thanks to John Ellison, Harry Harrison, Tony Pickering, Zena Stevens, Rob Burtenshaw and Dave Buxton. See you there next year.

**Words Pete Logan, pictures Tony Pickering, Pete Logan.**



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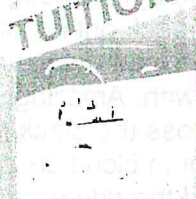
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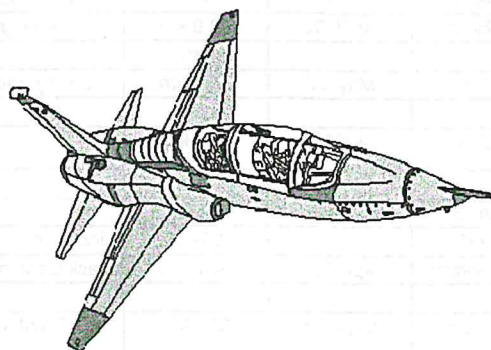
**DHPC on theWEB**

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(Continued from page 13)

amongst them. As they disappeared a well known old duffer flying a glider too twitchy for him managed to first spin then stall his glider out of the thermal all the way to the ground. Chris had a birds eye view of the incident and it wasn't pretty.

For the rest of the task which was multi attempt I kept having the odd twenty minutes then landing because nothing much was happening and it was too crowded. Late on I got a whole 200 feet above and flopped over the back with three other pilots for 3.7 km. Back at the pub for the bbq and more beers I had come about 47<sup>th</sup> for the task however Chris had managed to fly half way to goal and was consolidating his top ten placing.

Final task and back on Corndon, conditions were the same but with a higher cloudbase. The forecast was again for an improvement so a 27.5 km elapsed time race to goal was set. Unfortunately the better skies never came and if anything the wind picked up. Loads people took a glide over the back but from an even lower height than the day before. I took off and flew for five minutes, three of those trying to get down, this ensured I got my minimum distance points for the day which turned out to be 54 when the task winner only got about 300 having flown 11 km.

Final results Chris came in 20<sup>th</sup> place and I came in 36<sup>th</sup> which was about halfway, overall Chris came 6<sup>th</sup> for the BPC and managed to secure a place in the British Championships for 2004. Although the weather hadn't been great the competition was good fun and I hadn't felt overawed, I could cer-

tainly hold my own with the standard of pilot taking part. Next year more XCs, more BPCs, more beer.

For full results see <http://bpcup.co.uk>.

James Goldsborough

# CLUB COACH COURSE

**Folks, I'm looking for between 16 and 25 pilots to attend a club coaching course based in the Dales on the weekend of the 25th - 26th October. The cost will be £25 for the BHPA course and coach manual plus a bit extra for the venue (to be decided) and brews. You must be CP +10 hours (either paraglider or hang glider) attend and to get the most out of the course since comparing experiences is an important part. What you get out of it is an ability to guide fellow fliers more effectively, hopefully fly more safely yourself and improve your own technique. Plus an excellent badge. I'll be getting fliers from a few clubs including Dales, Pennine, North Yorks, Derby and Cumbrian so there should also be opportunity to swap tips and sites etc. As for accommodation the venue will be near a campsite and guesthouses and most importantly a pub. I've chosen the October dates since the course is two fullish days and its unlikely we'll be missing much flying in November.**

Call or email me on 07720 425 146 [pete@logans.me.uk](mailto:pete@logans.me.uk) to confirm your attendance.

The itinerary is:  
**COACH COURSE PROGRAMME**  
**DAY ONE**  
9:45 Arrival

10:00 Staff Introductions  
10:10 Attendee's Introductions (Club, Fly, Glider, Why)  
10:30 Course Aims  
10:35 Communication in Theory  
11:35 Housekeeping and Tea Break  
11:55 Assessment  
12:35 Basics  
1:05 Lunch  
2:00 Airmanship  
2:20 Mixed Flying  
3:05 Tea Break  
3:25 Briefings and Debriefings  
3:50 Psychological Pilot  
4:45 END

## DAY TWO

9:30 Basics  
10:30 De-briefing in Practice  
11:00 Tea Break  
11:20 Accident Analysis  
12:30 Lunch  
1:30 Dealing with a Major Accident  
2:00 Problem Member Scenario  
3:00 Coaches Role and Responsibilities  
3:15 Tea Break  
3:30 How Little They Know  
3:45 Conclusion, CHB, Course Evaluation  
4:10 END

Cheers  
Pete Logan  
[www.dhpc.org.uk](http://www.dhpc.org.uk)  
07720 425 146

# BPC Final Round / FAI Cat 2 Welsh International Open

For the last couple of years I've been marshalling the British Paragliding Championships events at home and abroad. I had always thought of the pilots as skygods and that they were a class apart however for the last couple of events I've been itching to get in the air and prove my skills.

My flying had been improving all year with my previous best of 12 km in the UK being eclipsed three times and my best being pushed to 36 km. Then over in Piedrahita in July I had a couple of cracking days flying before the competition then had to suffer while everyone enjoyed cloudbase of 13500 feet and off the scale thermals.

The time had come to enter my first competition, I could watch no more and had to find out how my flying skills compared with the skygods. My plan was simply not to come last and embarrass myself in front of all the comp pilots I had got to know through the marshalling. Chris Fountain had been to the BPC in Wales at the start of the year and the Borders event a couple of weeks earlier and he was lying second overall going into this final round. Chris' plan was to put in a decent showing and get a top ten finish, the higher the better.

Day 1 and a late morning briefing on the Long Mynd, the sky was not exactly classic and the wind was certainly top end but we all thought it would drop. Unfortunately it never did so we just sat around all day being entertained by the sailplanes from the local gliding club ridge soaring, putting in mahoosive wing overs, looping the

loop and generally dicking about. We all got the impression they were showing off and rubbing in the fact that we couldn't fly that day.

The day was canned so it was off to campsite at the bottom of the Mynd for a cup of magic tea before a few pints of cooking lager at the pub fifteen minutes walk down the road which was also serving as the competition base, handy.

Day 2 and assessing the wind direction with the steam from our mugs of tea Chris and I knew we would be going back up the Mynd. This suited us as the only previous time we had flown it Jake was with us and all three of us managed to go over the back on a day when only a couple of locals got away, that was when I did my 36 km, Chris was about the same and Jake turned back after 19 km to land back on the Mynd and score double distance points for out and return.

Task 1 was called, a 42.8 km race to goal near Alverly via two turnpoints. TP1 was 3 km along the ridge and just out in front, back to take in TP2 at take off, then over the back for 36 km to land in a 5 km radius cylinder from the GPS coordinates. It all sounds complicated but basically after the ridge run all you had to do was go over the back and fly 31 km and land in a big circle, easy.

I took off early as I was worried about the wind increasing and me not being able to launch later, on the way to TP1 I got a bit low so topped up in a small thermal down the ridge. As I circled

round all I could see were about fifty gliders all pointing directly at me. I didn't want to hang about and wait for it to get crowded so I flew out to get the turnpoint and as I pushed out I was in lift all the way and all the way back to the ridge, which was nice.

Back at take off I got a thermal low down and upwind of the ridge which took me slowly to base, the sky wasn't great and the thermals were slow but by this time a couple of gaggles had already set off downwind towards goal. Having gone on a glide from cloudbase I found myself with three other gliders circling in zeros and ones, just drifting with the wind. We must have done this for about 5 km losing little height before the thermal picked up as we went over a tree line.

Back at base I'm feeling good now and set off on my next glide towards some gliders circling on the next ridge. I'm in sink now but that's normal leaving a cloud and anyway don't you always get sink before lift? Next things got a little weird as it started raining, I couldn't ever remember anyone telling me what to do if it rained but it wasn't strong so I just carried on gliding through the sink. Unfortunately I ran out of sky and sunk out before arriving at the next group, all the way from base to the ground in five minutes, bummer.

As I was packing up a glider climbed out of my field, arse! I have a theory that all the lovely warm air in the fields is just sitting there all day getting hotter and when a glider lands in the field that's enough to dislodge the air and kick off a thermal so enabling the person behind you to climb out while you walk out. Mental note, must be second

on the glides and preferably higher up to take advantage of people landing.

Back to the pub and having had the GPS download and met up with Chris I had done 24 km for the day and was 22<sup>nd</sup> out of about sixty for the task, only two or three pilots had made goal. Chris had flown 17 km but was still in the top ten overall. That night a buffet was laid on for us and we also had some free beer tokens to use. All that, a fleece and a T-shirt plus Calvo and Verenas excellent organisation makes the entry fee for the BPC events top value.

Day three, task 2 found us on Corn-don at cloudbase, in fact the top of the hill was in cloud. This was forecast to clear up so a 17.2 km elapsed time race to goal was set. As soon as the window opened there were plenty of gliders soaring the ridge. Now I've flown when it's been busy before but usually if it's good there is plenty of vertical separation but here there were no thermals to speak of and everyone was at your height.

I took off and spent the entire flight just avoiding people, every time I flew up the far end of the ridge if I found lift the entire field would spot me and come and join me, arrrrgh! My first flight was eventful for realising my speedbar had come undone on one side, I tried to top land but it was too crowded so I ended up pushing out the front and tying it up in the air. I had another five minutes combat after that but landed to de-stress myself.

A couple of small gaggles managed to get a few hundred feet above take off and lobbed over the back, Chris

*(Continued on page 14)*