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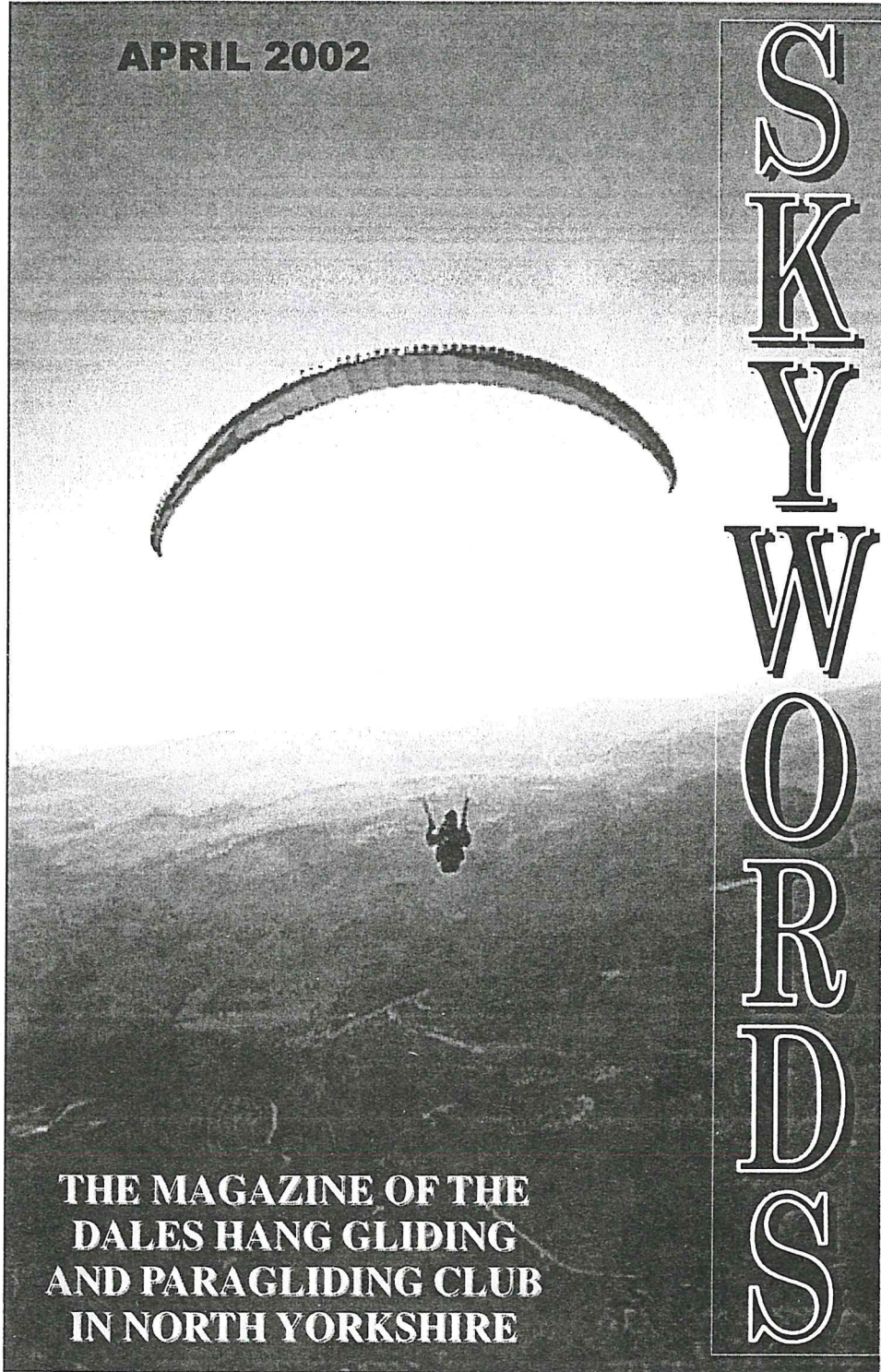
Edel Saber: White with red Eagle

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Excellent crispy condition with about 60 logged hours. Just serviced by Aerofox and excellent report. One owner from new, with all documents available. This glider is a classic performance rated design (DHV 2 approx). Would suit someone looking to move up from a first canopy.

If interested call Andy Plimmer on 0797 464 1924
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APRIL 2002



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

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(Vacant)

***SOCIAL SECRETARY**

(Vacant)

COVER PHOTO

Nige Fretwell.
Taking off on Lijar
(Algodonales)



Thinking about a new wing

No obligations demos on a huge range of gliders from:

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of BHPA courses at the Dune de Pyla near Bordeaux. Great location, to do a course QUICKLY! Great value at £495 per week inc instruction and accommodation. See www.sunsoar-paragliding.com for details.



Northern Paragliding

The Old Chapel, Burtersett, Hawes, N Yorks, DL8 3PB

01969 667788

northern-paragliding.com neil@northern-paragliding.com



The Mill,
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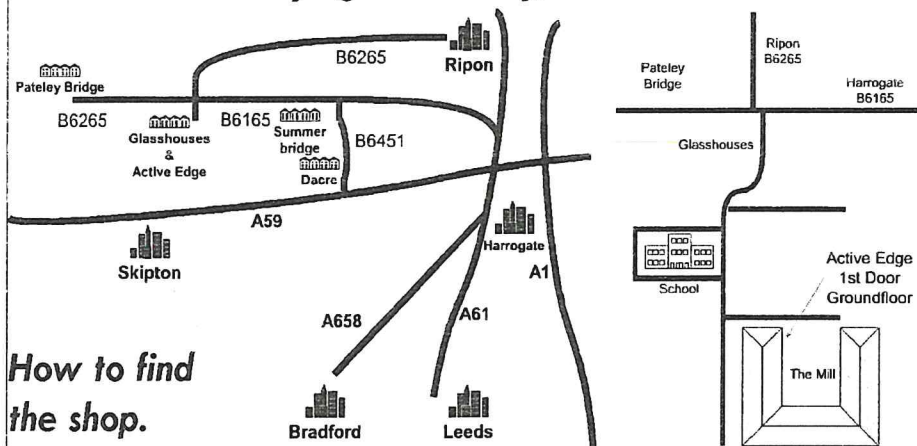
Try out the new Nova Carbon DHV 1-2 high performer Demo wings always available.

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Run by Dean Crosby, ex British Paragliding Champion, ex Captain of British Hang Gliding Team, Sailplane pilot.

Knowledgeable staff, lots of stock, next day delivery, money back if not completely satisfied.

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How to find the shop.

shop open: most days phone first

WHAT'S ON

APRIL 4th.

CLUB NIGHT

Chris Scamell giving a talk on his Bivouac expedition.

MAY 2nd.

CLUB NIGHT

Yorkshire Gliding Club, giving a talk and static display



JUNE 6th.

CLUB NIGHT

To Be Arranged

JULY 4th.

CLUB NIGHT

Stewart Bond, giving a talk on bivouacking with the doodlebug

Inside this issue:

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CHAIRMAN'S CHAT

XC SEASON STARTS WITH A BANG

Last Wednesday definitely had the look of a very good day – I had been on a seminar down at Corby and was on the way back at 1330 hours and the sky was cracking. I thought about ringing Malcolm Brown to stop for a cup of tea and a chat whilst I was belting up the A1 (he lives near Newark) and had the feeling that he would be out flying, it looked that good. The wind was from the East and quite a bit of cloud streeting was evident in the sky; actually, Malc was driving down to Simon Murphy's place to collect his new Litespeed so that was his day knackered. Carried on home, trying hard not to look too much at the sky to avoid running into anything.

The following evening, a phone call from Nick came and I was staggered to discover how well he had done – three guys (Nick Pain, Roy Butterfield and Richard Lovelace) had gone out to a sort of a private site on the North Yorks moors, restricted in numbers because of the feelings of the local farmers. Roy had gallantly volunteered to do a collection job without realizing what he might be letting himself in for; unluckily, Roy had then not got too far and went down after about 5 miles near Helmsley.

Richard did somewhat better, but still not special, and landed after 17 miles around the Boroughbridge area – Nick, however, obviously wearing his record breaking head that day, charged across to Pateley Bridge where conditions became so good that he flew from there to Skipton without turning the wing once. After that, there was no holding Nick back and he crossed Parlick at around cloudbase, remembering the first time he flew there in very windy conditions in the League, so rough

DALES XC LEAGUE

Andalucian Experience



2002 Dales Paragliding XC League

(Awaiting XC permission)

Pos	Pilot	1	2	3	4	5	6	TOTAL

2002 Dales Hang Gliding XC League

(Awaiting XC permission)

Pos	Pilot	1	2	3	4	5	6	TOTAL

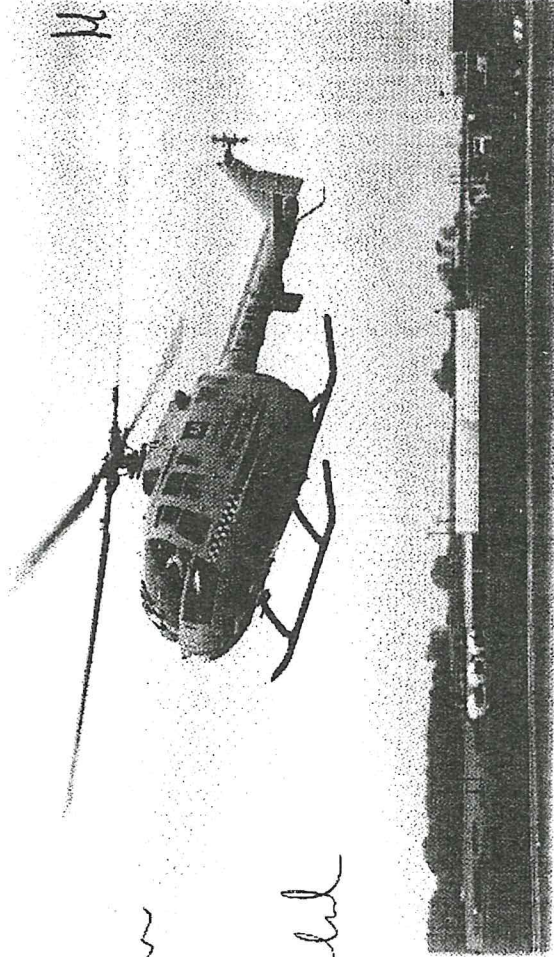
DHPC Cross Country League Rules

- Entry to the DHPC XC League is free and is open to all members of the DHPC.
- All flights must be flown between the date XC is open and October 31st 2002. 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.
- 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.



Bob Chandler

Hers



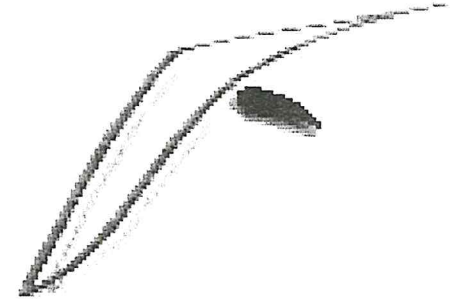
U. Lacey

John Sutcliffe

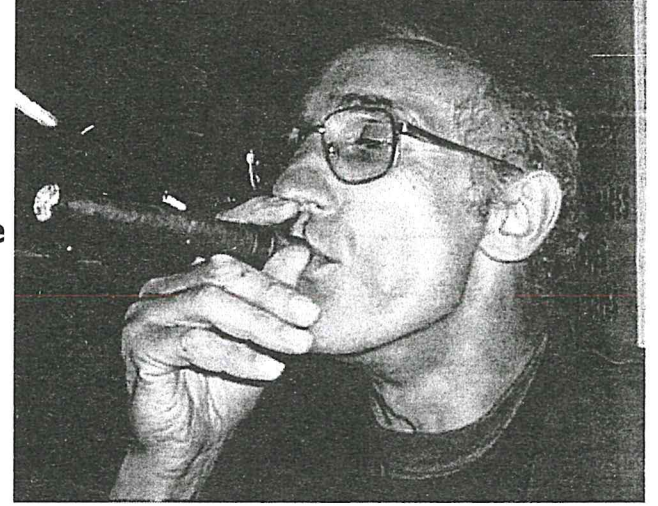
Shirley

Shirley

THANK YOU FOR YOUR SUPPORT



that he was almost put off competitions for life. Landing near to Fleetwood after 84 miles in the air, I guess Nick was forced to land due to the incidence of the wet stuff.



He was so impressed with his own performance that he's taken up smoking or maybe I just caught him at a weak moment!

Anyway, what a fantastic XC to have on March 13th – a brilliant start to the season, and a complete naff-off to other competitive type like Gordon Rigg, so well done to Sir Nick of Cleveland who has demonstrated that he still warrants his title!!!

Trevor Birkbeck

SITES NEWS

SITE	CURRENT STATUS	IMPORTANT NOTICES
Addingham	☺ OPEN	Open
Baildon	☺ OPEN	
Bishopdale	☺ OPEN	Contact Gamekeeper as per site guide to fly
Brant Side	☺ OPEN	10/12/01 - If the usual bridleway access is OK the site is OK to fly
Cow Close Fell	☺ OPEN	No crowds please
Cowling	☺ OPEN	3/12/01 - open - Note new steps in side of hill to aid walking up
Dodd Fell	☺ OPEN	5/12/01 - Now open
Grove Head	☺ OPEN	5/12/01 - Now open
Hawkswick	☺ OPEN	3/1/02 - Open but no Dogs please
Humesett	☺ OPEN	4/12/01 - Opened
Ilkley Moor	☺ OPEN	Opened 8 November
Knipe Scar	☺ OPEN	3/1/02 - Open but no Dogs please
Nappa Scar	☹ CLOSED	3/1/02 - Awaiting confirmation to open
Nont Sarahs	☺ OPEN	
Pule Hill	☺ OPEN	
Semer Water	☺ OPEN	03/02/01 - All OK but please do not land in the old parking field (on the bend by the gate) until further notice. Either bottom land below the shoulder or top land for the moment..
Stags Fell	☺ OPEN	5/12/01 - All open including bottom landing fields
Tailbridge Hill	☺ OPEN	3/1/02 - OPEN
Wether Fell	☺ OPEN	OK to land at Duerly Farm (please leave gates as found and do not land at dusk).
Whernside	☺ OPEN	Unable to contact Frank Brennand will assume open but check at farm before flying
Windbank	☺ OPEN	3/1/02 - Open but no Dogs please



12th March 2002

Liz Addy
Thornton House
High Street
Burton-in-Lonsdale
Carnforth
LA6 3JZ

Dear Liz

I am writing to thank you and your fellow members of the Dales Hang-gliding and Paragliding Club for the generous donation of £100.00 towards the Yorkshire Air Ambulance.

The money will be used towards covering the costs of the aircraft lease, medical equipment, paramedic and pilot salaries to maintain our vital air ambulance service.

All services provided by the Yorkshire Air Ambulance are available 7 days a week, 365 days a year and are free of charge. Our expenses are covered by fundraising events, sponsorship and kind donations.

The increasing demand on our services means that this year's fundraising target is close to £1 million. We are therefore very privileged and most grateful for your support.

Once again, our warmest thanks and appreciation to you.

Yours sincerely

Kate Melrose
Fundraising Co-ordinator

Springhill, Wakefield 41 Business Park, Brindley Way, Wakefield WF2 0XQ
Telephone: 0845 1 20 60 60 Fax: 01924 889814 Email: AirAmb@wylmas-tr.northy.nhs.uk
Charity No: 1084305 supported by the

Liz Addy recently went to visit the Yorkshire Air Ambulance (at Leeds Bradford Airport) to donate the cheque from the auction night.

Liz reports that they were very welcoming, and she was invited to look around the helicopter, when an emergency call came in, and within minutes the blades were turning and they were gone, leaving her on the ground!

They said that anyone from the club is welcome to come and have a look around (day times), they are located in a small portacabin near the fuel pumps just past the flight training school.

As can be seen from the following letter it takes a tremendous amount of money to keep the service running . The service relies totally on fundraising events, sponsorship and donations.

**If anyone would like to donate or wants any more information call
0845 120 60 60**

PLEASE TAKE NOTE

Would all members who fly on Wether Fell please park their vehicles on **ONE** side of Cam High Road.

The preferred side is the West, the side with the access gate onto Wether Fell.

The owner, Cliff Allen has had access problems along Cam High Road, and has approached committee members to try and rectify the problem .

Cliff has in the past been a big supporter of the club, and we do not wish to upset him. Upsetting Cliff could lead to us having problems with our most famous flying site in the Dales.

If members see other members or visiting pilots parking in an obstructive area then please have a **polite** word and ask them to move their vehicle.

Would members who have club trophies from last year, please return them to any committee member.



COMING SHORTLY

In the near future Liz will be organizing another Para - Re Pack. We hope to obtain the help of Ian Miskin, who is a B.H.P.A. registered parachute packer.

D.H.P.C. Library is available at each club night, books and videos can be borrowed on a monthly basis.

Please return borrowed items the following month so that other members can also benefit.

If you have any suggestions for the library contact Liz Addy, who I'm sure will do her best to accommodate you.



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
Bob Delahaye	Sundays & various	Bradford	01274 774633
Nick Devlin	Weekends	Leeds	0113 2578512
Alistair Irving	Various	Huddersfield	01484 844898
Steve Clarkson	Various	Ripon	01765 607304
Stewart Bond	Various	Huddersfield	01484 841213
Steve Mann	Weekends	Kirby Moorside	01751 433130
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	Burton in Lonsdale	01524 263296 0777 5690925
Peter Fonseca	Weekends	Sheffield	0114 2620314
Peter & Sara Spillet	Weekends	Skipton	01756 752487
Terry Denton	Anytime	Manchester	0161 4834500
Graham Laycock	Various	Hawes	07974 151073
Robin Moore	Various	Ilkley	01943 865108
Keith Quinney	Various	Birstall	01924 442326
John Callum	Various	Hawes	0797 4171175

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.

The following are not considered reasonable as elements of an SIV course: established spins, parachute deployments, cascaded or combination manoeuvres (e.g. spiral dives with ears in).

6/. Post flight.

6/ A : Debrief of each manoeuvre, using video recording.

6/ B : Post flight check of canopy including thorough check of intercell walls and line hook-up points. Any glider or other equipment that has come into contact with salt water must be thoroughly rinsed in fresh water. (Allmaillons & karabiners must be removed and unscrewed for thorough washing as corrosion generally occurs in the threaded area.)

NOTES ON PROCEDURE:

A flight will generally begin by flying out over the water to the point where any loss of control or drift will not take the canopy back over land. During this time the instructor will check communications are functioning and clearly describe the actions for the first manoeuvre. The instructor will check he has been clearly received. When the pilot has reached the correct location the instructor will tell the pilot to proceed and will talk the pilot through the appropriate manoeuvre and then recover. If there is sufficient height the procedure can be repeated, or a different manoeuvre attempted. Manoeuvres should never be cascaded into one another. Wait for normal flight to be fully

established before undertaking the next procedure.

All SIV courses should be tailored to suit the student's actual experience, canopy and expertise.

The above article is an information sheet published by the B.H.P.A., on their smart group web site.

Why not join the smart group, and if not already a member why not join ours also.

A link can be found on our web site www.dhpc.org.uk

Please read and take note if you are intending going on a SIV course.



4/ Pre-flight training procedures.

4/ A: All pilots must be made aware of the risks involved and it should be explained that the tasks are voluntary. If the instructor is giving a command and the pilot is uncomfortable, the pilot should not attempt it. Pilots should be made aware of the dangers of overreacting during manoeuvres. What to do in an emergency or loss of communication should be thoroughly understood (e.g. *deploy a reserve or fly back to the landing area*).

4/ B : Pilots should be trained and practised in the procedure for deploying their reserves and how to perform a water landing.

4/ C : Pilots should have the manoeuvres and the recovery procedures thoroughly explained.

We highly recommend the video "Security in Flight" as a source of information on this subject. Potential complications such as cravats should be discussed in depth.

4/ D: The canopy's manual must be read and understood.

4/ E: All pilots must understand that the purpose of the course is to recognise potential problems, prevent them from occurring and learn how to recover as quickly and safely as possible.

5/ Manoeuvres :

Before any manoeuvres are attempted the pilot must have had at least one normal flight, to familiarise himself/herself with the site and landing area.

The manoeuvres can be completed in the order the instructor thinks appropriate, and more than one may be attempted on each flight. The more disorientating manoeuvres (spins or developed stalls) are not generally grouped together on the same flight. It is recommended that before the usual SIV exercises are attempted as below, the pilot practices, big ears, steep 360's, weight-shift turns, wing-overs and pitch control exercises.

5/ A : Asymmetric tuck <50% Right then left. Showing good recovery. (Repeat with different harness settings)

B : Asymmetric tuck >50% Right then left. Showing good recovery

C : 100% tuck Showing good recovery

D : Search for stall point & recovery

(brakes)
E : "B" line stall Showing good recovery.

F : Spiral dive showing good recovery

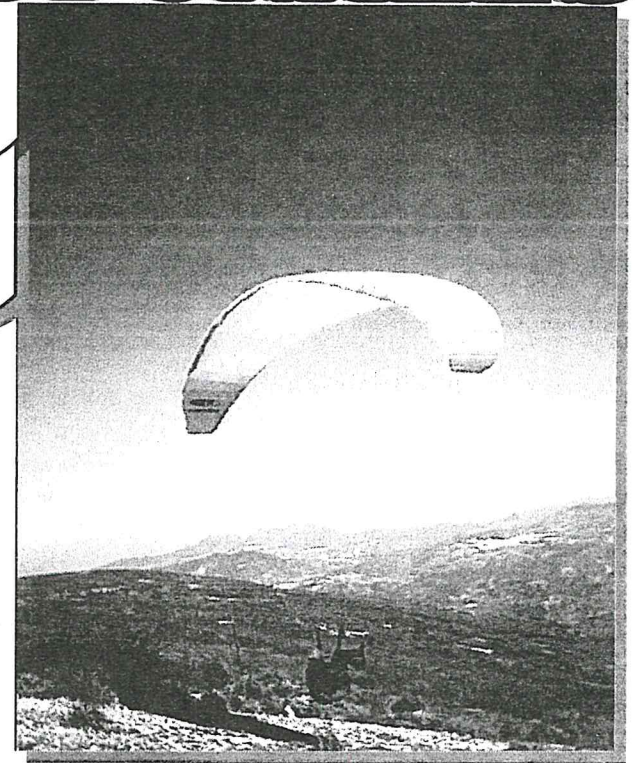
G : Incipient spin showing good recovery

NOTE:

Though not a necessity for normal flight situations, the full stall does have a place in recovering from certain situations such as a cravated canopy, a very potent area of lift, or an otherwise unrecoverable spin or deep stall on some canopies for this reason it may be included on an SIV training course when both instructor and pilot considers it appropriate. It should not be regarded as a mandatory manoeuvre, and suitable warnings about the potential seriousness of a poor recovery should be made.

ALGODONALES

Scott Armitage
Taking off from Llijar



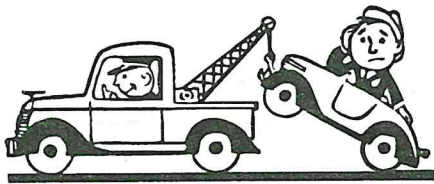
Andy Williams & Graham
Laycock on top of Lijar
Algodonales

More Photos and
report to follow in
next months mag.

Karting – Sunday 24th February 2002

Of the three Karting Endurance Races that I have organised, this one was definitely unique. It had nothing to do with the fact that my team were the winners. Or the fact that I received my first ever Black Flag (well ok then, perhaps not the first).

On paper everything looked fine. The mix of the teams looked ok, with 2 from the DHPC and the rest from LMU and friends. And the majority of the drivers had raced before, which should have boded well, although on reflection, perhaps that was the problem. There were 10 teams with a total of 26 people, and all had paid their deposits on time. And on the evening there were 25 of us signed in and the balances paid by 18:00. My team was one member short due to illness, unlike last time when there were 2



members missing!. Team 3 were successful in making frantic phone calls to get a replacement driver in time for the briefing and race.

The scramble for the overalls, gloves and helmets was eventually completed with most of the usual ribbing and banter associated with lots of people taking their clothes off in a confined space!. You know the sort of thing: -

That colour really suits you, and it matches your eyes so well.

It doesn't fit!. The next size up is Michelin Man.

Try a smaller sized suit, it will show off your curvy bits better.

Is there a helmet BIG enough for you?.

Yes, I know you have a ponytail, but the opening must go at the front!.

Racing makes me horny, fancy a shag?.

Sadly, we'll never know what the girlies got up to, since they didn't invite us into their changing room. I wonder why. But at least we were dressed and ready for the racing, although as usual, we got a big fat zero for style marks.

Drivers and engines fired up, line astern and bumper to bumper behind the Pace Kart for 2 warm up laps. Then the roar of engines and squealing tyres as the lights went to Green to start the race.

Well, that was the theory anyway. And what we had become used to from past events.

But not this one. The Pace Kart and myself completed the first warm up lap without incident, but the rest of the field didn't. We were stationary for several minutes while the tangle was sorted out and we were able to start the race.

Did it get better?. I'm afraid not. It seemed that we would complete just a few laps before the Yellow lights came on again. While all of us slowed down and did the normal thing of slowly (sic) closing the gap on the kart in front, the marshals were showing us no mercy. When the Yellow lights were on, it was slow down VERY quickly and drive at a snail's pace, or be Black-flagged. And we were,

wing.

The following are not considered reasonable as elements of an SIV course: established spins, parachute deployments, cascaded or combination manoeuvres (e.g. spiral dives with ears in).

NEVER DO ANYTHING YOU ARE NOT ENTIRELY HAPPY WITH.

Read through the following 'RECOMMENDED SIV SYLLABUS'.

NB The BHPA does not license SIV courses or SIV course providers. Confirm that your chosen SIV course can fulfil the recommendations.

RECOMMENDED SYLLABUS FOR SIV (SIMULATED INCIDENTS IN FLIGHT) TRAINING COURSES. FSC Pilot Training & Coaching panel.

1/Personnel:

1/ A: At least two BHPA qualified Instructors should be present, one at launch, the other supervising the manoeuvres should hold a BHPA Senior Instructor rating.

1/ B: There should be at least two persons present in the rescue boat (normally though not necessarily the instructor + the driver).

1/ C: Pilots taking part in these courses should hold at least Club Pilot rating.

2/ Venue:

2/ A: As per the Pilot rating recommendations, most SIV manoeuvres should be conducted over water.

2/ B: There must be sufficient altitude and with adequate room for a pilot to complete a major manoeuvre well clear of the shore and still fly back with sufficient height to make a safe

landing.

2/ C: Launches by winch should only be undertaken with suitably qualified pilots and by a qualified crew.

3/ Equipment:

3/ A: A rescue boat with adequate performance and crew to reach a downed pilot quickly.

3/ B: A reliable radio system must be in use. The receiver must be mounted in such a way as to ensure the pilot can clearly hear instructions even with considerable wind noise. Abort manoeuvres if radio fails.

3/ C: Pilots must wear life jackets or buoyancy aids. These must not interfere with normal

operation of the controls & harness. 3/ D: Pilots must be equipped with emergency parachutes, checked by the instructor. (See procedure 4 /B)

3/ E: Back-mounted Air bags or Foam/ air protectors that could act as flotation devices must be disarmed or removed before overwater manoeuvres.

3/ F: Canopies should be given a thorough pre-flight checking including intercell

walls, line hook-up points etc. Instructors must note any damage to the canopy before the flight.

3/ G: All canopies must be flown within their placard weight ranges.

3/ H: Karabiner separation distance should be as stated on Afnor test certificate. Very loose or

very braced harnesses can significantly alter the gliders' behaviour.

3/ I: We strongly recommend a video recording of the manoeuvres.

B.H.P.A. SIV INFORMATION SHEET

SIV Course Information Sheet

A possible way of learning to deal with unstable situations would be to attend an SIV course ran by experienced SIV instructors. SIV stands for 'Simulation d'Incident en Vol' and roughly translated means simulating unstable situations in flight. Here you can learn about the way your particular canopy handles and how to make the correct control inputs in unstable situations, **progressively** building up to more complicated manoeuvres. This must all be done over water with the use of buoyancy aids, radios, video equipment and support boats etc. NB. Landing in water is never 100 per cent safe, even in controlled situations. It is arguable whether attending an SIV course is fundamental to a pilots' development. Establishing good 'active flying' skills is more important as this will prevent the majority of collapses in the first place. Having said that, a good SIV course that is both progressive and well ran, with plenty of feedback, can teach you a lot about your wing and how it feels at the onset of a spin or stall etc. The course should be geared to your individual needs and experience, and the manoeuvres should be progressive. A badly run course will teach you nothing and may have a detrimental effect on your development as a pilot.

YOU MUST BE CLUB PILOT RATED BEFORE ATTENDING AN SIV COURSE.

Be clear as to why you want to attend an

SIV course and what you hope to achieve by the end of it.

The aim of SIV is to teach you about the handling characteristics of your wing at the edges of its flight envelope. What it feels like just prior to an unstable situation and how to make the correct inputs if it does become unstable. SIV should also teach you to recognise when a situation is hopeless and the only option is to deploy your reserve. SIV IS NOT designed to teach you how to fly beyond the normal flight envelope of the glider. Paragliders are not designed for aerobatics. Discuss with the course provider what you hope to achieve and ensure that they can provide what you require.

Depending on your level of experience it may take a number of SIV courses to cover all the unstable manoeuvres.

Before booking on an SIV course make sure your equipment is in good order and well maintained.

SIV manoeuvres can place severe strains on all elements of your equipment. Make sure your reserve parachute is of a suitable size and is correctly fitted to your harness (if you are unsure about this then have it checked by a BHPA registered packer). Practice dummy deployments to familiarise yourself with the technique (and to ensure the parachute will deploy!). Become as familiar as possible with your canopy and equipment. An SIV course is not the place to familiarise yourself with a new wing. You will get more from the course if you are already familiar with the normal flight characteristics of your

lots and lots of times. At one point 5 karts were Black flagged into the pits for compulsory driver changes. My problem was that our kart was fourth in that queue, with the replacement drivers from the first and second karts having a strop with the marshals. More lost laps, but it was entertaining!.

Then the race was stopped because Michelle from Team 3 was T-Boned while turning into the final hairpin. We were ALL given a good talking too and a bit of a slap. We found later that the accident had happened while the full course Yellow lights were on. And if I knew who the culprit was, I would take this wonderful opportunity to "name & shame" him/her.

After this the race settled into our normal (relatively) smooth driving pattern, with all of the fastest laps being posted in the second half of the race, and most in the final 30 laps. In the last 20 minutes we re-took the lead of the race from Team 10 with a classic passing move from my team mate Tom. Only to be immediately hit from behind by the Team 10 kart, causing our kart to stall at the back hairpin. No Black flag was waved, but justice was served a few laps later when the Team 10 kart was involved with another kart at the same hairpin. The Yellow lights came on and both drivers were given a stern talking to. Tom then moved into first place, with Team 9 in second place. We made our final driver change with 14 minutes remaining, and still retained our lead thanks to the other teams also making driver changes. With the help of the marshals and their adoption of the Blue flag, I was able to pass most of the back markers with

relative ease. Except for one kart on the straight after the first hairpin. The driver saw the Blue flag being waved, immediately lifted off and I only just missed the rear of their kart and a big accident.



At last, the bribes were working. Except that the other teams must have matched my inducement and were able to stay close, damn. For Team 2, all the Blue flags were causing a bit of confusion. There they were being Blue flagged / lapped, and at the same time they

posted the second fastest lap of the night with a time of **26.84 sec.** Strange. As the final few minutes of the race ran out, I was unaware of where the second placed team were, so had to maintain my speed without making any mistakes. As I crossed the line to win the race, I found out later that the Team 9 kart was just in front of me and very close to being a full lap down!, so all the worry was for nothing. We retired to the bar for refreshments and the award ceremony. And I wasn't embarrassed in any way at all by the cries of "fix" for starting in pole position. As you will see from the results, Teams 9 & 10 came through from the back of the grid to take 2nd and 3rd places. But either way, myself and Tom simply outdrove the rest of the field!.

Now that challenge should elicit another good response for the next event. Watch this space.

Mike Ross.



RESULTS

Karting results from Sunday 24th Feb. 2002. (Held at Pole Position Karting, Bradford)

Position.	Ave.	Laps.	Race time.	Diff.	Best lap.
1 st	Team1 35.17 Mike Ross Tom Stogdale	153	1:29:40.91	-	<u>26.31</u> / lap 149
2 nd	Team9 35.35 Neil Rollins Ian Alistair	153	1:30:08.57	27.66 sec	27.01 / lap 103
3 rd	Team10 35.53 Noel Whittal Scott Armitage Peter Logan	152	1:30:00:87	1 laps	26.88 / lap 145
4 th	Team5 36.71 Duncan Mullier Kevin Mullier	147	1:29:56.68	6 laps	27.44 / lap 81
5 th	Team8 36.97 Jenny John	146	1:29:58.28	7 laps	26.98 / lap 124
6 th	Team2 37.30 Sean Ward Carol Ward	145	1:30:08.88	8 laps	26.84 / lap 139
7 th	Team7 37.96 Gavin Weiner Nigel Eames	142	1:29:50.04	11 laps	27.43 / lap 137
8 th	Team4 38.05 Roland Cross Martin Watmuff Ian Miller	142	1:30:03.72	11 laps	27.36 / lap 134
9 th	Team3 39.12 "Frazal" David Quick Michelle Simpson	138	1:29:57.89	15 laps	27.60 / lap 116
10 th	Team6 40.07 John Roberts Paul Laidlaw	135	1:30:09.62	18 laps	27.78 / lap 133

Just as a comparison, the winner of our previous event won with 187 laps completed, at an average lap of 28.81, and a fastest lap of 25.83 sec. This was also the fastest lap on that night.

Mike.R

CLUB NIGHTS

The first Thurs-
day of each
month.

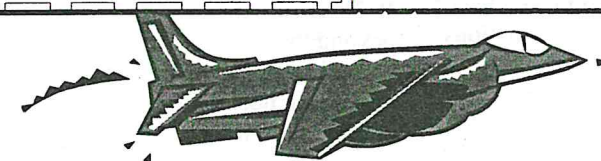
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