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BACK PAGE = £20.00
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Reluctant sale: Airwave K5 nice handling, excellent condition, only 6 flying hours, stored indoors, 2 spare uprights : £500
Pod light harness (suit 5'8-6'0) with Mainair Lifepack TSO236 parachute in good condition: £50
Contact: Jeremy Topliss on Halifax 01422 883249
or E-mail jeremy.topliss@virgin.net



'Parachute wanted. Should be in good condition, unused and reasonably large. Cheap would also be good.
Tel: 01977 615905
Email: simon.christie@umist.ac.uk'

Freex Spear Medium, DHV2, Stunning performance and handling, excellent condition, test fly Dales, Lakes or North Yorks. £500. Telephone Dave on 01740 623 689 evenings or 07970 699096 mobile.

FOR SALE £650 ono

Edel Saber: White with red Eagle

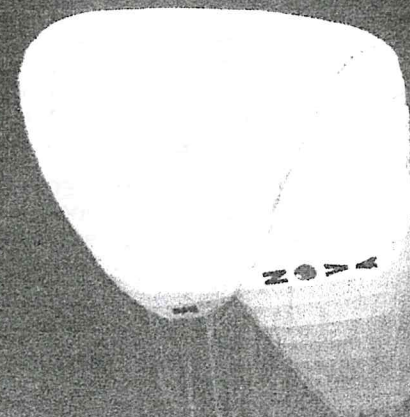
Size large suit 85 to 105 kg's pilot all up weight.

Excellent crispy condition with about 60 logged hours. Just serviced by AeroFix 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
View in Dales or Lakes.

MAY 2002

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



S
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D.H.P.C. COMMITTEE

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***PARAGLIDING COMP. SEC.**

(Vacant)

***SOCIAL SECRETARY**

(Vacant)

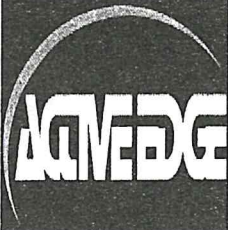
COVER PHOTO

Graham Laycock taking off
from Lijar (Algodonales)

CLUB CONTACTS

Andy Woods	Various	Ripon	01765 602076
Mark Ashcroft	Various	Wensleydale	01969 663106
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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 Spillett	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.



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WHAT'S ON

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

AUGUST 1st.

CLUB NIGHT
To Be Arranged

Inside this issue:

CHAIRMAN'S CHAT	Page 4
SITUATIONS VACANT	Page 7
BRITISH CLUB CHALLENGE	Page 8
SITES NEWS	Page 10
ALGODONALES	Page 13
SPOT LIGHT ON BARKIN	Page 19
DITANCE CALCULATOR	Page 23
DALES XC LEAGUE (Andalucian Experience)	Page 24
CLUB CONTACTS	Page 27
WINGS & THINGS	Page 28

CHAIRMAN'S CHAT

MY SEASON FINALLY GETS GOING

I've been slowly getting stronger, (as you know with my original leg strength I could lift cars, etc), and keen not to rush into flying before I was ready for it and I have to say it has taken me much longer than I expected. However, friends who knew better than I, have suggested that I wouldn't be right before Easter; I tried going to the gym but a little problem with the rod mad that difficult. Cycling seemed to be the best thing to do so Liz has been dragging me out, with good results.

Andy Hetherington had been mithering me to drag him out as he hadn't flown for 1.5 years due to working on the F&M so finally we got to Nont Sarahs last Saturday and what a perfect day for our relaunch

into the sky. Both of us were helped off the deck by Gordon Moss and Pete Gallagher and you couldn't fault the conditions; thermals letting us climb up to near cloudbase (I had to say that cos there's an airspace height limit on the site), light wave to give soaring conditions out beyond the lake and perfect direction and strength for easy top landing. You just could not fault the day and Stew Bond demonstrated how smooth it was by continually landing his Aeros Target right near the front edge. Andy and I went home that day with smiles from ear to ear!!!



DALES XC LEAGUE

Andalucian Experience



2002 Dales Paragliding XC League (as of 23/04/02) SPONSORED BY ANDALUCIAN EXPERIENCE

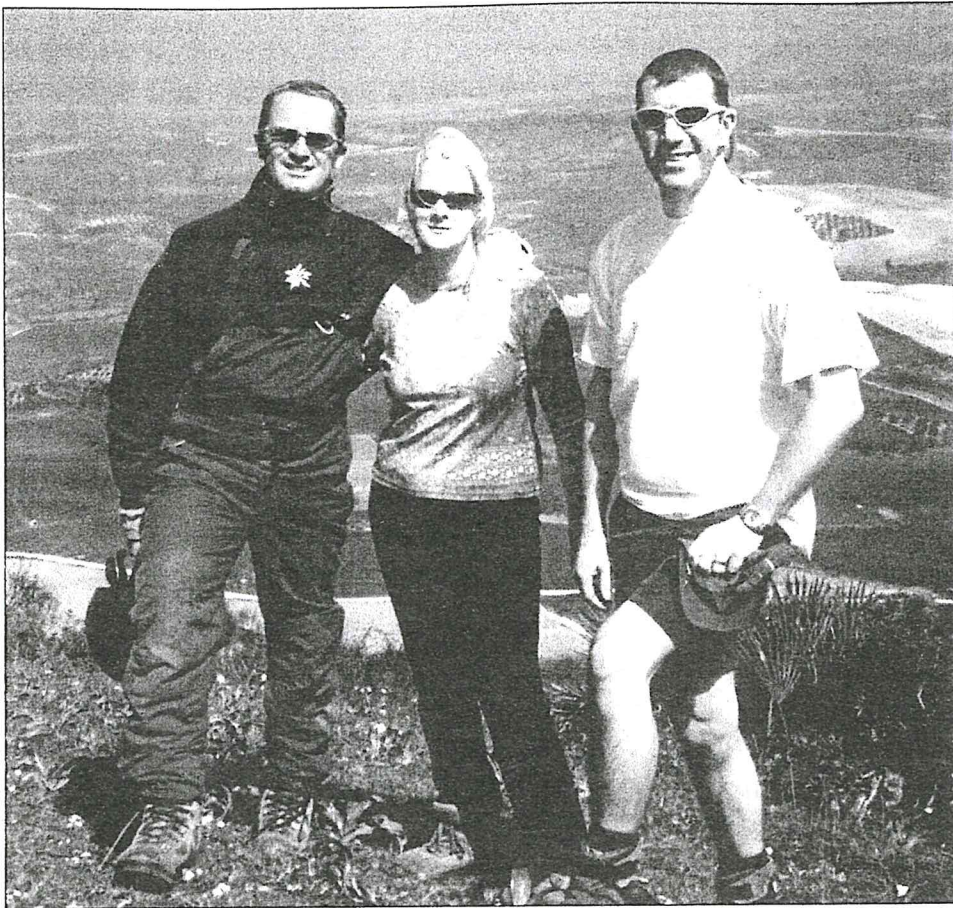
Pos	Pilot	1	2	3	4	5	6	TOTAL
1	Jake Herbert	58.3	18	16.5				92.8
2=	Gus Hurst	45.5						45.5
2=	Chris Fountain	19.3	14.9	11.3				45.5

2002 Dales Hang Gliding XC League

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 turn-points.
- 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.



DALES PARAGLIDING XC LEAGUE SPONSOR BAZ RHODES ALONG WITH SAM, AND SKYWORDS EDITOR CRAIG RICHARDSON

To submit entries for the league simply email: webmaster@dhpc.org.uk or use the SUBMIT AN XC ENTRY link at: www.dhpc.ukgateway.net/league.htm Or failing this a phone call on

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



WHAT'S GOING ON IN FLORIDA!

The two comps in Florida drag a good gang of pilots (not me this year) out but to start with the weather was untypical and three days of the Wallaby Ranch comp were lost; once the weather was sorted, the flying got going but initially Robin Hamilton (top Brit pilot who works in the States at present) caught the tip of his Swift on the ground and piled in, doing a bit of damage (he flew a normal HG the next day but fixed the Swift and was back on it the day after. Next problem happened to

Kath Rigg, our top UK female pilot – she has had a long term problem with a knee but one day flew without the knee brace, did a perfect landing and damaged the cruciate ligaments all over again! Very unlucky but that was the end of Kath's flying for a good while; consigned to being a spectator, she then was stunned to see our Gary Wirdnam have an amazing accident right by the goal line.

Gary was having a better day than earlier in the comp and crossed the goal line downwind in 5th place at high speed but didn't realize that Rohan Holtkamp was just behind him; turning to land into wind, Gary al-



most hit Rohan (who swerved and managed to land without too much damage) but then hit a tree with a windsock. He flared the glider which had a lot of speed, half barrel rolled it and crashed upside down onto the field from about thirty feet up: he landed on his back on the under-surface of the glider and would have been saved from serious injury by having a harness with a rigid back plate (Woody Valley Tenax). Gary also split his helmet in two but got up and walked away uninjured, much to the amazement of all watching.

Just to demonstrate that he was OK, he flew Kath's glider the next day, fixed his Combat 2 with spares from GW (Aeros importer) and flew that the day after!

Ron Richardson, another top Brit pilot, found that his Avian Cheetah was completely outclassed and changed to an Aeros Combat 2 for the following comp at Questair; it's all happening out there, you know!

DHPC WEB SITE

Have you looked at it lately? Go to www.dhpc.org.uk and check out the new weather page which has loads of info, so much that I can't see that anyone would want any more. I think it's been added by Pete Logan who now runs the site so "well done, Pete".

DHPC CLUB DAY AT SUTTON BANK AGAIN

I believe everyone enjoyed the trip to Sutton Bank last time, where a nice flight to give you a taste of what it's all about was experienced and I have some more gen from the YGC on it – let me know if you're interested.

DHPC HANG GLIDING TEAMS IN THE BRITISH CLUBS CHALLENGE

The paragliding members of our club are getting their act together entering the BCC series – lets have some names to put a squad together for the hang gliding part of the series. Give me a ring and let's form our team.

Trevor Birkbeck

DISTANCE CALCULATOR

For those who are mathematically minded and don't own a GPS the following may be useful.

DISTANCE CALCULATIONS

To calculate distance between known points, use Pythagoras: square root of (squared easting + squared northing).

For example a flight between co-ordinates: SU365 625 / SU 727 175

$$36.5 - 72.7 = -36.2 \times -36.2 = 1310.44$$

$$62.5 - 17.5 = 45 \times 45 = 2025$$

$$1310.44 + 2025 = 3335.44$$

$$\text{Square root of } 3335.44 = 57.7532683058.$$

Those of you with a computer set up a spreadsheet to avoid repetitive keying.

For prefix letters, work out the relationship between them:

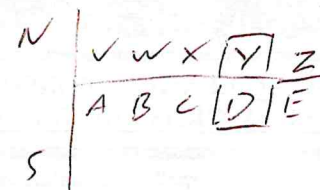
ABCDE

FGHIJ

LMNOP

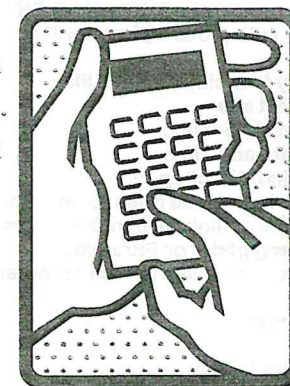
QRSTU

VWXYZ



Within each first prefix letter (500km. wide) area, there is again the same pattern for the second prefix letter (100km. wide). This is why SO is Northwest of SU which in turn is Southwest of TL.

Once you have worked out the relationship you add a 1 (or 2 if you fly far) in front of the relevant numbers before subtraction.



CLUB NIGHTS

The first Thursday of each month.

At
The Riverside Inn
Ilkley

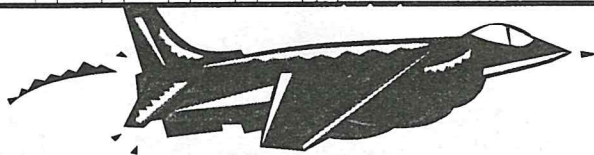
DHPC on theWEB

To keep up with the latest news log onto

www.dhpc.org.uk



Site maintained
by Pete Logan



NOTAM

Flying mid
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CLUB CLOTHING

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All at reasonable prices.

Contact Steve Clarkson for more details, or catch up with him at the club nights.



ARTICLES WANTED

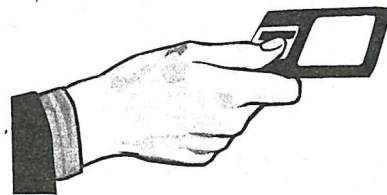
Please send in any articles at all that you have.

Write in and let us know of your flying experiences after the long lay off due to F&M.

E-Mail me at skywords@dhpc.org.uk

Or if you prefer send them on a floppy disk to

Craig Richardson, 21 Long Ridge,
Brighouse, West Yorkshire, HD6 3RZ
01484 715950, 07990 730143

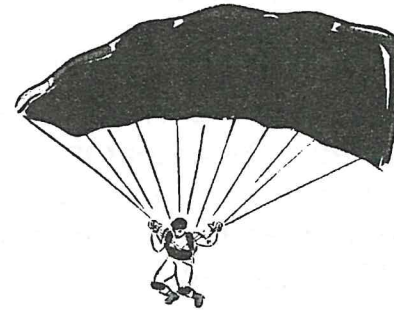


SITUATIONS VACANT

PARAGLIDING COMPS. SECRETARY

Ideally someone with the ability to get behind people and give them a kick.

You don't have to be a pilot of skygod standard, but if you are it may help.



SOCIAL SECRETARY

Someone who is fun loving and has plenty of socialising (Drinking) skills, would be best suited for the job.

Your main task besides the drinking and socialising would be to organize (with the help of others) the annual dinner dance.



**APPLY TO ANY AVAILABLE COMMITTEE MEMBER
(AND DON'T BE SHY NOW!!!)**

British Club Challenge



British Club Championships (Paragliding) - intended to be for pilots who are new to competition as an introduction at a very relaxed level.

The Dales Club is to enter a team for the preliminary round in the North. This is to be held

at Parlick (Lancs) on the weekend of 11th and 12th May. The team is to consist of six pilots with the best four scores to count on each task. Other teams involved are Pennine, Cumbrian and Northumbria. As a way of improving your flying and learning a lot more about your sport this cannot be bettered.

So, in the absence of a Paragliding Competitions Sec, if you want to have a go then give me an email or call and I will collect names and organise joining details. The more club members that get involved the better. By the way, if anyone fancies the post of Paragliding Comps Secretary then contact anyone of the committee.

COMPETITION DATES:

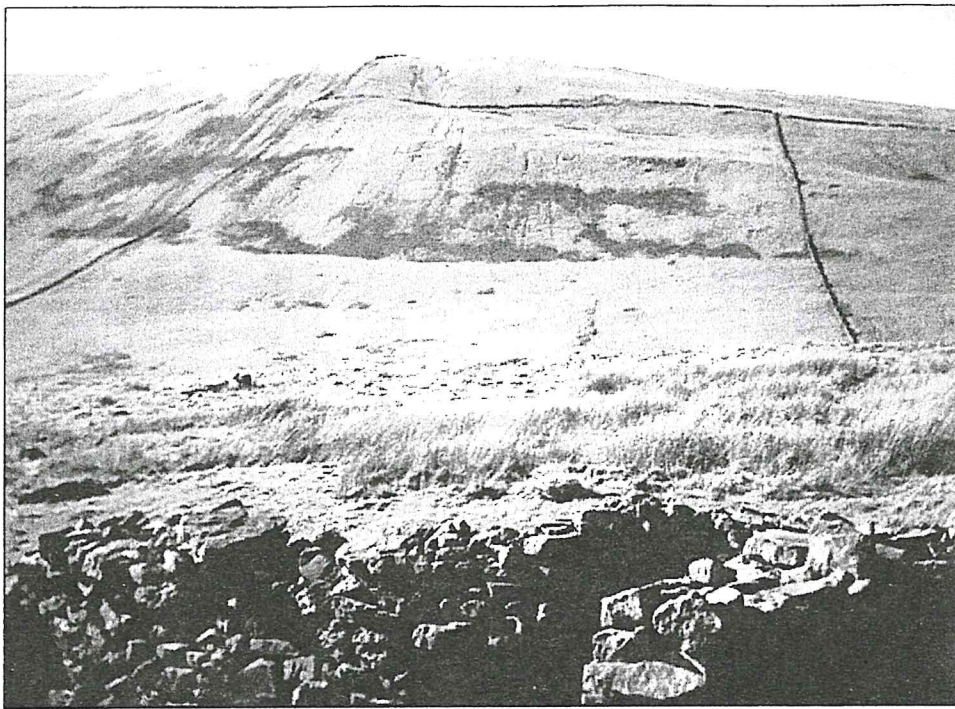
Preliminary rounds. To be completed by the first Monday of June

Semi-finals. Weekend of last Saturday in June. (Back up: First weekend of July.)

Finals. August bank holiday weekend. (Back up: Weekend following.)

Peter Logan 07720 425146





Although not a Dales site Barkin is flown by a large number of Dales members.

Barkin can be found on the road from Barbon down to Dent along Barbondale.

The ridge is impressive in size, but this means a hard carry up for the hang glider pilot, not so for the paraglider.

Access is by the gate at the bottom of the hill (Dent end of the valley) then by the path that goes to the right, eventually breaking off to head for the copse of trees around two thirds of the way up.

Take off is on the flat area above the copse. On windy days it is best to check the wind strength at the top before launching, as it is easy to get caught out by the wind gradient. Bottom landing is in the field at the base of the hill by the access gate, which can become boggy, and can suffer from turbulent air low down.

XC potential from Barkin takes you under Amber 1 eg, below FL 65, then your path will take you over the lakes.

The coast at Ravenglass lies some 60km. Away, whereas a northerly tack leads to the Scottish borders.

Barkin is a Cumbrian site, please consult the Cumbrian site guide or their web site for any rule changes

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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
Hawswick	☹ CLOSED	Closed for lambing. See sites guide
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	Ok to land in the field next to the road at the top
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	☹ CLOSED	Closed for lambing. See sites guide

SPOT LIGHT ON BARKIN FELL

<u>BARKIN FACTS</u>	
GRID REFERENCE	SD 675 870
WIND DIRECTION	ESE - SE
HEIGHT (AMSL)	1640 ft.
TOP TO BOTTOM	625 ft.
HAZARDS	Wind gradient , small copse of trees
HEIGHT RESTRICTIONS	Check latest air charts for air space
NOTAM CODE	17.053

BARKIN FELL LOOKING TOWARDS DENT



bus station, next to the bus that was just about to leave for Algodonales. Steve Schofield had the best flight he has ever had, with a little coaching from Baz, he was off (with the onlookers clapping and cheering) thermaling, and there was no stooping him now.

I met up with him in the landing field next to the bar, where he had the biggest grin you have ever seen on his face (I think it was the flight not the beer). Graham Laycock was sat at 4500' above take off, and never went anywhere!!

Saturday night was suggested as a night out. Due to us having to go to the airport early Monday morning, Sunday night was decided as a bad idea. Not go mad, was the general idea, not too late back.

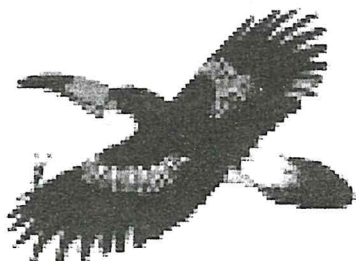
3.00am and we decide to go back to our rooms; needles to say I didn't fly the next day, Graham did but wishes he hadn't.

Les Cowling captured most of the holiday on video, so I am now viewing it as a constant reminder as to what it will be like next year.

This was my first ever experience of flying abroad, a little daunting at first, but once into it,

thoroughly enjoyable. I would recommend Algodonales to anyone for a flying holiday. Baz Rhodes has sponsored the Dales Paragliding XC League, the winner receives a weeks holiday in Algodonales, I'm sure they will have a great time.

Craig Richardson



XC STATUS UPDATE

XC STATUS

All pilots please note that it is now acceptable for XC flights to resume. Care should be taken to avoid:

- * Fields with any livestock - particularly lambs or cattle
- * Walking through farmyards

This is particularly important if flying over the Settle area.

SITES STATUS

Semer Water: Ok to land in the field next to the road at the top.

Hawswick/Knipe Scar: Closed for lambing. See sites guide for more details.

Safe flying, keep those gates closed and keep off the walls.

Mark Ashcroft
Sites Officer.

01969 663106 07879 456894

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 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.





Thinking about a new wing?

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Bordeaux - We are running the FULL RANGE 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 accomodation. Only £275 for CP qualified pilots, an excellent refresher See www.sunsoar-paragliding.com for details.



Northern Paragliding

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

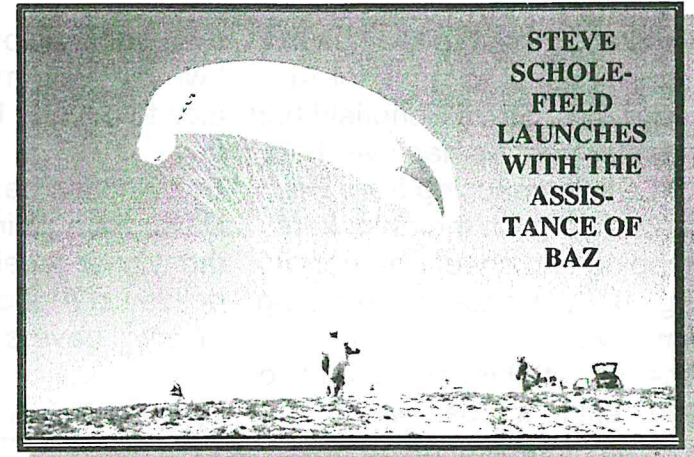
NEW LOCAL CALL NUMBER: 0845 123 2555

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

looks as though there are no landing sites, the official landing site can be seen once airborne, A distinct circular pen (bullring) with the landing field adjacent, which has been recently enlarged for last years world air games. This landing field requires a careful approach due to power and telephone lines near by.

Due to my vario being stolen I was finding it a little difficult to thermal so prior to take off Andy Williams had given me a little advice, "follow anyone who is going up in front of you". Would you believe it there I was the only glider in the air (Graham doing his stalling bit again) no one to follow. It was then I spotted a flyer airborne, this one was good, in fact very good, and in fact excellent, it was a Griffin Vulture.

Off I went trying to follow a Vulture, he then started to circle, so I also started to circle, there I was circling in a thermal with a Vulture showing me the way only around six feet in front of



STEVE SCHOLE-FIELD LAUNCHES WITH THE ASSISTANCE OF BAZ

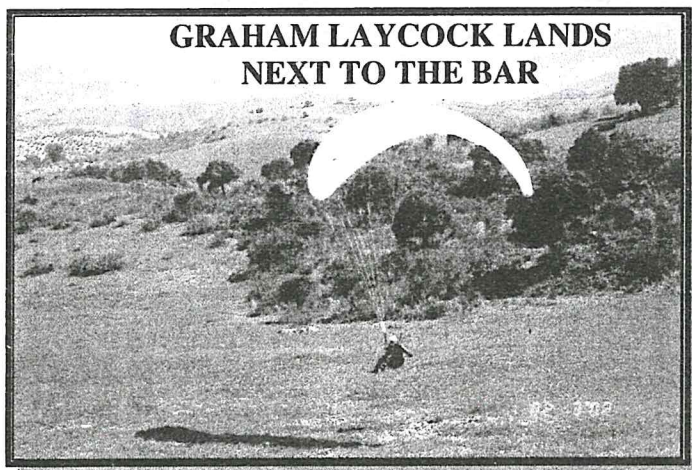
me. The Vulture must have had enough, after around a climb of five or six hundred feet he off he went. As soon as other pilots on the ground saw me thermaling then that was it, within a few minutes the air was full of gliders. A brief glance around and I saw the bullring, so decided to go for the landing field, as I came overhead I spotted one of our cars who had picked up other pilots that had landed, a quick call on the radio saw them 'U' turn to collect me. A quick pack up and I was sat or should I say squashed in the car back up to take off with five other pilots and five gliders. The following day saw Steve Parnaby land out at the village of Zahara, Andy Williams not to be out done went and landed at some small village next to the

had power lines running the full length.

I had set up my gear and was ready to take off, by now the thermals were cycling through at regular intervals, a quick reverse launch and I was straight into lift gaining around two to three hundred feet without having to circle. Having flown around for a while I decided to take a look at the landing field by the road, from my altitude it looked small and uninviting so I started to look around for the alternative landing field we had been told about. The first building I saw was the farm house adjacent to the usual landing field that was now in crop, so that wasn't it. The next building along was what looked like a square building built around a courtyard, having circled above

this I decided that it couldn't be the correct one as there was no power cables in the field to the left. On I flew to the next building, fields on each side; there it was the power line in the left hand field. I was over the landing field with around 1000' to burn off; as I got a little lower I spotted a paraglider in the corner of the field it was Jim Kenyon a member of the Pennine club. As I lost altitude I noticed that the owner of the building had put some washing out to dry, how kind I now knew which way the wind was coming from. After landing and packing up the glider it was over to the building and would you believe it that building was a bar!!! Scott who had been flying around at about 2000' or 3000' above take off soon joined us.

Needles to say no more flying done that day. The next flying on Lijar was around on the western side. This site is even more daunting than the south eastern, looking from take off it



**GRAHAM LAYCOCK LANDS
NEXT TO THE BAR**

ALGODONALES

ALGODONALES MARCH 2002

On returning home from the December club night, I'd been left a message informing me that Les Cowling had phoned, as it was late I decided to phone Les back the following day.

The next day I was in touch with Les who asked if I would be interested in a week's paragliding holiday to Algodonales, Spain, without hesitation I said yes, didn't have to get permission from my good lady Rebecca, as she had previously offered to pay for my flight out to Spain (40th Birthday present).

Les would let me know what dates, as he had to contact Graham Laycock, Andy Williams and Steve Parnaby, for those who don't know they are three more of the flying firemen. A few days later and the phone rang, the date was set Monday 18/3/02, only three months to wait.

A few weeks passed when Les was in touch again, he had managed to get us on a flight from Liverpool to Malaga with easyjet for a staggering £60 return each.

There were now eight of us booked onto the same flight, Les Cowling, Andy Williams,

Steve Parnaby, Steve Scholefield, Graham Laycock, Nige Fretwell, Scott Armitage and myself.

Eventually the day was here, we all arrived at a deserted Liverpool airport, (we were an hour and three quarters early 4.45am.).

At Malaga Scott had arranged for three hire cars to be waiting for us. These were Renault Kangoos and I would thoroughly recommend them to anyone wanting a good hire car, at times we had six people and five paragliders in them.

The drive from Malaga to Algodonales takes approximately an hour and a half to two hours; we took the coast road to just west of Marbella and then headed north towards Ronda. Just before Ronda we stopped for a bite to eat, where we unfortunately had two of the hire cars broken into, three small bags were taken containing flying instruments and other bits and pieces.

After informing the local police in Ronda we were on our way. We met up with Baz Rhodes in Algodonales who had arranged some accommodation for us, a three-bedroom apartment in the

centre of the village.

Once everyone had unpacked we had a wander around town, the weather that day was cloudy and misty so we couldn't have flown, you couldn't even see the top of Lijar the local mountain.

That night a meal and a few beers and we were soon in the holiday mode. The following morning a glance outside to check the weather, and it was clear blue skies with a light northerly wind blowing. After breakfast a quick word with Baz and he suggested the flying site at Montellano, around 23km. north west of Algodonales. This site is 550m. above sea level and a top to bottom of around 200m. On reaching the site, which involved a drive through a wooded hillside, the wind felt a bit on the strong side so we thought we would sit around in the sunshine for a while until it eased.

Baz had brought his tandem paraglider along and was setting up to give Steve Scholefield a flight. After being assisted at take off Baz radioed to let everyone know that it was ok once you cleared take off, it was just the venturi effect on the top of the hill. Pretty soon Andy Wil-

liams and Graham Laycock were getting ready to fly, Andy was first in the air followed by Graham, this pattern appeared to set in for the rest of the holiday, Andy and Graham setting up together but Graham always found some excuse not to be in the air first (something about air technician or was it wind dummy).

As the afternoon progressed more pilots started turning up, both paraglider and hang glider and the air was soon full of gliders.

Out in front of the hill was a small training hill, where four of us decided to have a play about ground handling and a few short flights to get our hand back in since the long lay off for F&M. Around an hour later Baz came down with a car and took us all back up to the main hill, where we all had around an hours flight, easily gaining around 500ft. above take off which rounded off a nice first days flying.

The next morning was the same blue skies, so it was breakfast followed by a stroll up to the village square, sit in the sun for around half an hour, then go to the hill around lunch time. No need to rush to the hill, as

things don't start happening until early afternoon, this turned out to be the same pattern every morning.

Today it was Lijar the main flying site at Algodonales. Lijar has two main take off areas a large open area at the south-east and a smaller steep area on the west side.

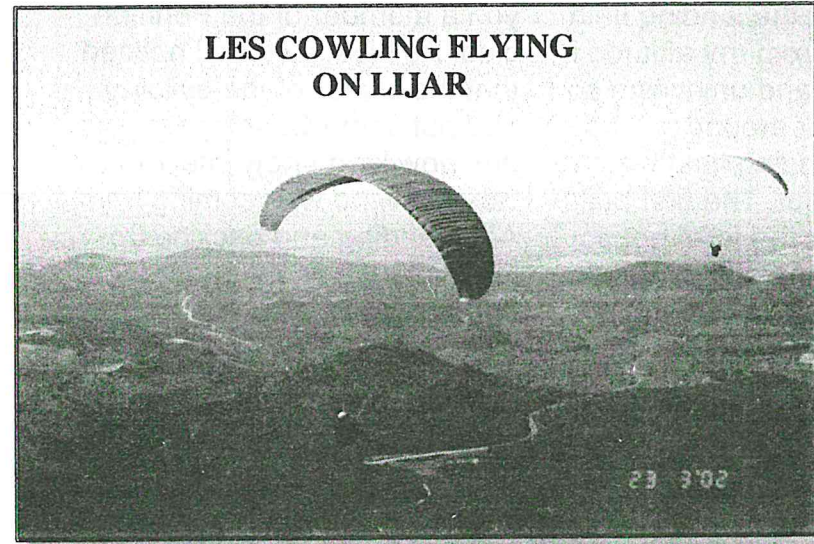
We set off for Lijar intending to

roads were also closed.

Once on top of Lijar I had to stop and just take in the view, a fantastic landscape stretched out in front, the vast majority of fields were in crop; I had never seen Spain this green.

By this time I was feeling a little apprehensive, the largest hill I had flown from previously was Ingleborough, now I was faced

with Lijar standing at 1051m amsl. with a top to bottom of god knows what. Baz had informed us that



dive around the south eastern side drop off one of the cars at the landing field then drive the other two up to take off. Our plans were interrupted because of the access tunnel from Algodonales had been closed for road works, this meant a detour around the local villages which took around an hour as other

the usual landing field was not available, but we could land in a smaller one next to the road, but it contained a few thistles and the odd rock. There was also an alternate field around 3km. further along the ridge, landing was allowed in the field to the right of the building but be careful as the field to the left