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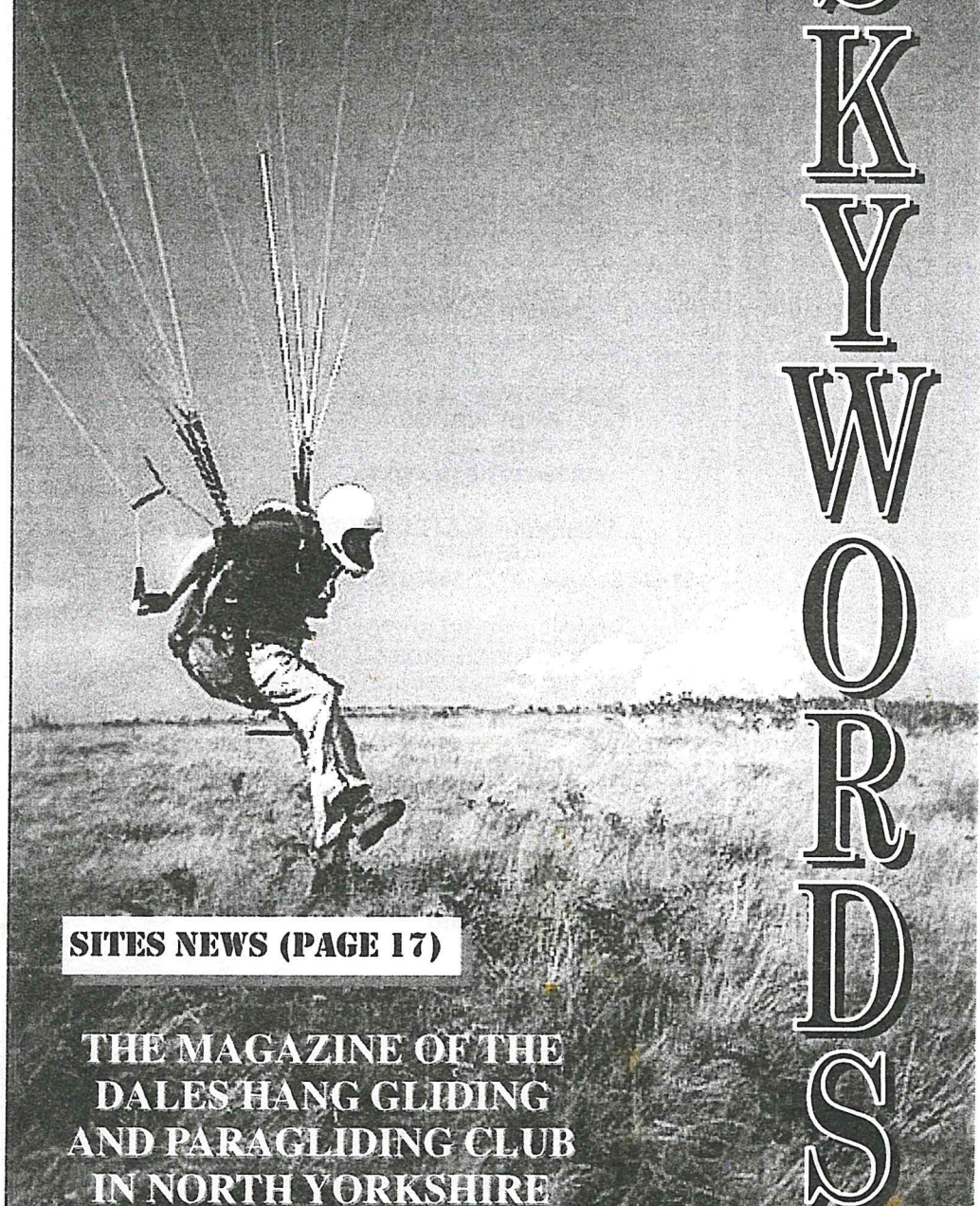
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ARTICLES WANTED!!!!

Many thanks to all who have sent me articles for the mag.
But once again, please, please send me any articles at all.
Many thanks
Craig.
01484 715950
07990 730143
craigrichardson@blueyonder.co.uk
skywords@dhpc.org.uk



DECEMBER 2001



SKY
WORDS

SITES NEWS (PAGE 17)

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

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(Vacant)

***SENIOR CLUB COACH**

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Cover Photo.
Scott Launching
on Baildon Moor

8) Safety Officer

Liz Addy

9) Librarian

Liz Addy

10) Sites Officer

Mark Ashcroft

11) Web site officer

Paul Logan

12) PG Competitions

Post vacant

13) HG Competitions

Andy Woods

14) Club Secretary

Andy Woods

15) Social Secretary

Vacant but Mike Ross is going to think about it.

16) Proposals;

i) That the DHPC would, if required offer the use of Dales club sites to the PG Nationals, the HG National League or to the airwave Challenge.

Proposed T.J.Birkbeck, seconded S.Scholefield
Carried

ii) That the DHPC give a vote of thanks to Christine for being an excellent host at the Riverside Hotel.

Proposed T.J.Birkbeck, seconded S.Scholefield
Carried

1) AOB

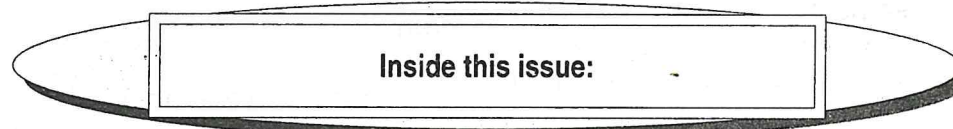
2) Eric Rowley raised the point that we no longer make a donation from the Club to any organization and suggested the Yorkshire Air Ambulance. It was agreed that the Committee would look into this.

10) Date of the next meeting was fixed for Thursday 7th November 2002



- 10) *Senior Club*: Les Cowling was not present as he was still recovering from his illness but he had done a good job coaching at pilot lectures, aided by Liz Addy, who had invigilated at 6 exams, all of whom passed.
- 11) *Safety Officer*; Liz Addy reported on a the parachute repack with Ian Miskin in March ; a lot had been learnt form throwing parachutes ie. Bridles too long and Velcro to strong. She stressed the need for pilots filling in accident report forms; a near miss had been reported earlier this year in the Dales – the PG pilot was not worried but the jet pilot was!!
- 12) *Librarian*; Liz reported the total of £156.81 spent – the library was a well used facility, especially in the year of F & M, helping to keep Club nights going.
- 13) *Sites Officer*; Mark Ashcroft was not present but has been busy keeping tabs on F & M and visiting farmers to keep them happy. Flying had just restarted at Wether which was reported on the site www.dhpc.org.uk MA
- 14) *PG Competitions*; Steve was not present but had prepared for comps but F & M stopped them.
- 15) *HG Competitions*; Andy Woods was not present but no comps could take place due to F & M .
- 7) *Club Secretary*; no report from Andy great but work had been done.
- 8) *Social Secretary*: Jonathon Gill couldn't continue with the post due to pressure of work and a new baby but had done plenty of work for the last Dinner Dance. He volunteered to do the tickets for the next DD.
- 1) Nominations were invited for the above posts.
- 2) Election of officers:
 - 3) Chairman Trevor Birkbeck
 - 4) Newsletter Editor Craig Richardson
 - 5) Membership Secretary Andy Carnall standing down but Jon Edmonds interested.
 - 6) Treasurer Steve Clarkson would stand down but no-one offered so he will carry on.
 - 7) Senior Club Coach Les Cowling

<u>WHAT'S ON</u>
<u>JAN 3rd.</u>
CLUB NIGHT To Be Arranged
<u>FEB 7th.</u>
CLUB NIGHT To Be Arranged
<u>FEB 9th</u>
ANNUAL DINNER DANCE (BLACK HORSE, SKIPTON)
<u>MARCH 7th.</u>
CLUB NIGHT To Be Arranged



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CHAIRMAN'S CHAT

Flying again in the Dales?

We at last seem close to getting back to normal... Hooray. Some of the chaps have been in the air at Wether Fell and Mark is doing sterling work towards getting all of our sites opened in due course; he reports that the farmers have been pleased with the way club members have been staying away so, hopefully, this will bode well for future relationships in the Dales. Check on the club web site at www.dhpc.org.uk to get the latest gen on situations for a specific site.

The Hang Gliding League

This has been affected by a slightly diminishing number of pilots wanting to compete in it for a number of years and additionally, as you can imagine, F&M has not helped this factor for the comp in 2002. I'm still the Chairman (temporary non-flying version) of the HG panel which controls the League and this weekend we had our annual planning meeting to decide on venues for events next

year, type of comps, team squads and loads of other things.

We have changed the arrangement of competitions to a system that John Aldridge (meet head) proposed 3 years ago; now, the **National Championship** will be a single competition held abroad for seven days. In 2001 it will be in Laragne from the 4th to the 10th of August, this being the popular feeling culled from Leagueys after the comps this year.

As well as the National Championship held abroad, there will be group of comps to be called the **British Hang Gliding Series** held in the UK starting with the British HG Open in Mid Wales on the 4th to 6th May. Next in the **British Hang Gliding Series** will be a comp at SE Wales on the 30th May to the 4th June, with a final competition in the series to be held in the **Dales!!!** from the 22nd to the 27th of August. This last comp hasn't yet been agreed by the Committee but it was

MINUTES of the DHPC ANNUAL GENERAL MEETING

Held at the Riverside Hotel, Ilkley at 8.30pm on Thursday 1st of November 2001

- 1) Apologies for absence were received from Mark Ashcroft, Les Cowling, Steve Clarkson, Andrew Woods, Steve Scholefield and Scott Armitage. Rob Burtonshaw was there for the Committee meeting but had to leave before the AGM was carried out.
- 2) The chairman made his opening address stating that the club had had a bad year due to the presence of F & M since Feb but good news was that now Wether Fell was once again open and had been flown last weekend. There obviously had been no comps this year due to F & M. The Club video was now available for members to purchase and 4 were bought that night.
- 3) The minutes were read out from the last meeting.
- 4) There were no matters arising from the last minutes.
- 5) The minutes from the last agm were approved
- 6) Reports from officials;
 - 7) *Newsletter Editor:* Craig Richardson reported that he had completed his first year of doing the Newsletter, introducing "pilot profile" and "spot light on flying sites"; he would welcome articles to make his job easier and planned to have more ads next year to generate money for the Club. As he had done a great job, particularly in a year when little flying was done, Craig was congratulated by all present.
- 8) *Membership Secretary:* Andy Carnall was not present but reported that membership of 230 was down a little from last years total 260.
- 9) *Treasurer:* A comprehensive report was supplied by Steve Clarkson, who was in France, which showed that the total balance of the Club had increased by £1700 to £10181 but this was enlarged by £1000 that had been kindly donated Mark Sellen's mother for a trophy. Assets of the Club included £473 in clothing and a televideo had been bought for £199.

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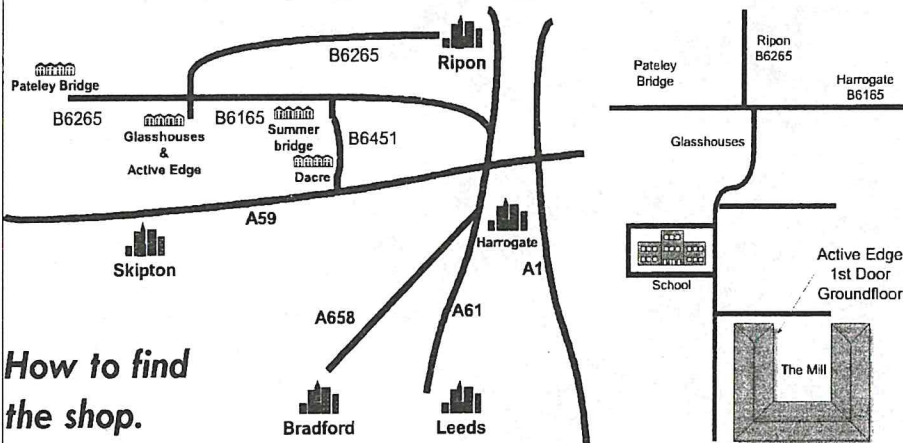
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Run by Dean Crosby, ex British Paragliding Champion, ex Captain of British Hang Gliding Team, Sailplane pilot.

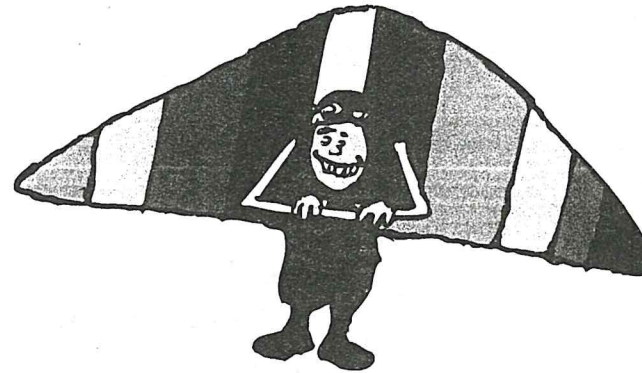
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don't miss this night which will take place at the Riverside Hotel in Ilkley On December 6th at 8 pm. Run by our superb auctioneer, Noel Whittall, this

agreed in a proposal passed at the AGM so I guess it will be OK. Additionally, the Welsh Open and the Ulster Open will be included in the series, and possibly even the Long Marston Tow Comp.

evening always raises many laughs and auctioned items can vary from the rude and saucy to the most amusing as well as lots of hang gliding and paragliding gear. An earlier start than most Club nights helps to get through everything – see you there!

Scoring of the series will on a set proportion of the total number of tasks, say, two thirds. You may note that this group of comps is now called a series – this is to make it clear to potential entrants that this is a fun experience and that you don't have to be interested in world domination to join. Come along to the **British HG Open** and take a risk of having so much fun that you won't be able to keep away from the others!!!

Dales Club Dinner Dance
Once again this superb evening is being held at the Black Horse in Skipton on Saturday, the 9th of February – this is another great fun night, with good food, disco dancing and plenty of opportunity to get beer down your neck. Good prizes to be won in the raffle and the only thing missing will be presentation of trophies, thanks to F&M. Hey ho!

The Dales Club Auction
What ever you do in December,

Honest TJ



TICKETS ON SALE SOON !!

~~D. H. P. C. ANNUAL THRASH BASH, PI UP~~
DINNER DANCE**

**SATURDAY 9th.
FEBRUARY 2002**

AT THE BLACK HORSE HOTEL, MAIN STREET, SKIPTON.

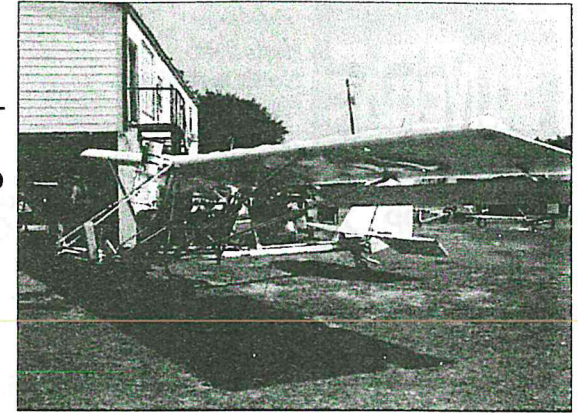


**GREAT VALUE ONLY
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BALLOONS
DISCO**

slight drawback – it had a crocodile in it – maybe it was friendly!!

Flying at both comps was greatly enhanced by the use of Moyes Dragonfly tugs – these three axis control machines have a good safety record, brilliant climb rate and will tug you up nice and slowly. We would all give our right arm to be able to use them in the UK but the CAA would not grant them a Section S. No such regulations are adhered to in the States where a sticker saying “for experimental use only” seems to satisfy the FAA.



Anyway, this article is not supposed to be a full account of the two comps but, as the title indicates, the leadup to a whacky moment; this came near the end of the Wallaby Ranch comp. This flight park, the first of the two, was a little ahead on the creature comforts and Malcolm Jones, the enthusiastic owner, has a standing arrangement that on a Saturday any attractive lady who is prepared to fly completely naked (with Malcolm as the tug pilot) would get a free flight. After the flight she wasn't a bit shy about posing for our cameras which led one to think that she was used to having her picture taken. For the rest of the day, she went round with the refreshment cart, handing out drinks (with clothes on). I never drunk so much water as that day, but then she was nice!!!



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Honest T.J

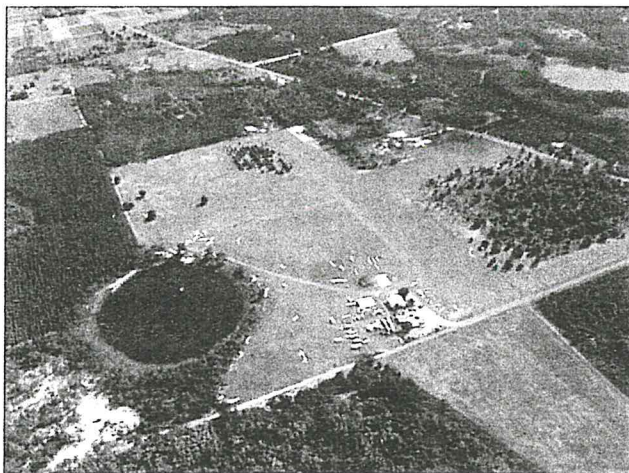
Whacky flying moments this year

Gary Wirdnam and myself were determined to get plenty of good flying this year so, along with about 15 other Brits (mostly Leaguys), we set off for Florida on the 12th of April to have a great time in 2 flatland aerotow comps until returning on the 30th April. The first comp was at Questair and the second at Wallaby Ranch: both aerotow site parks are close to Orlando and Disneyworld (not a plus in my books) but both venues were well organised with lots of great facilities like restaurants, music, free bar!!, swimming pool, workshops, etc.

The level of competitors was very high, including six out of the top ten in the World, starting with Manfred Ruhmer and Gerolf Heinrich who were often a couple of meters apart at the finish of a task after five hours in the air.

Best Brit at both comps was our own Gary (right) with an excellent result of 9th and 10th which opened a few eyes!


This level of skill was doubtless assisted by the performance of his Aeros Combat glider but also by the fact that the flying at both was very fair due to the high quality of the tug pilots, the organisational ability of the launch system and the consistency of the weather.



On the left here is an aerial shot of the Questair park and you can see the spacious layout which meant that all wind directions could be covered. Apart from the covered pool, the round lake could be used for swimming and even had a pontoon to dive from; there was a

PILOT PROFILE

- **NAME** Fred Winstanley
- **AGE** 47
- **MARITAL STATUS**
Divorced
- **BORN** Yes 09/09/1954
- **ABODE** High Bentham.
Nr Lancaster.
- **OCCUPATION** Diving Supervisor.
- **PREVIOUS OCCUPATION** North
Sea Diver
- **WHAT WING DO YOU FLY** Nova
Phelix
- **WHEN & WHERE DID YOU
START FLYING** Active Edge, April 99
- **WHICH PILOTS MOST INFLU-
ENCED YOU** Dean Crosby
- **WHICH IS YOUR FAVOURITE
DALES FLYING SITE** Johnny Bar-
nes
- **WHICH IS YOUR FAVOURITE**



- FLYING SITE IN BRITAIN** As above
- **WHICH IS YOUR FAVOURITE
FLYING SITE IN THE WORLD** Olu
Deniz
- **WHAT HAS BEEN YOUR BEST
FLYING EXPERIENCE** My first ever
ridge soar.
- **WHAT HAS BEEN YOUR WORST
FLYING EXPERIENCE** Full symmet-
rical collapse
- **WHEN NOT FLYING WHAT DO
YOU DO FOR RECREATION**
caving, cave diving,
skiing, cycling.
- **WHAT IS YOUR GREATEST FEAR**
Heights
- **WHAT IS YOUR PERFECT HAPPI-
NESS** Sex
- **WHAT WOULD YOUR MOTTO BE**
Grab life by the balls and make it have it.
- **HOW WOULD YOU LIKE TO BE
REMEMBERED** As a lovable rogue.

NEWS FLASH !!!

WETHER FELL OPEN

Please read the following article posted on the club web site by Mark, and please follow these rules.

Wether Fell is now open to HG and PG
Please avoid any livestock and disinfect if requested to.
Landing is permitted at Duerly Bottom farm, but please close gates if found closed, leave open if found open and do not land at dusk because it disturbs the dogs.
Absolutely no XC at present and land either at Duerly Bottom Farm, or on Wether Fell itself. Landing is permitted in the fields below but try to avoid if possible.
Mark Ashcroft (sites officer)

October 28, 2001

Wether Fell Open

Almost 8 months since it was last flown, Wether is now re-open subject to restrictions above. Mark Ashcroft, Martin Bunford, John Callum and Mike Sunter got 2 hours in smooth wave conditions with max height 750ft ato. As normal all was blown out by 1.30 pm.

November 17, 2001

Sites Status

Contrary to what you read in the press, there are still a lot of restrictions in place on our sites. I had hoped to open most of our sites but that will not be possible yet.

Mark Ashcroft

SITES NEWS

SITE	CURRENT STATUS	IMPORTANT NOTICES
Addingham	☹ CLOSED	F&M Restrictions still in force
Baildon	☺ OPEN	
Bishopdale	☹ CLOSED	Contact Gamekeeper as per site guide to fly
Brant Side	☹ CLOSED	17/11/01 - Still in restricted area
Cow Close Fell	☹ CLOSED	In Skipton infected area - Closed until restrictions lifted
Cowling	☹ CLOSED	Due to open end of November
Dodd Fell	☹ CLOSED	Due to open end of November
Grove Head	☹ CLOSED	Due to open end of November
Hawswick	☹ CLOSED	17/11/01 In a restricted area - closed until restrictions lifted
Humesett	☹ CLOSED	17/11/01 - Remains closed due to changes in area restrictions
Ilkley Moor	☺ OPEN	Opened 8 November
Knipe Scar	☹ CLOSED	In a restricted area - closed until restrictions lifted
Nappa Scar	☹ CLOSED	17/11/01 - Closed until at least New
Nont Sarahs	☺ OPEN	
Pule Hill	☺ OPEN	
Semer Water	☹ CLOSED	17/11/01 F&M Restrictions still in force
Stags Fell	☺ OPEN	17/11/01 - Sedbusk bottom landing now open. Hardraw bottom landing remains closed
Tailbridge Hill	☹ CLOSED	17/11/01 - In infected area
Wether Fell	☺ OPEN	OK to land at Duerly Farm (please leave gates as found and do not land at dusk).
Whernside	☹ CLOSED	17/11/01 - Not in an infected area trying to get in touch with Frank Brennand to confirm
Windbank	☹ CLOSED	In a restricted area - closed until restrictions lifted

You can get strong lift here a testament to which is one of my C lines snapping in a gust on the last day I flew there. Admittedly wear and tear from the sand may have had their part to play as well. Life isn't hard on the dune but if there is one major headache then its sand in



the #&\$%! Sorry wing! The locals have some undignified looking technique of building a wall on the brakes and C's which invariably covers a fair amount of sunbathers down-

wind. The rest of us have to spend time shaking the hell out of our wings for those last few grains. If you've ever flown in the Dales with a rabbit/cowpat in one of the cells than you can imagine how unflyable a wing is with six kilos of sand in the back.

The best part is how forgiving this place is. I can still remember an evening breeze during sunset on the last night with a bunch of Germans arsing about around the takeoff platform, scratching, spiralling, ploughing the sand or just hanging high, watching the sunset. I was stuck on the ground wishing I was up there due to the broken line, but on balance its not a bad place if you are grounded.

I was there with Lakes / Northern Paragliding finishing my Paragliding CP. A big thanks to Ian Brown and John Callum for putting up with us there. A mention to the other chaps there too, flying plough boy Nigel Dinsdale, John "gooney bird" Brettoner, "Ming the merciless" John Bolton and Mike

"that's right" Bullock. My nickname shall go unrecorded. There is another paragliding school that operates from the takeoff platform, have a chat with the most weather-beaten chap there. He's called Jacko and there's not a lot he doesn't know about conditions. Getting there, fly to Bordeaux with Buzz airlines (its very cheap from midweek) and get a bus into Bordeaux. An hourly train to Arcachon goes from the main station (Gare) and a bus from Arcachon station every two hours goes down past Pyla Camping on the D218. Pyla Camping is the best place to stay, only a few hundred yards from the dunes, with caravans or tent pitches available. The caravans offer wonderful 80's decor but on the plus side, each comes with its own gin terrace. September offers a good combination between bearable temperatures (it can get as high as



35 Celsius) and lack of crowds once the French holiday season is over. Galooney can be reached by walking down the beach a few miles or by going a mile or so down the D218 and parking in a small layby. Northern Paragliding may be running other trips out there in the spring (01969 667788 for details).

Pete Logan

DHPC FOOT AND MOUTH SITE CLOSURE STATUS

Updated Saturday November 17, 2001

Please note that all XC is prohibited until further notice. Sites will be opened as soon as permission has been granted by all necessary parties. All updates will appear on these pages. F&M restrictions are being lifted but it is taking time to ensure that everything is OK at each site. For example, some farmers have livestock that they are due to move by end of November and have said that we they would prefer that we did not fly until they had moved them.

Thanks to all of you for your patience and please take care on your first few flights if you have not flown for a while.

Mark Ashcroft
DHPC Sites Officer

See Page 17 for a list of open sites (Ed)

PILOT TRAINING

Calling all Club Pilots !!

Come on why don't you have a go at passing your Pilot Exam. Don't just stick with your club pilot grade, go for the PILOT, then you will be qualified to fly XC.

Pilot training nights are to be held before club nights and also at the residence of our nominated chief coach Les Cowling.

Training nights will be run by Les Cowling and Liz Addy, starting in the New Year.

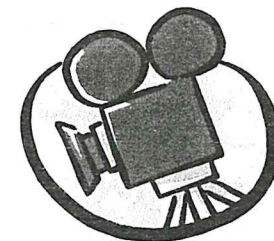
For more information contact,
LES COWLING 01535 646048
LIZ ADDY 01524 263296

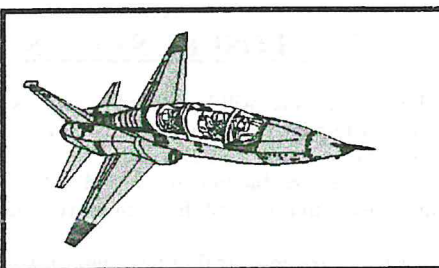


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DHPC on theWEB

Keep up to date with all the latest information (including the latest news on the Foot & Mouth situation) by visiting the Dales web site www.dhpc.org.uk

Updated on a regular basis by
Mark Ashcroft.



REMINDER
To be a member of the D.H.P.C. Pilots must also be members of the B.H.P.A.
To survive, the B.H.P.A. and the D.H.P.C. need your membership and support.
(The Committee)

FC

0113 2465498
0208 5647365

Floating on Dunes, flying the French Atlantic Coast.

Whilst you're sat at home wishing that drizzle and a 300 foot cloudbase has suddenly turned into acceptable flying weather, here's a holiday destination to be thinking about.

Head for Bordeaux, turn right and you get to Arcachon. If you hit water, that's the Atlantic which means you've gone too far. Once in Arcachon go a few miles south and you get to an area called Dune du Pyla.

The dunes themselves are the flyable bit and the sea breeze provides the necessities. This generally means that days shape up into lazy mornings with a stroll down to the beach to check the wind sometime around lunch. If, at this point, you're thinking Southport sea front when I say dunes then scale things up ten or twenty times and that will be about the size of these things.

erly to a westerly. Some days it veered NW through the day and I think one day it was a SW. The dunes there will fly from a SW to a NW but if the wind is further north than the light house on Cap Ferret peninsula then its getting a bit off.

Galooney (spelt phonetically, but please insert vowels at random as most of the French do anyway) is the first dune I flew. Its not long (200m) and tends to concentrate traffic in the north westerly that it takes. We counted 28 up at one point but most flyers seemed polite so there was no trouble.

Its rarely necessary to take off from the top so walking up to one-third height is generally good enough. This is by no means a let off though in temperatures of 25 Celsius and sand that conspires to let you slither two

paces for every one gained. Once up, things are pretty splendid with a smooth lift to several hundred feet above the beach. At the south end of a beat was a Second World War concrete bunker in the sea, which made an excellent marker to put some steep turns over and to the north are rougher dunes that give excellent lift. Further on than this is a shallow bowl area where wind speed increases.

At this point here's the warnings you need for the dunes. Take at least two litres of water and beware of the wind compression on the top of all the dunes. Do not get blown back unless you like eating tree.

The main dune itself comes in two flavours. To the north it is shallow and high which translates as scratchy flying. South there is a bowl where someone has thoughtfully bulldozed a platform. Takeoff here and turn south onto a steep 50 metre high tree topped dune that extends several kilometres. It works in anything around a westerly.



When I flew there in September we had six flyable days out of nine which ain't bad. Bear in mind it can blow quite strong (if you see white horses on the waves then its time to work on the tan) around the active part of the day and big rain cells can be seen kicking off inland so a wait until later in the afternoon. The sea breeze itself is smooth and can literally switch on, taking only ten minutes to go from an east-

Handwritten scribble.

Handwritten note: likes - v / down / h / d / s

Handwritten note: 01932 246525

*Northumbrian Long Mynd
NYSC
Derbyshire
subgroup*

CLUB CONTACTS

Andy Woods	Various	Ripon	01765 602076
Mark Ashcroft	Various	Wensleydale	01969 663106
SENIOR CLUB COACH			
Rob Burtenshaw	Sundays	Bradford	01535 643872
NOMINATED CHIEF COACH			
Les Cowling	Various	Haworth	01535 646048
HANG GLIDING CLUB COACH LIST			
Trevor Birkbeck	Various	Ripon	01765 658 486
Bob Delahaye	Sundays & various	Bradford	01274 774 633
Nick Devlin	Weekends	Leeds	0113 2578 512
Alistair Irving	Various	Huddersfield	01484 844898
Steve Clarkson	Various	Ripon	01765 607 304
Stewart Bond	Various	Huddersfield	01484 841 213
Steve Mann	Weekends	Kirby Moorside	01751 433130
Malcolm Wilcock	Various	Bolton	01204 521945
PARAGLIDING CLUB COACH LIST			
Noel Whittall	Various	Leeds	0113 2505 043
David Greenwood	Various	Huddersfield	01484 847 492
Liz Addy	Weekends	Burton in Lonsdale	01524 263296 0777 5690925
Peter Fonseca	Weekends	Sheffield	0114 262 0314
Peter & Sara Spillett	Weekends	Skipton	01756 752 487
Terry Denton	Anytime	Manchester	0161 483 4500
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.

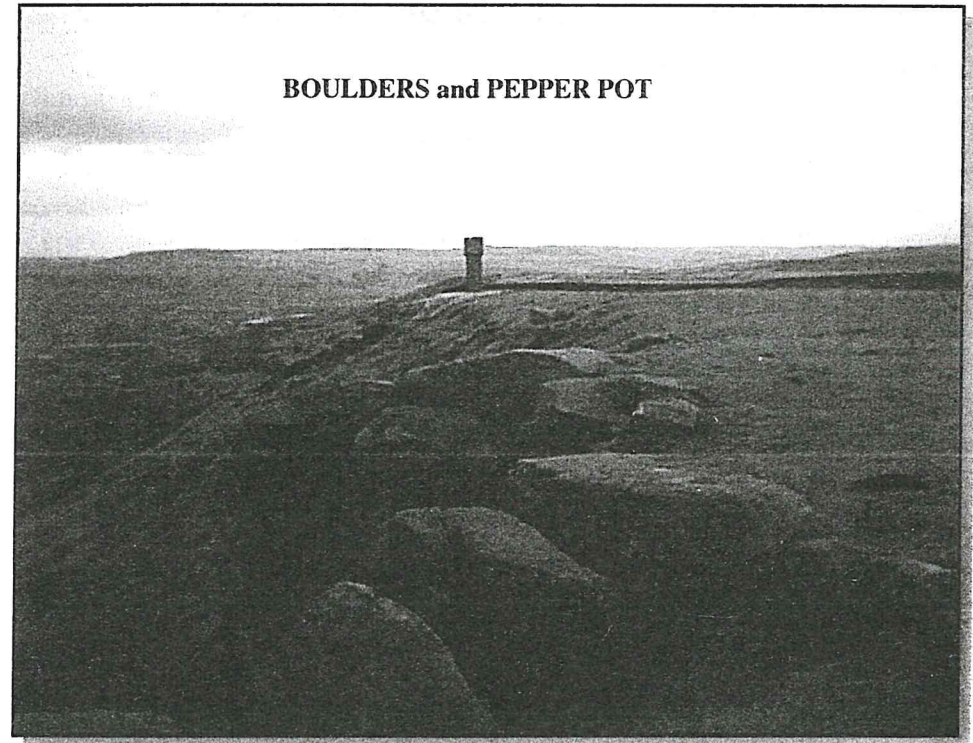
Alistair Thomson 01765 685257

SPOT LIGHT ON SUTTON & COWLING PINNACLES

SUTTON & COWLING PINNACLES FACTS

GRID REFERENCE	SD 988 430
WIND DIRECTION	NNW (340 - 350)
HEIGHT (AMSL)	1155ft.
TOP TO BOTTOM	245ft.
LONGEST KNOWN XC	?
HAZARDS	BOULDERS, SALT & PEPPER POT
OWNERS	Mrs. Airey. New Bridge Farm, Sutton in Craven, Keighley
HEIGHT RESTRICTIONS	CHECK LATEST AIR CHARTS
NOTAM SITE CODE	17.061

BOULDERS and PEPPER POT



LOOKING TOWARDS THE SALT POT



As can be seen from the photographs Cowling has its fair share of boulders, mainly just below the top, and in the unfenced area below the hill.

Access to the hill is fairly straight forward, park either in the quarry are by the road that ascends the hill from Cowling, or to the rear of the hill, one open field away from the Cowling pinnacle end. From the quarry an easy walk to the top has been made even easier by a new path and steps recently being laid.

The lift band is relatively narrow, and can easily be flown out of on take off if a quick turn is not carried out.

In light winds when flying towards the "Salt Pot" be prepared to encounter sink around half way along the ridge, this is usually followed by lift

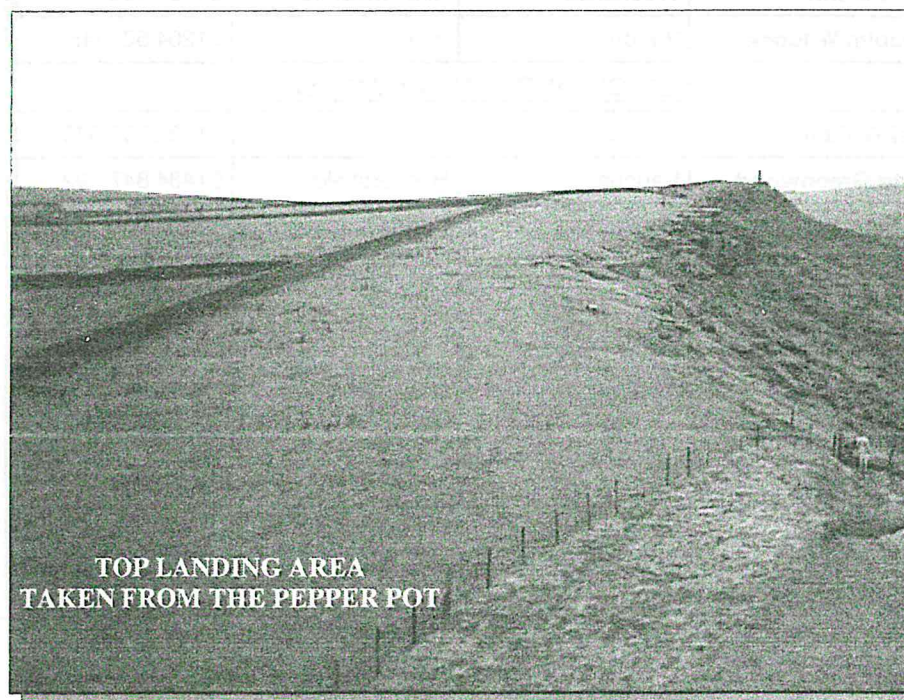
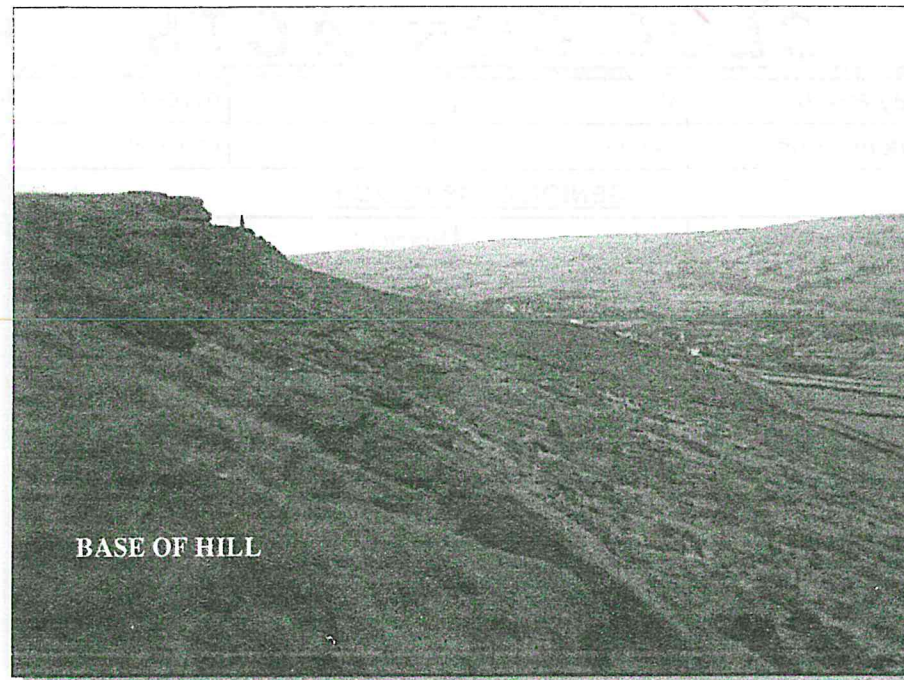
at the other side.

Bottom landings at the base of the hill are a bit tricky as the area is strewn with rocks and boulders, not as much a hazard for the paraglider as hang glider. Top landing is relatively narrow but has plenty of grass away from the edge.

XC potential - Only three miles to Halifax CTA - 3000ft. AMSL, then Manchester TMA - 3500ft. After passing Nont Sarahs, drop below 3000ft. But to go much further you must remain east of Manchester CTR, otherwise land.

As it says in the site guide 360s around the tower not recommended.

BASE OF HILL

TOP LANDING AREA
TAKEN FROM THE PEPPER POT