

WINGS & THINGS

Flying Gear For Sale

Advance sigma 5 (28), 85-107 kg, superb performance, handling and stability, docile DHV2, Blue/white/black 2002 colours, approx 50 hrs, £1,200 bargain! Why pay £2000+ new?

Contact John Ellis, 01756 748042.

Airwave Magic I (medium)

Blue/Yellow Low Airtime Good condition (come see) Interested in sale or Possible exchange for Tandem £1000 This is a good buy!

Contact Magic for Sale, 07960725084.

Pair of size 9 Han Wag Super Fly GTX boots New condition (wrong size bought) £90 ONO.

Contact Len Smith, 01706 814984.

Touching Cloudbase the book. Written by the guys at Northern Paragliding it covers all you need to know to get started in paragliding. £5 - you can't say fairer than that.

Contact Pete Logan, 0113 238 5404.

Paraglider. Firebird Matrix (Large). 90 - 115 Kgs. 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.

Woody Valley SR2 hang gliding harness VGC. Two stage hang gliding tow release. Kestrel 1000 windspeed measuring gadget. Flight Design Dream paraglider 65-85 kgs. Offers to Tim 0113 287 5481 Leeds

Flying Gear Wanted

Moyes Xtralite 137, power-rib sail. Must be in good condition.

Contact Carolyn Garnham, 01629 56452.

Wanted. Large kingposted Solar Wings Scandal. Any condition considered. Fair price paid.

Contact Nigel Martin, 07734 732001.

Chest harness for radio wanted - or where can I buy one from please ?

Contact Tony Pickering, 01943 466632.

General Gear For Sale

Ice Climbing Gear.

Less than a thousand miles on the clock. A pair of Asolo plastic boots size 10/11 - very warm with removable inners. Also a pair of matching gravel front point, step-in crampons. £100 for both or will split.

Contact Pete Logan, 0113 238 5404.

Tent McKinlay Moonlite 2 Two person lightweight tent used once. Photo & details by email on request.

Contact Tony Pickering, 01943 466632.



SKYWORDS

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

AUGUST
2003

44

46

1133 CPU

38°C

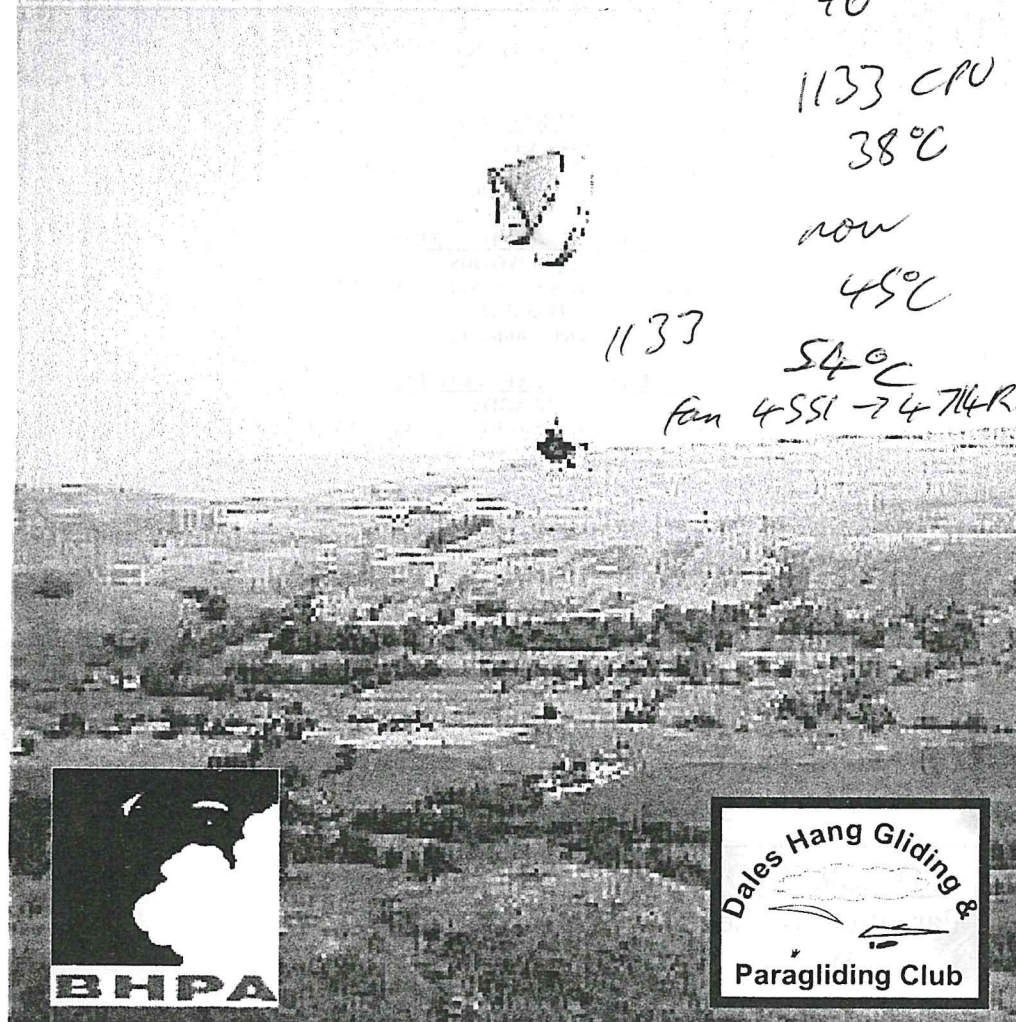
now

45°C

1133

54°C

fan 4551 - 7474 RPM



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COVER PHOTO

Paraglider on Semer
Water

Check out the club web site for the most up to date information on sites closures, comps. and general flying news.

Log on to
www.dhpc.org.uk



ARTICLES WANTED

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

I am desperate for articles for the mag.

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

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



DHPC Cross Country League Rules

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

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

Or failing this a phone call on 07720 425146

Try to include details like:

Start site

Finish location

Date and Time

Wind Direction

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

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

Hang glider or Paraglider

Any witnesses at take off or landing.

Cheers

Pete Logan

dent".

And are there further ramifications from this insurance saga which are yet to be made clear? Possibly there are; Richard Lovelace said to me the other day "From Sept 1st, as an aerotow coach, he will no longer be training pilots to become aerotow rated as he believes that should an accident occur, he would be the target of a claim". An excessive view I felt, as there haven't been any serious aerotow training accidents yet that I am aware of, but that's his view.

Also, what about "member to member" training which although it is not regularly practised, has always been part of the BHGA / BHPA precept. Could one be claimed against is one is not an official school or instructor? Taking this point further, what about a CP, who has been trained to a low initial level by a school and is then passed over to a Club for continued training and guidance by club members? The CP would seek advice, you may feel it is suitable but you can't stop that CP having an accident – could he then claim off the Club or Club members?

And what if you have

wired off an experienced pilot when he says "release" – by actually releasing the wires, are you indicating that it is safe to take off? There have definitely been when I have not released wires because I didn't feel it was safe.

Am I getting carried away here? – it is hard to know what decision a law court may actually reach. A doom and gloom view of the situation for sure but I see trouble ahead. There is a meeting being held at Holme Pierrepont, the water sports centre near Nottingham on August 4th and I feel it will be must for me to attend this to get the true facts of the matter from BHPA Exec and insurance gurus.

The meeting on August 4th This was well attended and divided into 4 parts:

1. An opening talk by Martin Heywood (who is an insurance organiser for the NHS).
2. A hands off discussion of our problems by Richard Doubleday, a sports insurance broker of some note (who does not represent the

(Continued on page 6)

(Continued from page 5)

BHPA)

3. A talk by a sports claim barrister (whose name eludes me).
4. An open discussion by all the members present (largely school owners, instructors, etc).

1. Martin Heywood

Martin put the case clearly; since 1994, premiums had roughly equalled claims until 4 years ago – between 1999 and 2003, there had been 3 major accidents which could result in settlements of between £2m and £11m. First was Marc Levine's accident at Edenfield, making his girl passenger quadriplegic, the 2nd was at Active Edge and the 3rd was at Northern Paragliding, both of which may (but hopefully not) result in paraplegia. Claims can typically be £8K + £5K (legal costs) = £13K for a small injury, £350K for a serious injury (say a leg) and over £3m for tetraplegia.

On average there is one claim per school per year, though, of course, some may have none. Even in cases where there is no fault, costs can chase the value of property of an instruc-

tor or school owner.

2. Richard Doubleday

His hard hitting talk made it clear that even with 11 organisations like The Football Association, Perkins Slade had never experienced claims of the potential level of the BHPA; if the schools were not able to get a grip of their problem and have no serious accidents for a clear period of 5 years, they could kiss goodbye to the cover being restored to former levels. No individual would be able to negotiate a better rate anywhere as the claims history would have to be revealed. Although there was no legal necessity to have insurance cover, who could take the risk if they have a house and family, of a claim larger than £25K going for all their personal belongings. Jocky Sanderson's opinion on this point is that you'll just be left with instructors in the sport who have no personal belongings, where a barrister wouldn't even bother placing a claim.

3. Sports Barrister

This was a gloomy talk with no good news at all – basically, a sports barrister would spray claims in all directions where there was money or the poten-

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. OPEN
Stags Fell	17.009	WSW-SSE (160-250)	MEMBERS ONLY (12 max) (No XC Aug-Dec)
Tailbridge Hill	17.075	SW-W (225-270)	Max 12 fliers. Don't crowd.
Wether Fell	17.017	WNW (280-310)	
Whernside	17.010	SE-E (090-155)	Flyable, but the club does not have parking permission.
Windbank	17.011	S-SW (180-225)	
- Knipe Scar		SW (210-235)	£1.50 per pilot to Mr. Mitton £1.00 per car to Mr. Dibb
- Hawkswick		SW (210-235)	OPEN

Semer Water Open

Thanks for waiting folks - sheep are now clipped and site owner is happy for us to fly. Just a reminder that from Aug 1 XC flights starting from Stags Fell are not allowed. If you have started a flight from elsewhere, be aware of the sensitivity of this site and keep as high as possible over it. **KEEP WELL OUT OF RANGE OF ANY GUNS. XC starts again Jan 1st (as if).**

Mark Ashcroft



NORTHERN PARAGLIDING ARE MOVING

As from 12 Sep, Northern Paragliding will be in new premises at Dalefoot Farm, near Nateby, Mallerstang Valley, Kirkby Stephen. The reason for the move is so that they can be immediately adjacent to one of the best training sites in the area, Little Tailbridge. It also means that customers can test fly gliders practically to the shop door!! All their contact details remain the same, except for the address of course. The new location offers better road links to the North East, North West and Scotland.

tial of a claim being met. A serious point made was that there is considerable risk of the landowner being claimed against (usually being more wealthy) and once they realise this risk, they will either demand vast insurance cover or chuck the School off.

4. General discussion

This went round and round with Angus Pinkerton making points in his usual clear way. I asked whether Aerotow coaches doing aerotow training and Club coaches dealing with CP's would be restricted to £25K cover and Martin felt they would be treated as being on the £2m cover limit as they were not commercial organisations, making a profit; however, Angus pointed out that nothing is guaranteed until there has been a relevant court case.

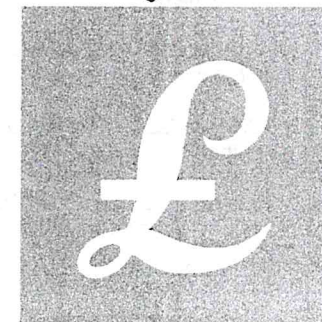
At the end of the day, there was a show of hands to get a feeling of those present. About 30 schools were represented and 10 said they would be closing on Sept 1st; another 10 were not sure that they would carry on, whilst 10 said they would.

There are 68 schools altogether in the BHPA, so it is

possible that the missing 38 have already made their mind up to close!

My own feeling (as a non-commercially involved person) is that around half of the schools will close on Sept 1st and that there will be a continuing closure and diminishment of training over the coming years. Also, that as folk are not able to get trained in the future, membership of the BHPA will drift down from the current 8000 to around 2000 in the coming years.

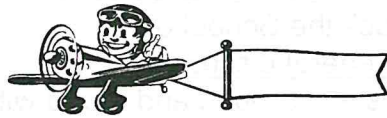
Sorry to put such a gloomy view of the future – lets hope I'm wrong.



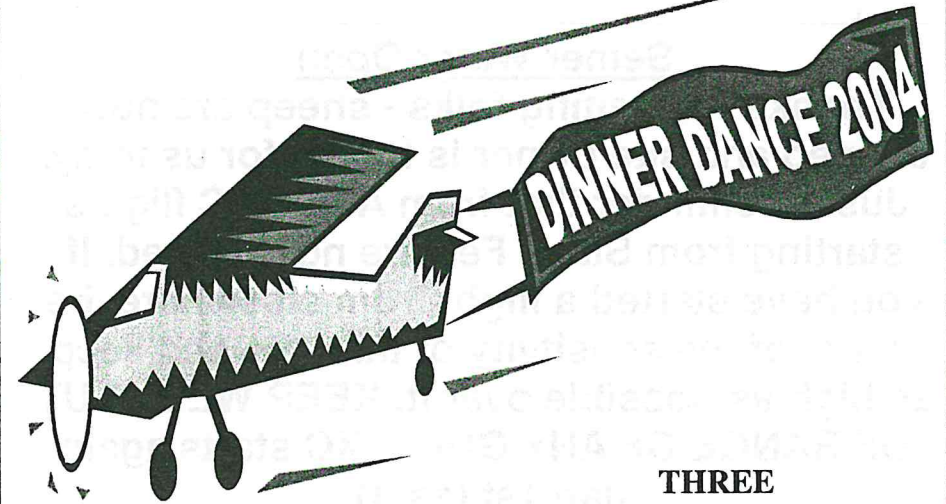
HUMOR PAGE

PILOT PROFILE

PILOT PROFILE



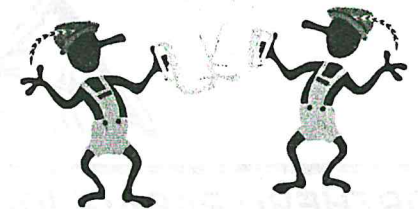
- NAME - Lesley Phillips
- AGE - Forty odd ish
- MARITAL STATUS – Single but always on the look out
- BORN - A while ago
- ABODE - A small cottage in the Dales
- OCCUPATION - So called Fire fighter
- PREVIOUS OCCUPATION - Professional snorer
- WHAT WING DO YOU FLY - A **big** yellow banana
- WHEN & WHERE DID YOU START FLYING - As soon as I start I will let you know
- WHICH PILOTS MOST INFLUENCED YOU - All of them as they are usually above me.
- WHICH IS YOUR FAVOURITE DALES FLYING SITE - The last one that I managed to soar
- WHICH IS YOUR FAVOURITE FLYING SITE IN BRITAIN - Any of the Dales sites, as I usually get scared if I venture out of Wensleydale.
- WHICH IS YOUR FAVOURITE FLYING SITE IN THE WORLD - Ones with plenty of grass on them.
- WHAT HAS BEEN YOUR BEST FLYING EXPERIENCE - Staying airborne for more than five mins.
- WHAT HAS BEEN YOUR WORST FLYING EXPERIENCE - Staying airborne for more than five mins.
- WHEN NOT FLYING WHAT DO YOU DO FOR RECREATION - Keep my fellow Fire fighters awake all night with my snoring.
- WHAT IS YOUR GREATEST FEAR – Staying airborne for longer than five mins.



**THREE
CORSE
MEAL**

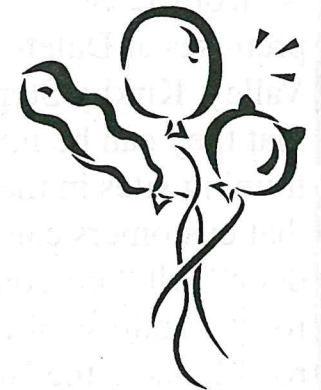
THE BLACK HORSE HOTEL
MAIN ST.
SKIPTON

Sat 7 February
2004



DISCO

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Per Head**

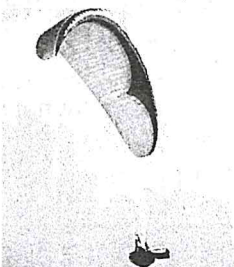




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email: info@northern-paragliding.com

http://www.northern-paragliding.com

USED EQUIPMENT LIST August 15 2003

HALF PRICE NEW SUP' AIR HARNESS WITH ANY OF OUR USED WINGS THIS MONTH!!

GLIDERS

	Code	Make	Model	Weight Range All-up (kg)	Colour/Condition	Price
px	U10148	Airwave	Harmony L	90-110	Red, 35 hours	£700
com	XD	Apco	Allegra M*	85-105	Turquoise, 40hrs	£1,100
com		Apco	Allegra S*	73-90	Blue, 15hours	£950
com	U10139	Apco	Allegra M*	85-105	Violet, excellent	£1,100
com		Apco	Allegra M*	85-105	Royal Blue, 30 hours, v. good	£1,000
px	U10087	Apco	Bagheera S**	65-90	Violet, excellent	£850
px	U10147	Apco	Fiesta L	100-120	Blue, 40 hrs	£1,150
px	U10134	Apco	Fiesta L	100-120	Violet, ex demo	£1,150
px	U10188	Apco	Fiesta II L	100-120	Red/White, immaculate	£1,300
px	U10179	Apco	Futura 28**	75-90 hook in	Yellow, Good	Offers
px	U10180	Apco	Futura 28**	75-90 hook in	Violet, Good	Offers
xd		Apco	Presta S*	79-99	Purple, Excellent, 15 Hours	£1,400
px	U10190	Apco	Presta M*	95-120	Violet, 45 hours	£1,350
com	U10150	Apco	Santana 30	85-105 hook in	Blue, Good condition	£850
px	U10135	Apco	Santana 32	100-120 hook in	Violet, good	£750
com	U10120	Apco	Senra 28	70-90 hook in	Excellent condition, 30 hrs	£600
px	U10173	Apco	Senra 25	60-80 hook in	White Good	£600
px	U10181	Apco	Sierra 28	70-90 hook in	Violet, excellent	£750
com	U10076	Apco	Sierra 28	70-90 hook in	Blue, excellent	£700
px	U10187	Apco	Sierra 30	85-105 hook in	Violet, excellent	£700
px	U10176	Apco	Sierra 30	85-105 hook in	Violet, excellent - 25hrs	£700
px	U10192	Apco	Sierra 32	100-120 hook in	Turquoise, 100 hours	£600
px	U10182	Edel	Atlas M	80-100	Blue, as new	£750
XD		Edel	Live M*	80-100	Flown once!! Bargain.	£1,495
px	U10142	Edel	Space 27	70-90	Yellow, v good	£400
px	U10163	Edel	Space 22	60-80	Pink	£400
xd	U10119	Edel	Confidence L	95-115	White, ex demo, excellent	£1,150
px	U10017	Edel	Saber M	80-100	Green/Orange, Good	£250
com	U10172	Firebird	Ignition XL	100-130	Red, Good condition	£995
com	U10108	FreeX	Frantic Plus M	80-100	Good	£600
px	U10184	FreeX	Flair S	65-90	Yellow	£500
px	U10193	Gin	Bolero	80-95	Blue, immaculate, 50hrs	£950
px	U10191	Nova	Phelix 27	95-125	Blue, immaculate	£1,050
px	U10189	Nova	Carbon S*	75-95	Royal Blue, 25 hours immaculate	£1,150
px	U10186	Nova	Carbon M*	80-105	Yellow, 10 hours! Bargain	£1,150
px	U10183	UP	Groove	95-120	Blue DHV1-2 Serviced 24/4/03 V. Good	£750
xd	U10122	Swing	Arcus S	65-85	Ex demo, excellent, blue	£1,350
px	U10052	Trekking	Odyssey S**	65-85	V Good condition	£250

HARNESSES

	Code	Make	Model	Size	Colour/Condition	Price
px	U11112	Apco	Silhouette Cyg	L	Very good (includes airfoam protection)	£175
xd	U11146	Apco	Silhouette Cyg	M	Brand new - used once!! Inc Airfoam	£225
xd	U11147	Apco	Silhouette Cyg	S	Brand new - used once!! Inc Airfoam	£255
px	U11153	Apco	Contour	L	V.Good. Rear Res. Includes Protection	£200
com	U11133	Airwave	RapAir	M	Inc protection, v good	£175

Can you mix family and flying?

I'm just back from a couple of weeks with my paraglider at Morillon in France, where we had rented an apartment. The flying was easy and varied, the scenery perfect, and most importantly, it fitted in with a family holiday where a good time was had by all.

Morillon is a village in the Grand Massif, about 30 miles south of Lake Geneva. The small town of Samoëns is only a couple of miles away. The whole area relies on the winter skiing business for its prosperity, but is also a great summer holiday base. We drove down, having taken the overnight ferry from Hull to Zeebrugge. I was doubtful about the wisdom of attempting the 580 miles through Belgium and France in one day, but the autoroutes are so clear that it was easy, although the tolls do add up a bit. A good alternative would be to fly to Geneva and rent a car. While we were there in July and early August every day was flyable, although on a couple of days thunderstorms shut things down early.

All my flights were from the Samoëns 1600 launch site (it's a ski station at 1600 metres) – a large gently-sloping meadow where all is not lost if you happen

to screw up an alpine launch. Mornings and evenings give leisurely 3,000 ft top-to-bottoms with mild thermals if you are lucky. Even at mid-day the lift was not intimidating. There are several sites nearby, but the convenience of the minibus 'navettes' operated by a couple of the local paragliding schools to the 1600 site (5 euros a time) was enough to deter me from trying others. It was also a comfort to be able to get good free weather information from the local professionals.

Apart from the flying, the great attraction was the wide variety of other activities which can keep a family occupied. There's a swimming pool alongside the landing field; a couple of forest adventure parks where you can be Tarzan for a few hours by climbing scary rope ladders and whizzing along cables on pulleys; white-water rafting; a lake with a beach and a bar; great mountain biking and superb high-level footpath tours. The French cater very well for children and most of the activities were available in special versions for 8 to 14-year olds. Hannah, who is 11, enjoyed rafting and Tarzaning in well-organised international groups. Of course, there are lots of restaurants to eat out at and a cou-

ple of supermarkets within reach when home catering. English is quite widely spoken. We planned to take a trip on a paddle steamer on Lake Geneva one day, but got the timing wrong and literally missed the boat. I have a nice photo of it steaming away from the jetty at Thonon. Never mind, perhaps next year...

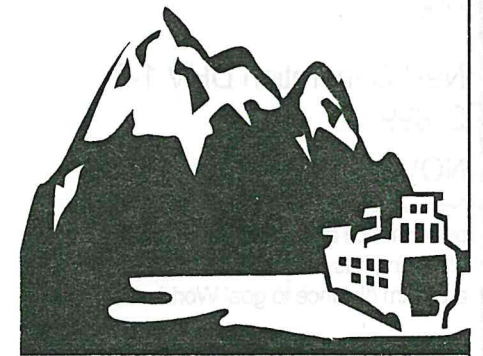
Best memory? Wafting down to Samoëns in the evening, not far behind Joan who was experiencing a tandem flight for the first time. I found some very light convergence on the edge of the valley wind and milked the resulting zeros and one-ups for several minutes before being met with an ecstatic hug in the landing field. Yes, Joan had really loved it!

We stayed in a privately owned apartment in the middle of the village. It could sleep up to ten, but the traffic in the bathroom would then get pretty desperate at times. Six would be perfectly comfortable. There was a big TV with a couple of hundred English videos catering for all ages, and lots of board games too. Only very rarely did the view from the balcony not include paragliders in the air. Cost, £250 per week in summer. My only reservation would be that

the 57 steps to the front door might be a bit wearing if there are nippers of pushchair age in the party. We christened it the Heinz Stairway to Heaven.

If you are tempted by the idea of a stay in Morillon for skiing (that books up early) or paragliding, contact me, Noel, on 0113 2502043 and I will put you in touch with the owner.

Noel Whittall



LOST & FOUND

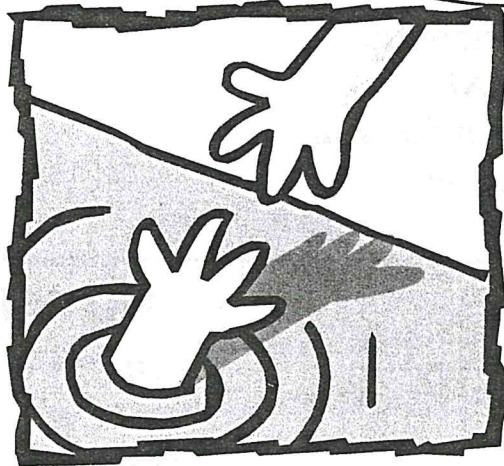
If any members have lost or found any equipment whilst out flying, and would like to try and trace the equipment or the owner, then drop me a line.

CRAIG RICHARDSON
152 CLOUGH LANE
BRIGHOUSE
WEST YORKSHIRE
HD6 3QR
07990 730143
skywords@dhpc.org.uk

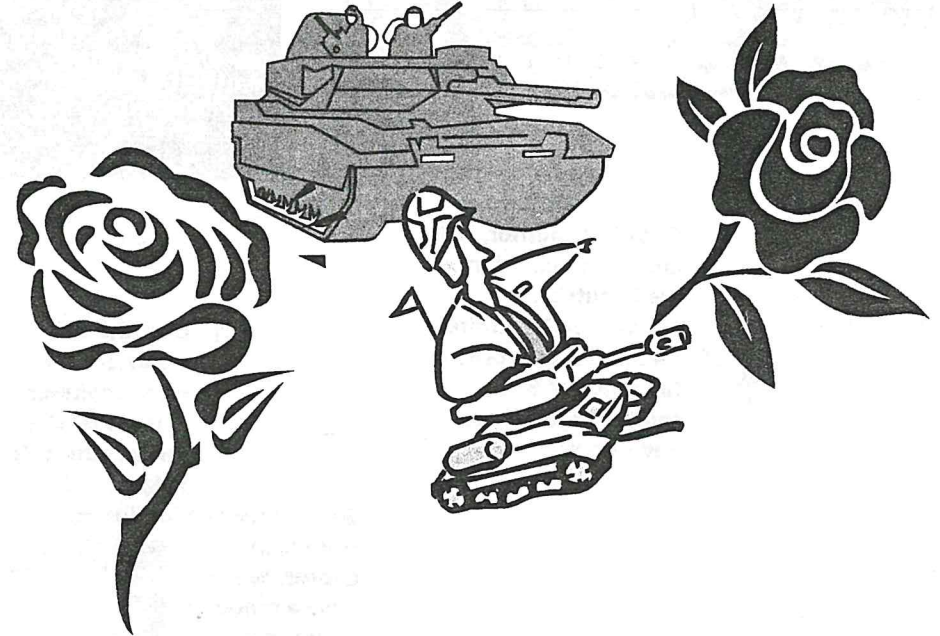


FOUND. Somewhere on a site in the Dales.

I have recently found a piece of flying equipment.
If it is yours you will doubtless want it back.
Ring me and give some details
01229 718 352 (Matt Doncaster)



WAR OF THE ROSES



War of the roses will be held sometime in late September.

The venue this time will be the Dalesbridge centre, just outside Austwick.

On the last two occasions we have come in a second best to the Lancastrians. We have beaten them in the BCC, both this year and last, so lets do it at the War Of The Roses.

The competition is open to both Paragliders and Hang Gliders so lets have a good turn out and show them who are the better pilots

More details will be published once the dates have been finalised.



Since 1988

WE ARE MOVING !
AS FROM 12 SEP WE ARE
MOVING FROM THE CHAPEL
AT BUTERSETT TO DALEFOOT
FARM (LITTLE TAILBRIDGE)
NEAR NATEBY IN THE
MALLERSTANG VALLEY.
OUR PHONE NUMBER
WILL BE THE SAME.

TUITION IN UK

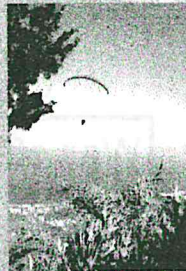
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Cloudbase author, Ian
Curren and based in
the beautiful,
uncrowded Yorkshire
Dales, our team offer a
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DHPC on theWEB

**To keep up with the latest
news log onto**

www.dhpc.org.uk

**Site maintained
by Pete Logan**



**CLUB
NIGHTS**

**The first
Thursday of**

each month.

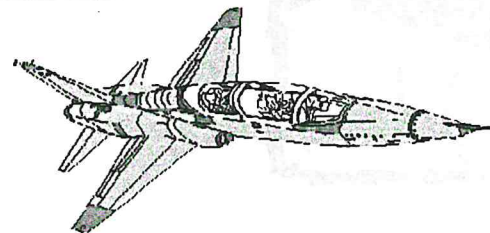
At

**The Riverside Inn
Ilkley**

NOTAM

**Flying mid week
Call**

0800-515544



CLUB CONTACTS

Andy Woods	Various	Ripon	01765 602076
Mark Ashcroft	Various	Wensleydale	01969 663106
CHIEF COACH			
Les Cowling	Various	Howarth	01535 646048
SENIOR CLUB COACH			
Rob Burtenshaw	Sundays	Bradford	01535 643872
HANG GLIDING CLUB COACH LIST			
Trevor Birkbeck	Various	Ripon	01765 658486
Nick Devlin	Weekends	Leeds	0113 2760855
Alistair Irving	Various	Huddersfield	01484 844898
Steve Clarkson	Various	Ripon	01765 607304
Stewart Bond	Various	Huddersfield	01484 841213
Steve Mann	Weekends	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	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

SEPT 4th
Club Night
A talk by our own Les Cowling on constructing a microlite
If he ever finishes it !!!

Oct. 2nd.
Club Night
Yorkshire Air Ambulance crew visit and presentation.

Nov.6th.
Club Night
A.G.M.

Dec 4Th.
Auction Night



Inside this issue:

CHAIRMANS CHAT	Page 4
HUMOR PAGE	Page 8
WAR OF THE ROSES	Page 9
CAN YOU MIX FAMILY & FLYING	Page 12
LOST & FOUND	Page 16
SITES NEWS	Page 18
XC LEAGUE	Page 20/21
CLUB CONTACTS	Page 22
WINGS & THINGS	Page 24

CHAIRMAN'S CHAT

The Insurance Saga develops

You may already have heard about this but the BHPA has been informed that from Sept 1st, insurance claims for personal injury against schools, instructors and dual pilots will be limited to payouts of £25,000; the 3rd party liability cover of £2 million will remain the same.

This is the result of the fact that there are 3 large claims for personal injury currently being processed through our insurers so they are crying "enough is enough". I asked Mark Dale whether the accident where Mark Levine crashed and made his girl dual passenger quadriplegic had affected the situation and he said "No – that accident was with a previous insurer and is just about to be settled" – not a good record and one that I am sure all the insurers will be aware of through a common database.

So what effect will this have on current pilots? A great deal – Dean Crosby has already decided to close his school from Sept 1st and I imagine that there will be many other school owners following suit. You can therefore expect

many fewer pilots to be being trained and coming into the sport, meaning that there will be fewer people to sell your second hand wing to and that clubs will diminish in size and paragliding (as hang gliding already has) will start on an ever-decreasing spiral of numbers of pilots in the sport.

Is this part of the "Claim culture" that is racking through the UK after being imported from the States? Or is the "Claim culture" now being reversed, possibly demonstrated by the fact that 2 companies that have promulgated this drive, ie. Claims Direct and The Accident Group, have both gone to the wall.

I don't think so – if someone has had an horrific accident resulting in paraplegia, or worse, quadriplegia then looking after them is going to be very expensive and so it is reasonable to expect a claim to be made. On the other hand, several people have said to me "In past time, if you chose to participate in dangerous sports, which all types of flying are, you shouldn't expect to be compensated by an insurance claim in the result of an acci-

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	38.5	37.8	33.4	24.0	19.3	10.2	163.2
2	Jake Herbert	43	24.9	24.1	23.9	23.3	9.9	149.1
3	Chris Fountain	32.2	28.7	25	22.7	13.6	10.1	132.3
4	Harry Harrison	29.5	26.0	21.6	20.9	16.1		114.1
5	Graham Laycock	31.3	10.1	9.8	6.5			57.7
6	Steve Mann	34.4	12.4					46.8
7	Gus Hurst	32.2	14.5					46.7
8	Andy Williams	32.5						32.5
9	J Goldsborough	20.0	11.4					31.4
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