

# The Dunstable Hang gliding and Paragliding Club

## Spring 2006 Ups and Downs

Pictures from Flo:



# Election victory shock horror.

A middle aged man was rushed to intensive care from the Dunstable Cricket club following an incident at the AGM of a local air-sports club.

In a statement given later, the man said 'I'd only come along to keep warm and save some money on my central heating. I was standing listening to a nice lady asking for nominations for a new chairman and attempted to step backward in the traditional manner. Someone had tied my shoelaces together and on losing my balance I was helped to a seat near a large table. It was then that I noticed that everyone was looking at me. The trauma caused me to lose my memory and coming round I thought it was several years earlier when I was the DHPC chairman. After conducting the meeting, I checked the calendar and found to my horror that it was 2006.' Medics also attended a heavily pregnant woman who was wheeled from the building muttering 'Gotcha you bastard' between bouts of hysterical laughter.

## **A message from number 10** (Oh alright then 9A But it's very close.)

**From the Rt Hon Matt Moore PM**

( Retired Honda salesman. I don't get up until noon )

Firstly let me take this opportunity on behalf of the club to thank all of the 2005 committee and particularly our Chairman Helen Spall for their fine work in the previous year. Helen tells me the ride wasn't too bad that time round. Secondly I'd like to thank all those public spirited individuals who signed on for this session and especially so, those who put their hand up for the first time. Welcome to the real world.

We all have our little ways of doing things and I'm no exception. Some of you with longer memories might recall that I have had some previous experience of most of the committee posts including that of chairman. In light of that, as a general rule, I prefer to take a hands off approach and allow committee members to get on with their jobs with as little red tape and as short committee meetings as we can reasonably get away with consistent with properly discharging our duties.

I will of course make myself available should any members have any issues they think need raising, and I append my phone and e mail details below.

As you may be aware there is some controversy in the press regarding party funding. I want to make our position on this perfectly clear. There will be no sleaze in this administration. That said, should anyone wish to make substantive 'loans' to DHPC funds via our party organiser Adam Collis, there is nothing underhanded in this and such loans can not be a bar to promotions. Of course Mr Collis will inform me of these public spirited gestures and as head of the promotions committee, it would be wholly unnatural not to take such considerations into account. As the law stands and in line with our tradition arrangements regarding the workload of our treasurer, it is neither necessary nor desirable to trouble Mr Pete Large with the details of these transactions.

Fly safe

Matt

Home 0208 367 8068 [mattmoore@btinternet.com](mailto:mattmoore@btinternet.com)

### **Club dates for your diary:**

**Come to the clubnight on the 12<sup>th</sup> April 8:00 pm**

**Charming old pub "Farmers Boy" in quaint Kensworth village.**

**There will be also be some old farts in there holding a committee meeting for part of the time but don't let that put you off; come and have a grumble.**

# PILOTS OF THE CARIBBEAN Tom Kane



A Doctor friend of mine once told me that most free flight pilots are “sad”. Being in his forties I thought perhaps he was having a mid life crisis and trying to speak urban slang!

But in fact he was referring to **Seasonal Affective Depression**, maybe this is why so many of us feel compelled every winter to board aircraft with our kit in tow, and travel half way around the world in search of some sunshine.

The past 3 winters I've migrated south to the Canary Islands for my winter fix, but last autumn I spotted an ad for a brand new competition to be held in the Dominican Republic. Sponsored by Ozone it was to follow the very popular format of the Chabre open as a “fun serial class event”. The focus of the competition was on pushing your abilities in a controlled and organised environment.

The tasks set were suitable for pilots flying DHV 1, DHV 1/2 and DHV 2 gliders but without holding back those on open class wings. On hand all week offering advice and support was Jocky Sanderson, and as we all know if Carlsberg made instructors it would be Jocky!

Registration cost £260 which included the right to compete, 7 nights accommodation in a Hotel, breakfast, lunch bags, transportation and retrieves, and a lottery ticket with the 1<sup>st</sup> prize of a brand new Ozone glider! Return flights to the DR were on sale Christmas day for as little as £105!

I got a direct charter flight from Gatwick to Punta Cana, the biggest 5 star resort in the world; a series of purpose built all-inclusive resorts on the East coast but it couldn't be further from the area where the competition was being held. I spent my first day on the stereotypical Caribbean beach in Cortecito; palm tree's, white sands and clear water.

The next day included a 4 hour bus ride to the capital Santo Domingo where I transferred for the 3 hour trip to the competition base camp which was in the rural town of San Juan De La Maguana. Sunday night there was a briefing & welcome party.

## **The competition.**

DAY 1 (30-Jan-06)

The first day got off to a slow start due to a strong SE wind.



The Acro twins kept everyone entertained on launch.



By about 2pm the wind had decreased to a tolerable level, with nice lulls. Thermals were slightly windblown and disorganized. Due to the stability of the conditions, most of the field landed close to launch.

## DAY 2

Although cirrus and lenticulars on the horizon in the morning made it seem as though the wind would increase, the afternoon brought a relatively light wind and an increase in cumulus activity. Most pilots got away from the hill and flew XC under a classic sky, with cloud base at 2200m and cumulus stretching along the ridges. The main launch is situated near a line of convergence that typically sets up just to the west, and provides excellent opportunities for crossing the wider sections of the valley.

## DAY 3

Conditions continued to improve with more instability and clouds. It was an epic XC sky, with cumulus topping the lengths of the ridges and even scattered about the valleys, which worked well for some of the pilots who flew triangles into to the flatlands of the Valle San Juan. Temperatures at cloud base were so mild that it was possible to fly in just shorts and a light jacket.

## DAY 4

The morning began with low clouds and an overcast sky. By about 11:30, cumulus was developing all along the ridge tops and cloud base had risen to over 2,000m. At the morning briefing, Jocky warned us of the possibility of over development, so pilots launched early and began flying XC in several directions. The beauty of the open distance scoring system is that you can fly in any direction you choose, with no tasks, goals, or turn points! Just fly XC.



This allowed pilots to fly where and when they wanted, without having to fly into headwinds to reach difficult turning points. This was by far the best day of the competition, and pilots were rewarded with long, high scoring flights, including a 117km out and return by one of the Slovenian pilots.

## The Slovenian twins



## DAY 5

Strong southeast winds saw the day cancelled by 11:00.

## Day 6

Another small front delayed the start of the day, but by 1:00 we were loading our gliders onto donkeys for the hike up to Las Aguitas. Burros and ponies carried the gliders, whilst we made the 30-minute hike to the southeast face above the valley. The wind was strong and low clouds and mist kept the tropical heat at bay. By 3:00 it was apparent that the weather wasn't suitable for a valid task, but some pilots enjoyed ridge and thermal lift before the valley wind became too strong.



We arrived back in San Juan with just enough time to rinse off the dust and get ready for the Fiesta Dominicana at the Hotel, lots of Salsa dancing and Rum consumption.

## DAY 7

Prize giving. The field was divided into DHV categories, so pilots were competing with others who were flying wings in their DHV class, and prizes were awarded appropriately. A truckload (literally) of prizes were passed out, and everyone at the awards ceremony won something! Dunstable's very own flying veteran John Cardiff bagged the DVH 2 category and was only beaten by open class gliders in the overall standing.

One thing that must be said about the DR is that the people are amazing. I have never seen anyone so happy to have us land in the middle of their crop, or near a herd of their cattle. The reaction is always the same- a huge crowd of screaming happy children and smiling adults. Every landing is a reminder of why we love flying XC in a foreign country: the adventure isn't over when you land. The pleasant, helpful attitudes of the locals made retrieves very simple.

Even when landing out on a dirt track far from the main road, it is likely that you will catch a ride on a burro to the nearest moto-concho (motorcycle taxi), which will then take you to a GuaGua (mini-bus) which will take you straight back to the hotel, all for a few pesos.

The organization had an excellent retrieve system in place with a fleet of army trucks, but many of us opted for the more adventurous and enjoyable system of getting home using local transportation. It adds to the overall quality of the XC flight.



If Ozone is to repeat the comp next year I'm sure it - like the chabre open - will be sold out in a matter of weeks. Anyone taking part would not be disappointed as the organisation is run with military precision and flying potential is huge.

A gallery of pictures, taken during the comp, are available by simply click the following links.

<http://www.creativedesign4u.com/photos/RepDominicaine/index.html>

<http://www.bsa-wmd.co.uk/DominicanRepublic/>

Tom Kane.

And from John Cardiff:

After the comp I stayed for another few days in the sun at Boca Chica...



## The British Clubs Challenge (BCC)

Hi All,

The British Clubs Challenge (BCC) is an informal comp that's designed to encourage paragliding pilots to improve their flying and cross country skills.

Teams from across the UK compete against one another in a series of rounds during the flying season.

Any pilot with CP rating (PLUS 15hrs) or above is encouraged to take part. There are no limits on numbers so any pilot regardless of experience is welcome to compete.

The competition has been designed to encourage paragliding pilots to improve their flying and cross country skills through a friendly yet competitive coaching environment, by competing in teams against other clubs.

The primary pillars underlying the competition are flying, fun and safety.

The aim is to encourage teams to visit other areas of the UK and fly new and different types of sites to help improve the scope of their flying abilities.

At the same time pilots will have the chance to learn from one another, exchanging views and ideas on the continual improvement of skills and the sport.

Check with the BCC web site: [www.flybcc.co.uk](http://www.flybcc.co.uk)

**1st round of the BCC Dunstable have entered will take the place in SE Wales on the 15th April.**

Further rounds will take place during the coming months with finals for the qualifying teams being held on the 3rd of July.

Anyone wishing to take part or just to be kept up to date could please confirm via email [kane73@supanet.com](mailto:kane73@supanet.com) or telephone/SMS Tom 07863 562760 .

Teams are limited to 6 pilots, so in the interest of fairness it's the 1st 6 pilots who confirm who are guaranteed a place. If there is sufficient interest in taking part a second team could be entered for these or future rounds.

Hopefully a competition page is soon to be added to the club website giving details of all forthcoming BCC rounds & results, Dunstable pilot positions in the UK XC league, 2006 best distances flown from DHPC sites...

Tom Kane.

## Pilot Exam Lectures.

I am considering running the three pilot exam lectures and the exam itself some time this year, but I'd like some gauge of the numbers of people who would be interested.

For those of you not yet pilot rated, the pilot rating allows you to officially fly cross country or fly on non club sites, given no other restrictions apply. It also gives a slight discount on BHPA membership and the option of entering some of the comps. The lectures and exam are designed to teach and test some more detailed theory than that you learnt during the Club Pilot training and exam and should give you the some of the required knowledge to fly safely away from the club hill.

There are three parts to the exam and three associated lectures, weather, airlaw and theory of flight. Attendance at the lectures is not required to pass, but it does help. The exam is much more detailed than those you took at EP and CP and you are given 2 hours to complete it. It's still mostly multiple choice but there are some calculated and written responses required. In order to pass you must pass each of the three sections with the pass mark set at 70%.

You need to have achieved all of the flying tasks in the BHPA booklet before undertaking the exam. You may have achieved the tasks but not had them signed off by a coach. If this is the case you would need to find a coach or instructor who can either check your log book or has witnessed your flying so they can confirm you have achieved the task. This is a prerequisite for taking the exam as the exam should be the last task achieved before being granted pilot rating.

We would most likely run the lectures on three consecutive Wednesday nights with the exam taking place on the fourth Wednesday but as yet I have no specific time of year in mind. Location would most likely be the Cricket Club near Dunstable. It all depends on interest.

Could those who are interested please let me know via email at [graham.ballard@btinternet.com](mailto:graham.ballard@btinternet.com) or telephone on 01908 665773:-

1. If you are interested in attending the lectures and the suitability of the suggested times/place (Wednesday evenings Cricket Club, time of year as yet not defined). Please suggest alternative times if these don't suit.
2. Interest in doing the exam and again suitability of the suggested times/place.
3. When in the year you would prefer the lectures and exam to take place. This should be based on whether you have achieved or think you will achieve the flying tasks and will have time to study.

### Club committee:

Chairman	Matt Moore	0208 3678068
Secretary	Tanya Ephgrave	07971 522192
Treasurer	Pete Large	01844 214854
Membership	Keith Clapson	0779 3818875
Safety officer	Kenny Eaton	01908 604621
Webmaster	Russell Lancaster	0778 7770398
Social secretary	Adam Collis	01582 629594
Newsletter	John Cardiff	07870 374021
PG Lead Coach	Graham Ballard	07742 598636
HG Lead Coach	Andy Scott	0208 9598117
PG Comps	Tom Kane	01525 385177
HG Comps	Gary Freedman	01923 858287
Dunstable site liaison	Greg Leveridge	01525 715656
LGC & Sharpenhoe liason	Martin Sims	01525 633536
Chinnor Site liaison	Markus Kinch	01296 434714
Auditor	Bill Bell	01727 858698

# Safety Matters:

## Important change to Hang glider top landing approach.

The new Visitors centre building will be significantly affecting the airflow in the area of the south hang glider landing field. Pilots are warned to ignore previous advice on southerly approaches and avoid flying through rotor behind the building. This will entail a much sharper final turn into the field and more height should be allowed to complete this safely.

Advice in the site guide with respect to hang glider approaches in a north-westerly will be revised and published in due course.

Dear All,

The following safety notice has just been released from the DHV  
It relates to a very serious flaw in the design of some UP PG Harnesses...  
**If you, or anyone you know, fly an UP harness.. TAKE NOTE !!**

The following safety relevant technical notes concerning hanggliding or paragliding equipment have been published on dhv.de:  
Airworthiness advisory Paraglider harness UP Pamir DHV GS-03-0258-02,  
UP Teton DHV GS-03-0291-04 "

Airworthiness advisory  
Paraglider harness UP Pamir DHV GS-03-0258-02, UP Teton DHV GS-03-0291-04

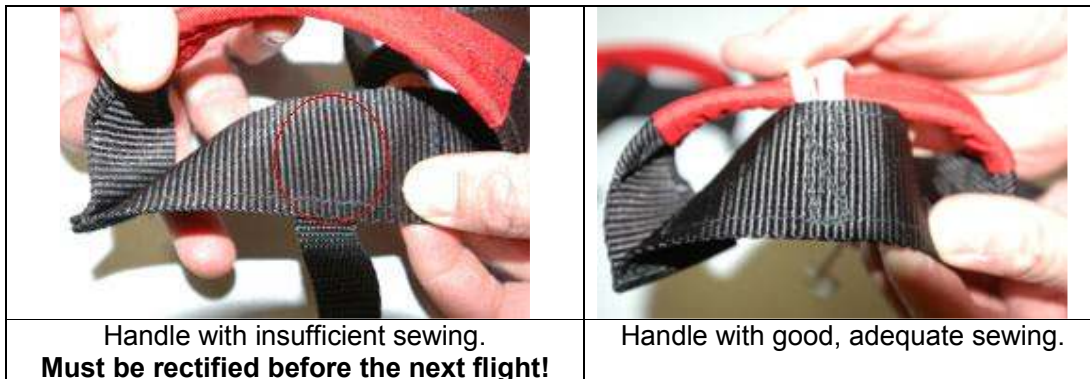
Routine checks on harness models Pamir and Teton have revealed defects on some of the deployment handles for reserve parachutes. On the defect handles the release pin was not correctly sewn to the handle (see picture).  
Should the release pin become detached from the handle, a successful reserve deployment may be hindered or impossible.

In agreement with the manufacturer UP International GmbH the DHV has issued the following airworthiness safety advisory:

1. On all paraglider harness models Pamir and Teton, the emergency parachute deployment handle must be checked before further use.
2. Defect handles must be professionally repaired. Repairs will be performed by UP International GmbH, D-82431 Kochel or from a UP designated workshop.

Picture 1: Handle with insufficient sewing. **Must be rectified before the next flight!**

Picture 2: Handle with good, adequate sewing.



These airworthiness requirements are valid from publication of the NfGH Notices for hang glider and paraglider pilots. The safety requirements must be fulfilled before the equipment is re-used.

Gmund, 31.03.2004  
Klaus Tänzler  
Managing Director

### **Spring Thermals : It's That time of year again !!**

The flying season is upon us. Thermal activity is increasing and at this time of year is characterised by small, rough, powerful, thermals.

These can often catch a less-than-fully-current pilot unawares, or cause him or her to make abrupt and steep turns to stay in lift.

Meanwhile, most pilots are at their lowest state of proficiency: out of practice, perhaps somewhat unfit, certainly inexperienced in hacking it in the rough stuff.

This is a recipe for accidents, and statistics confirm that springtime gives rise to many loss-of-control incidents in all regimes of flight.

My advice to all pilots is to be careful to fly in conditions within your abilities, to be very cautious of thermal activity and its associated turbulence (both on the ground and in the air), to be extremely careful when flying in a confined space with even a few other pilots, and to carefully and thoroughly check all your equipment before launching.

Less-than-current pilots are the risk group in free flying; and the spring sky is as rough as it gets.

### **Take extreme care until you get your hand back in!**

Kenny "The Unsafe Safety Officer"  
Hughes Network Systems (Europe)  
tel: +44 (0) 1908-425305

The function of Man is to live, not to exist.  
I shall not waste my days trying to prolong them,  
I shall use my Time  
-- Jack London

PS:

Weatherjack 4 today and 5 tomorrow...  
why am I at work !!  
(oh yeah.. I remember now.. I broke my ankle !!) :-)

All safety issues should be reported to the Club's Safety Officer, Kenny Eaton. 01908 604621

**REMINDER:** Would people PLEASE remember: there is no landing allowed on the LGC field. If you land there in an emergency, pack up at the edge of the field, and PLEASE see an official to apologize. Most of the LGC members (who pay a yearly fortune) rightly see us as trespassing on private ground. Help us to keep our good but fragile relationship.

### **Send 'em in**

If there is anything in particular that you want to see in this magazine or have any inspirational flying or holiday stories you would like to share, or place your WANTED and FOR SALE ads, please drop me a line at:

[newseditor@dhpc.info](mailto:newseditor@dhpc.info)

**Please note: All current Small Ads will last three months until the next newsletter unless you let me know that you want to keep it until the next time. Cheers**

## For Sale:

### Digifly Flyer Vario

As new, used half a dozen times. This vario is packed full with features, it introduces characteristics and functions that have no comparison on the market. Ideal for all the pilots who don't want advanced functions

3 Altimeters • Stall Alarm • Last 100 Flights Memory • 200 Hour Battery Life • IntelliVario • Averager • Total Energy Compensation • Air Speed Indicator Facility • Barometer • Auto Start Record Function • Adjustable Units • 200 Hour Battery Life • 2 Year Warranty • Plus More!

RRP £170

**Wanted £119**

**Tom**

[kane73@supanet.com](mailto:kane73@supanet.com) or 07863 562760

### Dunstable Bush Bosh

Thank you to all those who were able to make it to the scrub clearance on the Downs on March 19th in response to my e-mails; about twenty in all and apologies that I cannot remember all your names to thank you personally.

A good days work was done by all and a sizable chunk of the bushes by the paraglider launch have been removed. Most of the popular roosting perches have been removed so hopefully tree-landing trophies will be a little harder to come by this year. Unfortunately due to time constraints we were not able to remove all the bushes that have been causing turbulence on the takeoff so please take care when launching and also be aware that there are stumps in the newly cleared area (awaiting poisoning by the Trust) that may hurt you if you land on them! We will be trying to organize a further clearing session in the autumn/winter after the leaves are off the trees but in the meantime it would be useful if pilots could report how the recent work has effected the airflow over the takeoff so that we can target the appropriate bushes when we are next back there with the saws.

Happy flying

Greg Leveridge  
(Site Liaison)

More pictures from the Dominican Republic:

Dressed up for the visiting pilots



Family outing



## DHPC Coaching Scheme

The Dunstable hang Gliding & Paragliding Club has an active coaching scheme which aims to help new low airtime pilots in a club to gain enough experience to safely fly unsupervised on any site throughout the UK.

The main coaching done throughout the club is just to come out flying with either the club coaches themselves or talking/flying with more experienced pilots. It's no use just sitting at home every weekend with the ink still wet on your Club Pilot certificate, just waiting for someone to phone you to come flying. **You** must get in touch with the coaches on a Thursday or preferably Friday night, after the evening weather forecast, to find out where everyone is going at the weekend. We leave it entirely up to you to get in touch with us!

By flying regularly this is the only way you are going to progress in this sport - the majority of low airtime pilots joining our club drop out in the first year. We never see you at the top of the hill on good flying days! Where are you? You have spent over £2000 on lessons and a new glider, yet you never come flying. Why?

Lesson 1: Contact the club coaches on a Friday night

Lesson 2: Meet the following morning

Lesson 3: Travel with a more experienced pilot/coach who can take you to other sites that he/she knows well.

Lesson 4: Spend the day flying!

Lesson 5: Try to wipe the grin off you face that evening after a great day!

**Contact any of the club coaches listed below, they will be only too pleased to give any advice needed.**

<b>Paragliding Club Coaches:</b>	<b>Graham Ballard (Lead Coach)</b> , Milton Keynes	<b>Mob:</b> 07742 598636	P
	<b>Kenny Eaton</b> Milton Keynes	<b>Mob:</b> 0794 970 9097	P
	<b>Tanya Ephgrave</b> , Milton Keynes	<b>Tel:</b> 01908 201194 <b>Mob:</b> 07971 522192	AP
	<b>Pete Large</b> Thame, Oxfordshire.	<b>Tel:</b> 01844 214854	AP
	<b>Vince Wakefield</b> Welwyn Garden City.	<b>Tel:</b> 01707 890741 <b>Mob:</b> 07968 320564	AP
	<b>Helen Appleton</b>	<b>Mob:</b> 07970 404036	P
	<b>Steve Meadowcroft</b>	<b>Tel:</b> 01234 720012 <b>Mob:</b> 07836 756810	P
	<b>Keith White</b> Bushey, Herts	<b>Tel:</b> 020 8386 7841 <b>Mob:</b> 07968 900068	CP
	<b>John Tring</b> Hitchin, Herts	<b>Tel:</b> 01438 833215	P
	<b>Vince Fenlon</b> Dunstable, Bedfordshire	<b>Tel:</b> 01582 667332 <b>Mob:</b> 07831 216411	AP
	<b>Hugh Ginty</b> Edgware, Middlesex	<b>Tel:</b> 0208 906 1640 <b>Mob:</b> 07773 293594	AP
	<b>Richard Greaves</b> Totternhoe, Beds.	<b>Tel:</b> 01525 221283 <b>Mob:</b> 07776 346086	AP

<b>Hang Gliding Club Coaches</b>	<b>Andy Scott</b>	<b>Tel:</b> 020 8959 8117
	<b>Paul Seminara</b> Chalfont St Peter, Bucks	<b>Tel:</b> 01494 873888
	<b>Matt Moore</b> Enfield Middlesex	<b>Tel:</b> 0208 367 8068
	<b>Bill Bell</b> St Albans, Hertfordshire	<b>Tel:</b> 01727 858698 <b>Mob:</b> 07768 028899
	<b>Gary Freedman</b> Radlett, Hertfordshire	<b>Tel:</b> 01923 858287

Graham Ballard  
Lead Club Coach

