

The Dunstable Hang gliding and Paragliding Club

August 2006 Ups and Downs



Any suggestion that the person, who kindly donated these pictures, is bitter about being outvoted at the last AGM, is completely untrue.

Urgent communication from BHPA to all members – CAA transponders proposal

As some of you may be aware the UK CAA is carrying out a consultation into making it compulsory for ALL aircraft to carry a working Mode S transponder when flying anywhere in the UK. The change is due for implementation in 2008. **Responses to CAA required by all BHPA members by 29 August.**

<http://www.caa.co.uk/ModeS>

The consultation does talk about exemptions, but when viewed against the real world they are pretty impractical and show a poor understanding of our type of flying.

One lightweight transponder does now exist at prototype stage, even though the CAA has yet to issue a specification for manufacturers to work to. This manufacturer expects a retail price of £1000 -£1500. It has a battery life of 4-5 hours.

An annual license fee and servicing costs will also be payable, possibly in the region of £300-£400 per annum.

<http://www.kinetic-avionics.co.uk/LAST.php>

The BHPA was originally planning to submit an official response on behalf of all of its members but a recent change in the consultation process has meant individual responses from the membership are now VERY important. To that end the BHPA is preparing a set of guidance notes which will be published on the BHPA website, hopefully by Friday 11th August 2006. As the consultation close is 17:00 on Tuesday 29th August 2006 this will allow just over two weeks for members to get their responses to the CAA.
TIME IS CRITICAL!

It is critical that you take time to read the consultation document and respond in your own words on the official response form. Guidelines on issues to be raised will be published on the BHPA website. In the meantime background information can be found on the BGA & PFA websites

[Http://www.gliding.co.uk/bgainfo/airspace/transponders.htm](http://www.gliding.co.uk/bgainfo/airspace/transponders.htm)
http://www.pfa.org.uk/mode_s.asp

Small businesses effected by the proposals (all BHPA schools, dealers) are invited to attend a presentation at the CAA in London on 15 August. CAA House (1000-1400hrs) for GA User Groups and Small Businesses. Details from contact at CAA: Max Seaman mode.s@dap.caa.co.uk

An evening presentation is to be held at Lasham airfield 17 August to which all BHPA members are invited. They expect to be swamped with pilots from the ballooning and microlight communities in addition to the gliding fraternity so they need an idea of numbers from the BHPA. Please liaise at a club level and club secretaries contact Lasham (01256 384900) to confirm expected numbers. A few other meetings are mooted in the North but dates and venues are yet to be confirmed - watch the BHPA website, details will be posted as soon as we are made aware.

Make no mistake, this could well signal the end of cross country flying as we know it in the UK. Even if you aren't an XC hound you WILL also be affected.

Please read the CAA proposal carefully and submit a reasoned response on the proper form by the deadline of 17:00 on 29 August - remember BHPA guidance will be on the website www.bhpa.co.uk . The CAA change has made the time scale unreasonable but the CAA will not consider changing the closing date.

If things do not go our way we may yet be asking you to contact your MPs, but please do not do anything yet.

Thank you.

FSC Airspace Panel and Martin Heywood, BHPA Chairman. 3rd August 2006

2006 Manx Paragliding TT

From Keith Clapson

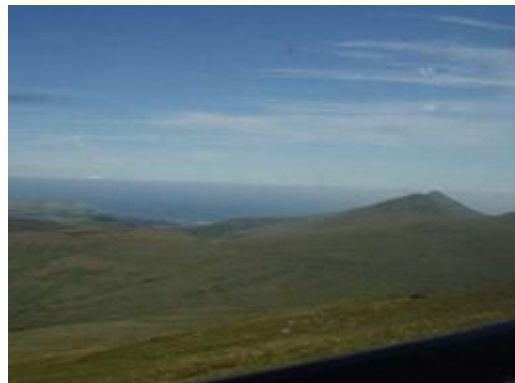
Four intrepid paraglider pilots: myself, Gary Cooper, Tom Kane, and Keith Wood from Sussex, set off from Milton Keynes by car on Friday lunch time. The traffic on the M6 from where the toll road ended was terrible; turning what should have been a three-hour drive into just over 4 hours to Liverpool. Upon arrival, we abandoned the car in an NCP car park and just managed to catch the ferry and cross as foot passengers to the capital of the 33 by 11 mile Isle of Man, Douglas.



Held on the weekend of the 15th/16th of July on the Isle of Man, the Manx Paragliding TT consisted of three tasks.

The weather was hot, sunny and inverted. Not ideal for flying cross country. However, Chris Dawes of Airways Airsports managed to set some interesting tasks.

All three started at the highest peak on the island, Snae Fell at 1086ft. All the transport was provided by the Isle of Man Club and we were picked up both mornings outside the hotel by coach, taken to the bottom of Snae Fell where we caught the electric tram to the top. The other end of the day was taken care of with equal efficiency with retrieve from the designated landing fields by the coach for the first two tasks and the local club members running around in their 4x4s for the third task. I hadn't even got my glider into its bag before a rather nice BMW X5 appeared at the roadside to pick me up!



Saturday and Task One

This was like a mini XAlps. The distance was about 8km but with the conditions on the day, it was impossible to fly the whole way. So it was a combination of both flying and hiking. And to make matters more difficult, there was a touch and go target at the start and a spot landing target at the finish. 10% extra points were awarded for each target with multiple attempts allowed for the first one. The touch and go involved launching from the hill anywhere above a target which consisted of a thick blue rope laid in a circle with what I would guess to have been an approximate radius of 3 or 4 metres. We had to land in the circle and then either fly or walk out whilst keeping the wing flying.

Now if all that is not difficult enough, what about considering some tactics? For example: If you fail the first touch and go, how many times is it worth walking back up the hill to have another go before you have used up 10% of the points you would have won if you had given up and just got on with the rest of the task? Or, upon examination of the course, weather conditions and what is likely to happen as the day progresses; would it be advantageous to set off early and do loads of hiking or just wait to see if the flying conditions improve so as to reduce the hiking, thus travelling further and faster with less effort by flying?

One of the good aspects of this type of task is that it is achievable by just about everyone, irrespective of flying skill, performance level of glider, weather or level of thermal activity.

The touch and go target was in a really awkward spot. Right on a small edge. And fickle conditions made it very difficult (well, for me anyway). Tom managed it on the second attempt. Keith Wood also managed it after just a few attempts. Gary managed to hurt his knee in a series of events involving some ground handling and going to the rescue of someone else who was getting a good dragging, which unfortunately put him out of the game for the weekend. And some others simply didn't bother with it at all and immediately flew across the first gap to try and make up points with a good time. I've just got a new glider that I'm getting used to. It's a Nova Tycoon, which has much longer lines and swings much further than my previous Nova Aeron. I found the touch and go very difficult and only managed to do it on the 9th attempt. I was obsessed. I was going to get it, no matter how many attempts it was going to take. This in the end ironically turned out to my advantage. I was the second from last leaving the hill to fly across the first valley. But as I had left it so late, the conditions had improved considerably. I only had a short carry up to do before I could take off again. I flew all the way to the finish over the top of quite a few who had left earlier but had as a result ended up deep in the next valley with much longer, painstaking walk ups.

The main lesson for this day for me though, came at the end of the task. Full of elation and ego artificially puffed as I flew over the other stranded pilots, I made one of the most basic of errors on my approach to the

landing field. I misjudged the wind strength and set up my approach downwind of the target. With tremendous relief, I only just managed to squeak in to the right field, never mind be in with a chance of hitting the target. SET UP YOUR LANDING APPROACH UP WIND OF THE TARGET! I'll remember next time for sure!



Sunday Morning, Tasks Two:

Very similar conditions to yesterday. Strongly inverted and very little wind. Chris Dawes was however quietly confident that the inversion might break in the afternoon.

Task Two was a very simple Duration and Spot Landing. A Top to Bottom in other words. A marshal on launch recorded everyone's name and time as they took off whilst another was supposed to record the name and time of landing. The durations varied from about 3 to 7 minutes. I was quite pleased with what my Flytec 5020 had recorded as 5 minutes and 30 seconds. I was to find out later however much to my great annoyance that the launch marshal, in spite of asking my name and me giving it as I launched, failed to record it!

Sunday Afternoon, Task Three:

Task Three was Open Distance and by far my favourite. This almost seemed to be more a task of stamina, attrition and pot luck rather than flying skill. Although I'd like to think there was some skill involved. The inversion was breaking as Chris Dawes had hoped albeit a little later than he would have liked. Cumulus had started popping off the tops of the peaks and it looked as though a thin street might be forming in the direction that we had flown and trekked yesterday. The main lift indicators were seagulls. The wind was almost non-existent; and soaring, although just possible for the gulls, was impossible for us Earth dwellers. But very weak thermals were occasionally coming through. One moment the gulls would be one side of the hill and the next, they would be on the other. Sometimes, they would even circle around the whole circumference of the top of the hill but rarely above the tops of the aerals. But just occasionally, they would all congregate together and start to climb. Slowly, carefully and keeping quite flat until they broke through the inversion and together in a neat column would climb to the clouds and then disappear onwards to wherever they were going. To make matters even more difficult, this didn't always happen in the same place. But as the afternoon progressed a pattern developed and I decided to settle on the side of the hill with the most activity.

Pilots were walking backward and forwards from one side to the other. The sun was beating down and it was hot. They had been leaping from the hill like lemmings, driven off by frustration, heat or being constantly nibbled at by the pesky midges. Whilst sitting on the grass with my glider laid out behind me there was a constant, really loud hum which sounded like a swarm of bees. I couldn't see anything obvious but was told that it was the midges in the grass all around us.

A lot of pilots had given up all hope of climbing out and had headed down the longest valley in an attempt to score with the longest Top To Bottom. As the Window Close time grew nearer, the frequency of lemming leaping increased. Keith Wood, having finally had enough of being eaten alive threw himself into the air and found some lift. He worked it hard and actually climbed to maybe 100' above the top of the hill and then went on a glide. A few others noticed where he had found the start of his climb and again threw themselves in that direction. There were a number of valiant attempts but most ended up in or near the landing field we had used earlier that day for Task 2. Then Tom had a go. He looked so low but came back and started climbing again. Working really hard. Gaining, losing, gaining and losing. The excitement of watching was tremendous. Yes, he's going to do it! Then Oh no, he's losing it again, then yes! He's climbing again! The tension was terrible. It was just then, as Tom finally succumbed to the inevitable lack of lift that I noticed a

solitary seagull doing something that I hadn't seen any of the others do all day. All the others had been circling level, flat and slowly. This one was up on a wing tip. Almost vertical, turning incredibly tightly and going up like a rocket. Well that was it. Alpine launch, run like blazes, shout at the glider to try and overcome its reluctance to get into the air and I'm away.

Well, the rest is history really. After an initial struggle, I climbed to base. Followed the peaks and clouds until I ran out of Island. It was only 9.4km. But still only about 500m short of the Island record! I was the only one to climb out and won the task.

Unfortunately, because the marshal failed to record my name on the second task, I scored zero for it and came fourth overall. I could well have won the whole competition if it hadn't been for that! Well, maybe next year

My thanks go to The Manx Paragliding Club for so efficiently organising a really good flying weekend in spite of the almost unflyable conditions! And to Chris Dawes for setting some imaginative and achievable tasks, again given the difficult conditions. And finally, I hope that by the time Gary reads this, his knee is well on its way back to normal and we'll be seeing him back in the air again!

Fun and games in Portugal.

From John Cardiff



The South takeoff



After a long time on the coach – a group sigh of relief.

Three competitions running one after the other, was an offer I couldn't refuse.

We arrived in Montalegre a few days before the start of the British Open. (I was travelling with Pete Douglas and family). The initial intention was just to fly with the crowd in the first comp, (Portuguese and Spanish). We discovered that due to bad weather, no task had been flown yet, so we could officially register if we wanted to. So we did, why not?

There were 2 contest days, and I didn't exactly shine on both days. Well, it was good to get it out of the system...

The British Open Started.

After 2 days, I was 4th overall, best Brit, best Serial Class, best OAP etc. etc.
The last day came and people were expecting great things, 'Britain expects' etc. – no pressure!

Well, I blew it.

I was on a fast final glide which would have put me perhaps 2nd overall. I needed 7:1 glide, had a tailwind, 600 metres (2000 feet!) too high, 7km to go, when the mother of all sink knocked me out of the sky, and I landed 2km short. Merde.

Fame, riches, prizes, adulation, all gone in a big flush from the heavens. Well, never mind, I'll show them in the following comp – the Dutch Open...

But... shock had set in, and I flew like frightened chicken (but not as fast). The good news is, I got to goal every time but unfortunately didn't set any speed records.

In a couple of weeks, it's the British Open in Ager. I'll sock it to 'em...

The British Clubs Challenge (BCC)

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

Check with the BCC web site: www.flybcc.co.uk

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, and 2006 best distances flown from DHPC sites...

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 apologise. 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.

Illegal parking

The Ranger, who is in charge of looking after activities on the downs, is very helpful to the paragliding fraternity – so far. He has had to speak to some people about going over the barriers the wrong way to park near the paragliding takeoff.

To the few that have been doing this, please stop!

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

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 in. Cheers.

FOR SALE

Gradient Golden - The Star of the Sports Class

Medium (26) 80-100kg all up weight, in blue & white .

Flown 100 Hrs. Still in good/average condition. 2 years old.

Comes with manual, travel bag, and spare lines.

A glider which is a delight to fly as well as having the performance and security for long XCs, even in strong conditions.

Bargain, priced for quick sale £695.

Tom - kane73@supanet.com or 07863 562760

Club committee

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

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 your 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.

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

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

Graham Ballard
Lead Club Coach



If undelivered please return to:
John Cardiff
5 Willoughby Close
Dunstable Beds
LU6 3TF

PACO READ
40, Warwick Drive

Cheshunt
HERTS
EN8 0BW