

The Dunstable Hang gliding and Paragliding Club

June 2006 Ups and Downs

Dear DHPC Members,

This year we're planning to combine the Club's Summer BBQ with a 'Social Weekend' at The Mynd.

In brief:

BBQ at the Long Mynd Campsite 7pm on Saturday 17 June.

Bring your own food and drink.

DHPC provide the BBQ equipment.

Friends and Family Welcome.

Go/No-go decision to take place Thursday 15th June.

Let Adam know who's coming.

Details:

We hope to combine the usual DHPC Summer BBQ with a Social Weekend on Sat 17th & Sun 18th June at the Mynd (Shropshire). Weather willing we hope to get lots of flying done - we have chosen the Mynd because it's an excellent flying site and it's close to lots of other flying sites for different wind directions. If the weather is good but there's no wind then we may have an informal spot-landing competition!

We expect the BBQ to kick off at 7pm. To keep things as simple as possible you will need to bring your own food and drink with you - but we will provide the fires for cooking on.

We have already checked with the campsite at the foot of the Mynd and they should be able to accommodate us. The campsite is near Wentnor in Shropshire. Post code SY9 5EJ.

Here's the Multimap Link:

<http://www.multimap.com/map/browse.cgi?client=public&X=340000&Y=292500&width=500&height=300&gride=339571&gridn=292422&srec=0&coordsys=gb&db=pc&addr1=&addr2=&addr3=&pc=SY95EJ&advanced=&local=&localinfosel=&kw=&inmap=&table=&ovtype=&keepicon=true&zm=0&scale=50000&out.x=6&out.y=4>

The cost per tent is £5.00/night plus £1.50 per person.

Caravans are £12 /night.

For those who prefer a bit more comfort there are plenty of B&Bs nearby.

Because the weather may not be suitable, we will decide whether to cancel the weekend on Thursday 15th June.

If it is cancelled we will let you know by email and/or telephone ASAP.

If you plan to come along please let Adam Collis know you are coming, he can be contacted on adam.collis@ntlworld.com or 01582 629594. Information required is:

1. Your name
2. How many people you're bringing with you
3. How best to contact you to let you know whether the weekend is going ahead or not (email is the preferred option)
4. Whether you are camping or not

Hope to see you there

Regards, Adam

Chairman's Chat

Matt Moore

With the wettest May since 1984 and water companies taking out drought orders, my glider for one, has been severely underused. Despite this we have recently seen an upsurge in new hang gliding members. I can't imagine how to reconcile these three apparently contradictory facts, so I think I'll offer a pint to anyone who can come up with the most plausible or entertaining theory about what is going on. This prize to be claimed at the next club night, please note the change of venue. *

Last month we tried out a new members and low airtimers event at the Farmers Boy in Kensworth. Marshalled by lead coach Graham Ballard, it was very well supported by the club coaches, who ensured that the event achieved its aims. After a brief round of introductions, Kenny Eaton gave us a perspective on the safety aspects of club operations and we moved on to a discussion of strategies and tactics to get the most out of flying the Downs. Later I talked to most of the new chaps and all of them were very appreciative of the whole enterprise. Thanks to all of you who turned out.

On the subject of club coaches, in a little publicised, not to say covert manoeuvre, and after sustained prompting from wiser heads, popular Radlett based turbine enthusiast Gary Freedman finally made an honest woman of the very lovely Ms Isla Grant. Our hearty congratulations go to both, along with our very best wishes for a long and happy future together.

And on the subject of congratulations, past chairman of this club Helen Spall and husband James, have a new son. We understand all are doing well though no firm details of the lad's name were available. Fans of Mr Burns in The Simpsons have their fingers crossed. Again our very best wishes for a healthy and bright future go to all three.

After yet another round of negotiations, Paul Seminara has on our behalf, signed a new Letter of Agreement (LoA). Disappointingly this time, we were not invited to participate until very late in the day and we have registered a complaint on those grounds. There are two main changes to the previous LoA. Firstly, the area previously designated the Dunstable triangle has been expanded south and west as far as Northchurch, to become the Chiltern Ridge Soaring Area (CRSA). Rights and rules within that area are as before. Secondly the airspace north of the Downs around Leighton Buzzard has been altered significantly. This appears to be part of a nationwide airspace grab by NATS, as is evident in a comparison of recent airspace maps with the old ones. Given the amount of commercial clout behind this move, it is doubtful that we could have held it off to any degree. However it was noticed that the LGC, who were in touch at the beginning, at least managed to negotiate their own designated Spin Training Area. We were given no opportunity to argue for some offset against the detrimental effect it will have on Sharpenhoe XC potential.

See the associated diagrams on the following pages:

* **New venue** for the 14th June clubnight.

This time we will be experimenting with the Suffolk Punch in MK. Directions courtesy of Keith Clapson.

Suffolk Punch 1 Lancliffe Drive, Heelands, Milton Keynes, MK13 7PL

Multimap link: <http://www.multimap.com/map/browse.cgi?pc=MK137PL>

For those who know about the grid system Hs and Vs (Horizontal and Verticals), it is on the V7, half way between the H3 and H4.

From M1, J14:

Take A509, H5, Portway (a lot of roads in Milton Keynes have three designations) towards Central Milton Keynes (CMK)

Turn right at first roundabout.

Go straight over 6 more, turning right at the 7th onto the V7, Saxon Street.

Straight over the next roundabout.

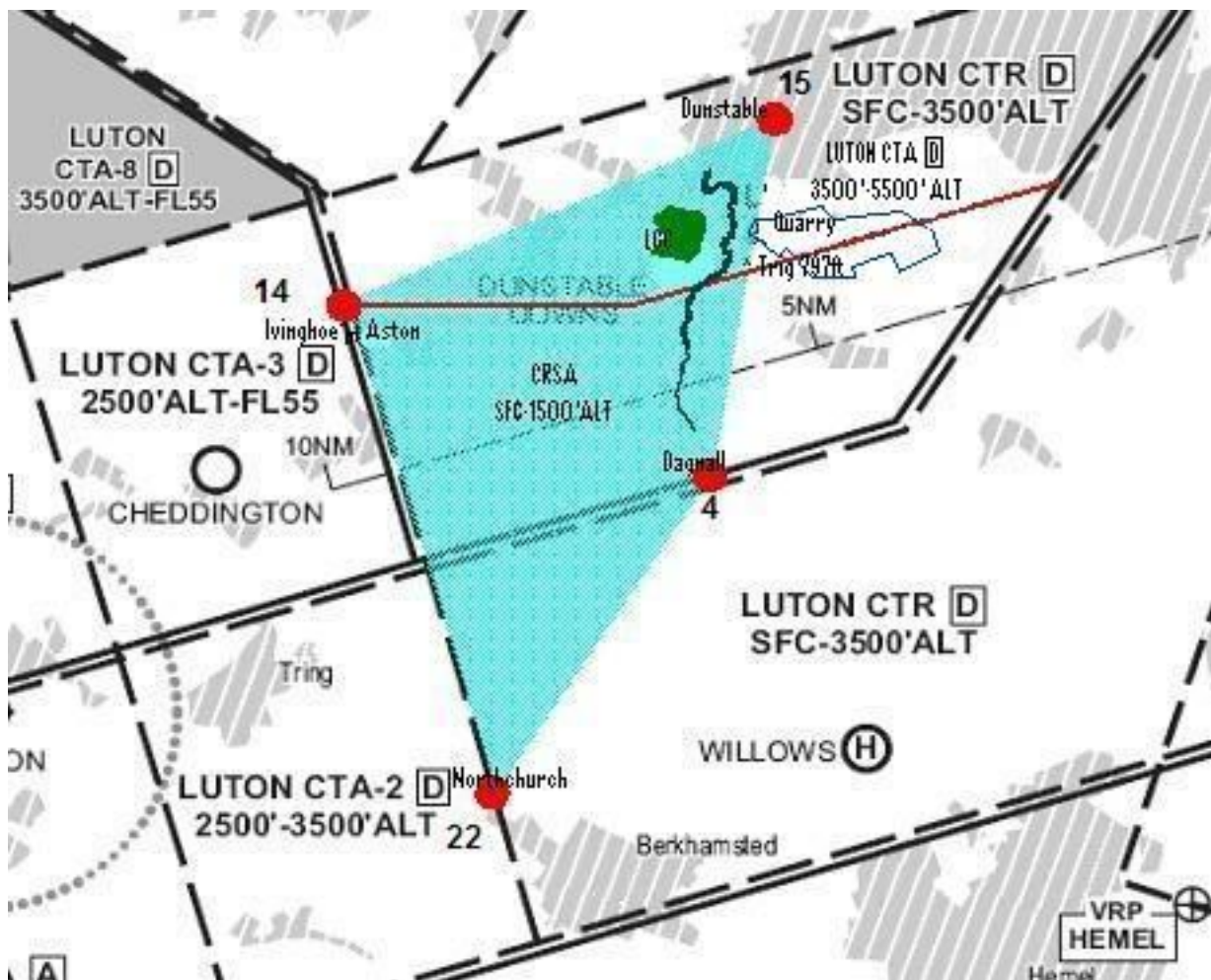
The Suffolk Punch is on your left opposite the BP garage.

From A5:

Take the A422, H3, Monks Way East, signposted Newport Pagnell.

Go straight over two roundabouts and turn right at the third. This is the V7 and the Suffolk Punch is a couple of hundred yards on the right, opposite the BP garage.

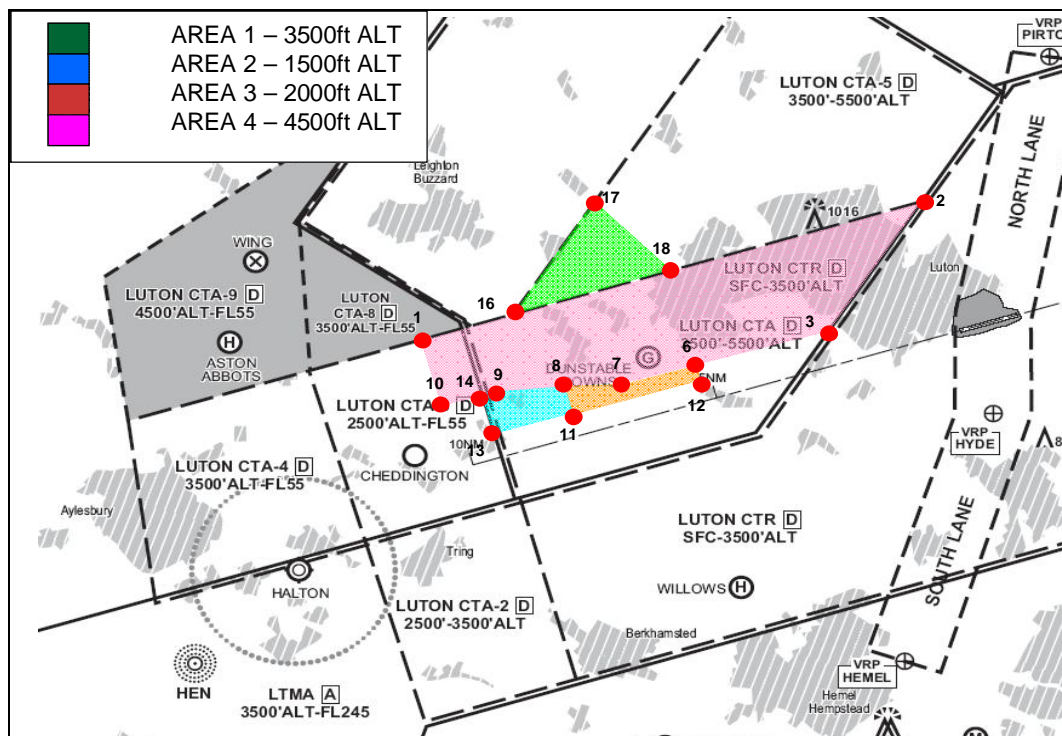
Dunstable triangle expansion:



Important changes to airspace around Leighton Buzzard.

Pilots planning XC flights from Sharpenhoe are advised to familiarise themselves with recent changes to the airspace.

Luton CTA-5, D 3500'-5500'ALT, Luton CTA-8 D 3500'ALT-FL55 and Dunstable Gliding area 4 (Spin Training Area) 3500'ALT-4500'ALT will have a significant effect on route planning. Pages 3, 4 and 5 of the Letter of Agreement refer.



Fly safely
 Matt.

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

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 or telephone/SMS Tom 07863 562760.

Teams are limited to 6 pilots, so in the interest of fairness, the first 6 who confirm 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, and 2006 best distances flown from DHPC sites...

Tom Kane.

The following is an email letter posted to the TVHGC forum. Sounds interesting! (Ed)

Hi all

Just a short email to report on the BCC that took place at Merthyr on Sunday. (28th May)

I read a report on Avon site from Ken W about Sunday and thought I would just give an update about our team.

We arrived and met and were briefed. Went to Merthyr where it was howling. It was reading up to 27mph gust and it was steady all afternoon seldom dropping below 20mph.

A few brave souls on higher performance wings managed to get airborne and gale hung! A few hardies got dragged! Seeing pilots taking off from the lower take off (I would call it the ground!!) a red ribbon pilot was boating about and asking why no-one else was in the air?

The madness really started when listening to a pilot in the air, encouraging a girl on the ground that it was perfectly safe to take off. Within seconds a really big thermal passed through and we all watched in terror as one of the pilots who had just launched, was gradually pushed back and over and into rotor. Very fortunately he managed to get back to the ground without serious mishap. When this was reported to the pilot in the air giving encouragement he announced that perhaps the guy should have bought a faster glider!

I understand that the competition was declared valid when a few pilots got away, which I was sorry for, not because they scored and we didn't, but simply for ratifying a competition that was extremely unsafe, especially when the BCC is considered a novices competition.

Sensibly the TVHGC team decided discretion was the better part of valour and stayed on Terra Firma. We did eventually get airborne, using the lower take off when we thought the day was dying down. I managed to get pinned on the NW point enjoying many collapses and (as Richard pointed out) taking part in my very own SIV course!!! I now need to remember what I had promised to God so that he may be there to help me out next time!!!

I understand that the joint services are loath to call off a competition and it was their call this weekend, I do think however that whoever is the organiser should have a serious think about safety and their responsibility to less experienced pilots. It is OK to say "It is up to you whether you think it is safe to fly", but it was very clear when one of the pilots took off, there was a mass readying of others on the ground to get airborne themselves. At this point Emile's maxim kept going through my mind. "Fly together, die together."

Let's hope it calms down for next time.

Thanks to Mattias (Captain Crisp) for being team leader.

Robert Ager

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

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.

Send 'em in

Everyone is busy flying(!) so no interesting articles or pictures this time.

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 until the next time. Cheers

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 liaison	Martin Sims	01525 633536
Chinnor Site liaison	Markus Kinch	01296 434714
Auditor	Bill Bell	01727 858698

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

