



UPS&DOWNS

The Official Magazine for DHPC Members - Summer 2008

INTRODUCING - Your Chairman

I think firstly I need to introduce myself to those lucky enough not to have met me yet, I'm Keith Worsdell. I have been a born again hang glider pilot for just under two years.



I'm sure you are all aware that the BBQ is scheduled for later this month and it would be nice to see a good turn out with a chance for all socialise. I'm looking forward to meeting many of you for the first time as I'm sure someone will point me out (probably saying the chairman oh! yeh! - it's that (T#<# ER) over there!

In the meantime fly safe

Keith Worsdell

DHPC Chairman

My first dabble with the Hang Gliding was over 30 years ago. A friend had seen an article on it and after reading it myself I was hooked! We found someone in Sussex who was willing to sell two of these flying machines to us so armed with cash off we went.

Once we purchased our flying machines he informed us that we were in luck and that it was flyable at the Dyke giving us directions on how to get there. As soon as we arrived and took a look my knees began to knock. We watched a few take off and a guy helped us rig and gave us some advice.

It was soon my turn to launch by this time my heart was in my mouth and I new what a lemming must feel like. Taking that first launch was just terrifying and as the ground approached and I landed in one piece (how I'll never know) my friend was less lucky he managed to smack straight into the only other glider in this vast field - mine. Nobody was hurt and after a bit of straightening out we went home both convinced that we were super heros and I bored the pants of anyone I could corner. I was hooked. After that we went to a less frightening site and slowly built our confidence at Steyning Bowl.

It all came to and halt when a family arrived and a mortgage. My new hobby was working all hours to bring up two boys and keep a roof over our heads. Now the boys have there own families and the mortgage is paid that urge to fly was back. Only this time it had moved on I'm glad to say with training schools more efficient and safer gliders. Looking back we were the original Dumb and Dumber. I hope as I have got older I have got a little wiser but that's for others to judge.

Since taking up the post as Chairman I have come to see how much time and effort each committee member puts into keeping the club going and trying to keep the site as safe and secure for our members and the public as possible. I'm well aware that some of the more recent decisions have been unpopular however we debated at length and our conclusions were not arived at easily. The committee has taken a lot of criticism but I have come to realise it goes with the job. For myself I just want to see free flying at Dunstable for many years to come.

UK Paramotor Championships

The UK Paramotor Championships took place Northrepps, near Cromer in Norfolk, during Saturday 31 May - Tuesday 3 June. Around 60 pilots took part including a team from Lithuania. Thirteen tasks were flown and only 4 or so props got smashed. We attracted lots of local press, a TV company and Anglia news.

There were different categories for paramotor trikes, powered hang gliders and tandem PGG's. The competition drew a large crowds who were treated to watching the Jap slalom and the Cromer Crab task as well as spot landings.

Results on Page Four

Jon Packham



"There I was...." Flying in Northern Pakistan

From an early age I had always been fascinated with the big mountain ranges of Northern Pakistan, with those exotic names like the Pamirs, Karakoram and Hindu Kush. I loved to read about the various climbing expeditions visiting these high and remote regions and I'd imagine scaling their 8000m peaks like K2 and Nanga Parbat. In the last few years I began to hear about the exploits of pioneering paragliding pilots in this region and again dreamed to go and experience it for myself, albeit this time at the tender age of 40.

But those stories of extreme bivouac trips, flying at hypoxic altitudes in some of the strongest conditions on the planet were a little intimidating to say the least. But then Brad Sander, an American pilot came to my attention. He had been doing some great flying in the area last year and I began to see that perhaps mere mortals like me could also. So with a sense of adventure and more than a little trepidation off I went for a month long flying trip to Northern Pakistan!

In less than 12 hours of travelling, there I was in a jeep with Brad bouncing along the famous Karakorum highway. The glistening ice covered mountain of Rakaposhi (25,550ft) was on my right and I recalled gasping when I first saw the video of John Silvester's incredible flight over this monster mountain a few years back (see <http://uk.youtube.com/watch?v=Bfm5bArmX3U>). We arrived in Karimabad nestled amongst the stunning scenery of the Hunza Valley. In our hotel I met

up with John Silvester, Eddie Colfox and Alun Hughes coincidentally there to do a bivouac trip along the fabled silk route and also a Canadian mountain man and pilot called Josh. I was in great company and I had the feeling that this was going to be a special trip.

**Occasionally
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22,000ft!**

And so it was, I flew higher than I had ever flown before getting height gains of over 10,000ft above take off. With launch altitudes sometimes above 12,000ft it meant that occasionally we were still climbing at over 22,000ft! Brad and I had organised oxygen but I found it a little cumbersome to use and often flew without it. Needless to say I felt a little hypoxic at times and absolutely exhausted after only a few hours of flying. Generally the conditions were strong and sometimes quite turbulent, but it was manageable with a good dose of active flying. I also experienced my strongest climbs with an average of over 8 m/s (1500 ft/min) and peaks of well over 10m/s



(2000 ft/min); if I wasn't too close to the terrain then it didn't bother me too much. That said, getting the first good thermals of the day still needed a fair amount of scratching and sometimes (more often than I'd like to admit) I'd lose it and land after only 10 minutes. As it can be a long jeep ride or even a multi hour uphill slog back to launch it is not something you want to do too often.

There is an incredible amount of relatively safe, XC potential here for an experienced mountain pilot. Virtually all of it is virgin territory as there are only a handful of local pilots and very few visiting ones. There really doesn't have to be any flying over dangerous terrain, places where you cannot glide to get a good landing. You can pick conservative routes that follow ridges and valleys close to roads and rivers. There are plenty of villages that you can glide to if you bomb out and all the people are incredibly friendly, they will often offer you tea and food and welcome you into their homes. If you want inspiration then last week Brad just completed a fantastic and relatively safe flight of 224km from Booni to Hunza, a 9 hour epic to heights over 25,000ft (see <http://www.xcontest.org/world/en/flights/detail:bradsander/22.6.2008/04:19>)

On one memorable XC I flew into a valley and was flushed to the ground in big sink, I chose a beach next to the river to land on that was close to a small village. Unfortunately I got hit with a bit of rotor and landed ungracefully in a small prickly bush. I just lay there on the sand for a while



On XC1
photo by Brad Sander

exhausted, hot from multiple layers of clothes and other paraphernalia. Suddenly a man, still covered in shaving foam, came running down to help me checking me over for injuries. With the help of other villagers he organised everybody and got my glider out of its prickly predicament, packed it and carried it up to where Brad had expertly landed. After seeing both of us land, one of the villagers, with a wry smile, asked if I was

untrained! Humour is universal as they say.

This trip for me was an exploratory one, testing out gear for high altitude flying, getting to know the area and its potential. This is a place that I will visit often, not only for the flying but also to visit the friendly people and to seek out its breathtaking scenery.

Colin Hawke



The 2008 Caribbean Challenge

The Third Ozone Caribbean XC Challenge took place earlier this year in the Dominican Republic. Steve Meadowcroft reports.

I'm always looking for a good flying venue to banish the winter blues during January/ February and this year a visit to the warmer climes of the Caribbean looked a good bet!

I took an extended break to visit the Island which is close (in relative terms) to Cuba and the USA sharing it's land mass with Hiati. Spending a week before the Competition to acclimatise and relax proved a good idea and I took in some Scuba Diving off the Kite Surfing beaches in the North. The people are very friendly and welcoming and you get great value for the money you spend with them.

The comp was a relaxed affair, with all pilots following whatever course they saw fit. No minimum distance and all types of flights being scored.

Jocky Sanderson stood in as Competition Director and his post-flight analysis and lectures added hugely to the experience.

All tasks were set from the Cassabito take-off, between La Vega and Bonao at the tip of the central mountain chain of the island. Conditions were good but not 'classic' and although most competitors scored reasonable flights, few were 'epic'. There were however some notable exceptions shown in the results which follow:

Category 1:

1st. Christos Karalis (GR- Up Profile 22)

Category 2:

1st. Yoshiki Oka (JP- Ozone Geo 2)

2nd. Ron Peck (US - Gin Zulu)

3rd. Chris Hopkins (AU - Gradient Golden 2)

Category 3:

1st. Philip Russman (US - Advance Sigma 6)

2nd. Erik Kolberg (US - Nova Ra)

3rd. Terry Bono (US - Ozone Addict)

Category 4:

1st. Dag Sundman (SE - Advance Omega 7)

2nd. Dale Covington (US - Gin Boomerang Spt)

3rd. Isabelle Laurent (FR - Up Trango 3)

Summer BBQ

The Club barbecue is Scheduled for Friday the 25th of July at the Gateway Centre starting at 7.30pm.

Tickets cost just £10 and all members, partners and children are welcome. The usual barbecue fare will be served including Salad and Vegetarian options

The centre will be selling soft drinks but please bring along any other beverages you may prefer for the evening.

Call or e-mail any of the club coaches for a ticket. You can pay in advanced by Paypal*. Please send your £10 to treasurer@dunstablehpc.co.uk using your normal Paypal account using the send funds option.

Booking Closes Sat 19th July

*please make sure your payment ref includes your name!

Tickets will also be available from:

Gary Cooper: 07840506327

Matt Moore: 07753 123618

Tanya Ephgrave: 07971522192

Kenny Eaton: 0794970909

The first day was won by Phillip Russman on his Advance Sigma 6, with a 21 km FAI triangle.

Task 2 saw Dug Sundman beat the site's distance record scoring a 63 km ride.

Terry Bono won the 3rd day on an Ozone Addict with a 40 km flight along the classic NW route. Yoshiki Oka (JP) came in 2nd on his DHV 1/2 Ozone Geo 2 with a 39 km flight.

Tasks 4 & 5 were unfortunately lost to bad weather.

Steve Meadowcroft

Safety Matters

Sailplanes

1. Pilots of modern high performance HGs should be aware that the performance of these machines very closely matches those of low performance sailplanes. Previously, sailplane pilots would simply view HGs and PGs as stationary obstacles...

This is no longer the case. and pilots of modern HGs should be aware of the potential of being in the same pattern as the sailplanes.

2. Our main potential for an incident is with the tug.

As per the siteguide and your briefing...

- do not overfly the fields low
- when bottom landing lose your height on the Downs side of the fence
- Remember that the tug is flying close to it's stall speed and is also draping a large length of cable beneath it. keep an eye open for it

3. If you do have to make an emergency landing in the LGC you have landed in an active airfield... act accordingly keep it as close to the fence as possible. As soon as you land.. move it to the edge and pack it up clear the area ASAP.

As ever... although the sailplanes appear rather intimidating, our most likely accident is with another HG/PG or the ground. fly high, fly safe, have fun and "keep em peeled"

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Kenny Eaton
Safety Officer - 01908 425305

COMMITTEE MEETS

The DHPC Committee will be meeting next on Tuesday the 15th July 2008 at the Bull Inn, Redbourn.

If you have any issues you would like to have discussed please contact the Club Secretary, Matt Moore, at mattmoore@btinternet.com or phone 02083 678068.

Bollards!

A series of concrete posts have been installed on the Downs by the NT.

PLEASE BE AWARE!

If anyone has an incident please let me know. However they don't move around and they're not in camouflage colours so if you do have a problem you're probably not paying enough attention!

Kenny Eaton

UK Paramotor Championships Results

Open					
Pascal Vallee		France	Adventure Raket	Dudek Plasma	6,849
1	M. Carnet	GB	Bailey 175	Dudek ReAction	6,553
2	M. Chilvers	GB	Jabbair Simo	Dudek Plasma	6,528
3	N. Slinger	GB	Bailey 175	Dudek ReAction	5,819
4	P. Campbell - Jones	GB	PAP Ros125	Paramania Action GT	5,596
Open					
Jason Killian		Ireland	Bailey 175	Dudek ReAction	5,313
5	H. Glasse	GB	Bailey 150	Dudek ReAction	5,192
6	L. Sexton	GB	Bailey 175	Paramania Action	4,899
7	B. Rooke	GB	H&E R120	H&E R120	4,666
8	S. Oliver	GB	Nirvana Rodeo Simo	Ozone Roadster	4,663
9	J. Kemp	GB	Bailey 175	Dudek ReAction	4,280
10	A. Davis	GB	PAP Top80	Paramania Action	4,199
Ladies					
1	L. Turner	GB	Miniplane Top80	Dudek Synthesis	3,395

DHPC Club Contacts

Coaching Panel					
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