



# UPS&DOWNS

The Official Magazine for DHPC Members - Winter 2008

## What an idiot?

...Well, I kind of feel like one.

**I have recently accepted the role of chairman and rather than shake my hand with a smile many seem to give me a knowing smirk and say things like good luck before bursting into laughter!**

Well I'm pleased to report that so far so good. I have been very warmly welcomed by all the committee that I have met so far and all members too.

So, I thought I should introduce myself and let you know a bit about me:

I have been interested in aviation since birth I think, from that very first flight where I was catapulted across the delivery suite to today. I have experienced several forms of aviation in my search for real flying including several light fixed wing powered aircraft, helicopters (which I thought I would hate but loved) and sail planes. But it was Paragliding that retained my attention and is I believe the closest you can come to experiencing real flight. Although one thing I have not tried is hang gliding and I would love to experience it soon. BIG HINT to you HG pilots if you want to organise a hand towing try it out day, count me in!

I am by no means an expert and still consider myself very much a learner ( I currently have 70 hours). I am a CP rated PG and



hope to have my P rating very soon. I am also rated for SPHG and enjoy both disciplines although I confess whenever given the choice free flight still wins.

**So, what qualifies me to be your chairman?**

Well, firstly I think I was the only idiot to put his name forward. But seriously I will do all I can to

serve the club and all its members as best as I can. I love flying, be it PG, HG or dare I say it SPHG! I also love the wonderful people that you meet in this amazing sport. My first PG holiday (where I got my CP) saw me sharing a room with people from all walks of life and backgrounds who if I am honest I probably would not have chosen to be with. But, we were all united by our passion for flying and all perceived boundaries disappeared. I have been truly privileged to meet some fantastic people. So, it is not just the flying but it is also the classless, social boundary less and truly wonderful environment that seems unique to this sport that I really love. I still very much have this passion and I think that is the number one criteria for this role.

...Continues on page four



## The 2008 Ozone Chabre Open

**Tom Kane reports see page two**



## Ozone Rush 2 Test Report

**Garry Cooper decides on his new wing see page three**

# "There I was..."

## ..... A Week in Provence.

### Tom Kane reports on The Ozone Chabre Open.

Larange needs no introduction to the Hang gliding fraternity – but seems to be surprisingly over looked by the floppies - a recent article in a French magazine listed Laragne to Aspres (and back), as one of the five best 'cross countries for all', the article title having been changed from 5 easy cross country's.

Chabre is the best known of the local sites it sits in the Durance valley just North of Sisteron where the Buech joins the Durance in SE France.

The ridge plays host to the most over subscribed competition in Europe – "The Ozone Chabre Open."

The Open is, first and foremost, designed to be a friendly, fun competition. It is aimed at encouraging experienced and inexperienced cross country paraglider pilots to compete in a safe, friendly & stress-free environment even thou it was run as an FIA cat 2.

The expected reliable weather patterns found in provence in early June hadn't quite established in time for the comp. Tasks were set in the knowledge that at best we had a 2-

hour window before the sky over developed in the unstable conditions. Unfortunately the organisation were forced to "can" each task on grounds of safety as there was Cu-Nim development somewhere around the course on each of the days – but good free flight's were still made by avoiding the problem area's.

There was a full programme of extra evening activities including talks and lectures from paragliding skygods -

Ulric Jessop gave a captivating talk about his X-Alps adventures & Australian four times paragliding champion Craig Collings explained his theories on flatland flying. Jocky gave a fantastic last minute lecture on sports psychology after a no show from Russell Ogden. There were barbecues and parties at the campsite every night. The mid week

pizza and Paella night in Ribiers was fantastic fun and the band kept playing, even when everyone had gone home.

After each task Jocky Sanderson worked through the task debrief, using 3d track logs of the day. Every night ended with questions and answers.

Like all flying destinations you need the weather to play its part – thou far from ideal I managed 8hrs over the week. After a reasonable start - I only managed to finish half way down the field after bombing out on task 3.

Larange is one the most aesthetically pleasing areas I've have had the pleasure to fly in – the region has a lot of flying potential, 2WD roads to launch, predictable winds, simple retrieves & big wide valleys mean I will defiantly be returning next year.

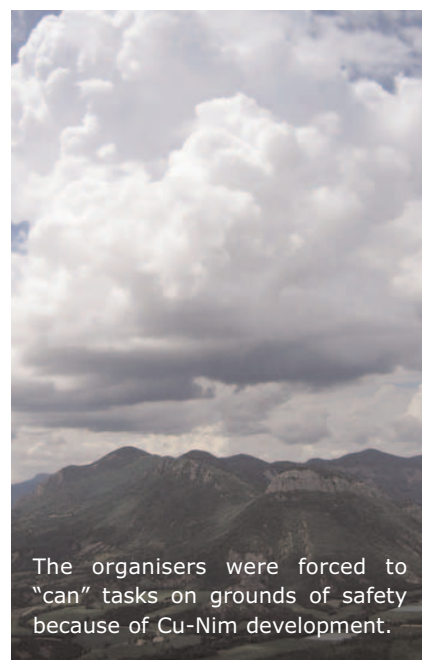
It seems the only way to guarantee a place in this very popular event is to the compete as a team of 4 with mix ability i.e. a couple of pilots on 1 or 1/2's & a couple on 2, 2-3's or even comp wings as Ozone believe in keeping with the ethos of the comp this will encourage the experienced to help inexperienced...

**"Larange is one the most aesthetically pleasing areas I've had the pleasure to fly in"**

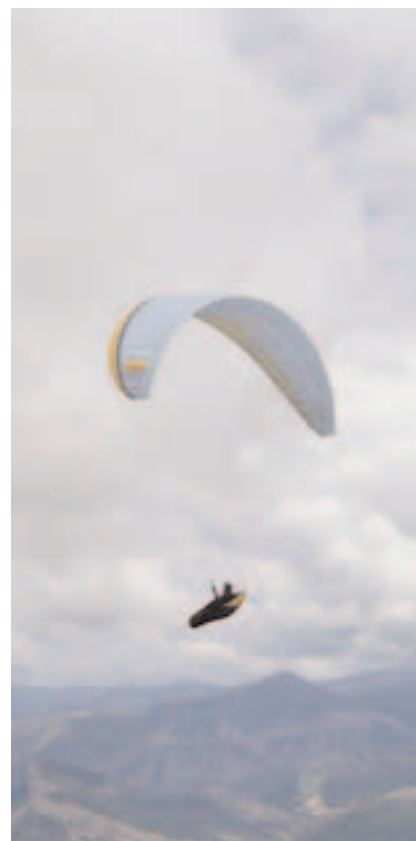


The overall prize went to Mark Graham. Flying a Axis Vega II, second was Local girl Rachael Evans on an Ozone Rush. Third was Ruud Van der Heijden aboard his Mantra M2.

All entrants were entered in to a raffle draw to win an Ozone glider of their choice – this year's lucky winner was David Bryans from Northern Ireland. For 220 Euro (200 if you fly Ozone) I believe the event is excellent value - so who's coming next year?



The organisers were forced to "can" tasks on grounds of safety because of Cu-Nim development.



# Test Report....

## .... Ozones Rush 2

**Gary Cooper chooses a new wing.**

I had the small first, although I had it for just a week, I managed a very nice 22k xc at Hundred house in Wales. On the day, I found the small an excellent wing to ground handle, it was quite thermic and sometimes a bit breezy. I had a couple of test flights across the ridge, landed a few times to get the feel of it. Very nice, no surprises at all, good feed back through my harness, another take off and at last I felt a thermal tugging at the wing, I went with it and started to circle up just in front of the ridge, it seemed to take ages to get to cloudbase and was still just over my take off point. so not a lot of drift. I stayed with it for about 40 minutes, having a bit of a hunt looking out from beneath my little cloud, it was getting a little whispy by now, so I had to make a decision as to where to go, Hay bluff and Talgarth lay ahead, I could see a gaggle of paras to my left about 1k away and a lone guy ahead of us, heading to the end of Hay Bluff. The other gaggle were heading back, so that was not an option I wanted to take.

I headed towards the guy ahead and to my left, he was already over Talgarth and heading left to Hay, as I left my cloud, i went for speed bar to get me there pronto, on the Rush 2, its like silky smooth and easy, no leg ache at all.

I was heading off at 4000ft so had enough to get there on a fast glide, I was keeping an eye on the paraglider I was hoping to catch, he was now at the ridge and searching for lift, I was just skirting a gliding club near the hill, when I just hit bad sink, I could not get near the base of the hill to save myself, so looked for a thermal off of some fields near Talgarth, alas it was not to be a fine low save for me, so I had to pick a spot to land. I got into a nice field near the road, heading to town. Not a bad effort, I was well chuffed, so no problem at all with the small Rush 2. I was just 75 kilo all up on the small, well under



the top end of 90 kilos, so I wanted to try the xs.

It arrived just midway thru August, I did about 3 hours of short flights on it, the whole of that month and most of September. I kept it a lot longer than I should have, but still could not get a good tester day for it, even a weekend in Wales only saw it do top to bottoms in nil wind conditions? I finally got a day or 2 at Dunstable to see how it could do there, almost 5 weeks after I first got it. Chris had been very understanding!! I said I would buy it so he was happy. Although I would have liked a few thermals to get a better feel for it, in the end, I had a great weekend at Newhaven, running from take off to Peacehaven, then onto Brighton, a great day for all of us who made it.

And at last I can say I made the right choice with the xs Rush 2. Looking forward to many more xc flights, or even coastal runs.

I chose the X small as I like to be able to be in control of the wing in higher winds, as I like to fly in all wind speeds I can, I feel the top end is the best place for me to be on a wing. The Rush 2 feels solid even on the small, I could not fault the feel I got from either wing size. So far I have not noticed, any loss of height with over paras on larger wings, I was quite happy at the coast, keeping at times higher than some others in the same air.

**There are some good videos of the weekend on You Tube. See 11/12 October from Richard Lane.**

# Annual Dinner & Prize Giving

We have booked a new venue for the awards this year; Tilsworth Golf club. It is pretty near the old venue (Cricket club) but is more upmarket. The room is very nice indeed and can be seen at:

<http://www.tilsworthgolf.co.uk/dynamicdata/Parties.aspx>

You will be served a 3 course meal with wine. Following that will be the awards prize giving and we will end the evening with music and the chance to shake a leg. Tickets are £20 and it will be held on **Friday 16th January.**

Last years turn out was excellent but we would like to see it bettered. So, in an attempt to encourage partner participation we are offering a £5 discount\* for partner tickets bringing the price down to £15 if you book and pay before 1st Jan 2009.

We need to know numbers and your menu choices ASAP please. So please email John Cardiff at [johnc@pgnut.co.uk](mailto:johnc@pgnut.co.uk) with your tickets requirements. Payment can be made by Cheques made out the DHPC and sent to the Treasurer at 5 Willoughby Close, Dunstable LU6 3TF. You may prefer to make a BACS transfer using the clubs account no:81470965 and Sort Code 40-46-08

Keep your nominations and new award suggestions coming in please.

**Hope to see you there!**

\* Terms & Conditions apply.

# What an idiot?

...James Dell continues from page one

As well as being a safe and professional club I am really keen to see this become a great fun club. Gary is setting up regular social evenings with no agenda other than to share a pint and talk flying with other like minded nutters. There are also some more educational evenings planned too.

Please do contact me or any committee member with suggestions, ideas, questions or any concerns that you have and they will be raised at the committee meetings. Or indeed, come along to the meeting yourself and get involved. Please let me know of any agenda items before the day.

**We do still have a vacancy for club secretary please put your name forward if you are interested.**

I hope to serve you well in my new role and remember if you want to get more involved or fancy a place on the committee then come along to the AGM next year and put your name forward.

Lastly, this is your club and it is our role to ensure that it serves you well. Please be vocal, be critical if it is needed but also be supportive, be courteous to your fellow members, share your knowledge, have a great deal of fun and above all keep yourself and your fellow members safe!

Crikey that was a long short introduction! If you read this far then you're obviously as sad as I am. Go flying instead - **quick** - before you end up a committee member and people shake their heads sympathetically at you too!

# The DHPC needs **YOU!**?

The DHPC needs more Club PG Coaches. Due to work commitments and overseas travel we find we are desperately short of PC Club Coaches to help bring on new pilots.

The best coaches are often those with low air time (according to BHPA) as they can empathise what their mentees are experiencing. If you are interesting in this rewarding role we will sponsor your attendance at the next BHPA course hosted by the Southern Club.

If you are interested and think you can help please contact Gary Cooper on 07840 506327 who will be pleased to tel you more.

## Globe-Trotter Blog

### Graham Ballard reports from India - first stop on his World Tour.

Journey was hilarious. Nothing really went to plan. Delhi was something else. Smog like you wouldn't believe, people everywhere, you just can't imagine. I got totally ripped off by a rickshaw driver in my jetlagged state. Had half a day wandering round and being on the back of the rickshaw felt better than in the streets so I didn't care. Somehow ended up buying a peachwan scarf, a bottle of lavender essence (supposed to relieve stress OK) and a small Ganesh for luck. All three things would come in useful when flying the Himalayas I thought.

When I left Delhi the overnight train was quite OK. Just me and a mouse in the carriage. The slow toy train was hilarious. It started off OK. Bit of a hard wooden seat I was to be on for 8 hours but reasonably quiet. That soon changed. Two stops later I had about 20 people piled up around me in a space big enough for about 5. Two kids were wedged in front of me and stared at me for the next two hours about a foot from my face. Later I had a conversation with one of four guys hanging on the outside of the train as it passed over huge deep gulleys with nothing behind them. Surreal. People always were really helpful and intrigued by the fact I was travelling across India without speaking a word of Hindi. Every now and again someone would take my ticket and run off with it only to come back and direct me to where I should be or tell me how long I would be on the train. By the time it went dark the train had broken down, and lots of people with torches were scratching their heads and lifting up various panels to work out what was wrong. Eventually it got going again and after about 9 hours I got off the train at a sort of siding with no apparent exit to a road or town. I had to be shown out by an old lady with a torch who led me through someones garden to a road with nothing else on it. The car that was supposed to meet me wasn't there of course, just like the one at Delhi airport. It was dark and I had no idea where to go and I thought I might have to sleep rough at one point but I found some kids hanging out on their motorbikes and one gave me a lift on the back with all my luggage too.

Landed yesterday in the paddy fields and people ran from every direction to meet me. Been flying with a bunch of Aussies who seem to keep crashing. One poor girl crashed at the top of the mountain and it took 6 hours for them to climb up to her and rescue her, bring her back down the mountain in the dark.

Loads of Buddhist monks here riding round on big motorcycles wearing expensive watches. Crazy Russian pilots everywhere who can't launch. Every day its a comedy watching them crash, screaming at each other.

Just heard Lewis Hamilton won too. All is good with the world.

# Safety Matters

## Sailplanes/Hang Gliders /Paragliders co-existing on the hill

Just a reminder re the potential dangers of flying with Sail planes. Generally things were going pretty well but there are one or two points worth passing on.

### Blind Spots

There is a huge blind spot underneath a sailplane which extends surprisingly far in front of them.

Another issue to be aware of is that LGC pilots have a rule that they always turn out from the hill (even at considerable height). So if a DHPC pilot starts to thermal in a turn towards the hill they really must check that there is not a glider behind them. This is particularly applicable to HG pilots.

I am sure experienced pilots always fly with this very much in mind but remember that the LGC, as well as ourselves, always have a crop of new and inexperienced pilots so always give the other guy the benefit of the doubt. **Contact with each other will be equally dangerous for both parties!**

As an aside, modern hang gliders are now getting to the point where their performance is getting close to of training sailplanes, e.g. 27:1 at 40 kts. So, whereas in the past, Sailplanes have worked on the basis that we will mostly be below them and going slower, this may not be so much the case in the future.

**We are likely to meet them on a more or less equal basis.**

### Kenny Eaton

Safety Officer - 01908 425305

## LGC Landing Field

A reminder to all that our official bottom-landing field is the one to the immediate north of the London Gliding Club. Do not land in the LGC field unless in an emergency.

### The procedures for an emergency landing in the LGC field are :

**SOUTH END.** The south end is preferred, and is the safest choice if you are returning from the south end of the ridge low and cannot get back. Lots of space.

**LANDING BELOW THE HILL.** Keep close to the hill and then turn into the LGC field as low as possible to ensure that you land close to the hedge.

**NORTH END.** This is often on the glider and tug landing approach, be very careful not to get in the way of approaching aircraft. Keep close to the hill and turn into the LGC as low as possible, land on the area close to the hedge which runs perpendicular to the hill.

### At all times:

- Look out for sailplanes and tugs on landing approach.
- Do not fly close to or over winch lines.

### After landing:

- Immediately move your glider and kit close to the hedge and out of the way of landing sailplanes and tugs.
- Visit the tower to apologise for landing in their field.
- If you need to bring a car on the field keep to the perimeter track and drive slowly.
- Do not let dogs out on the field.

If you are getting low do not take unnecessary risks to get to the official landing field, the LGC are aware that we sometimes need to make an emergency landing, but if you do need to land in their field follow the protocol above.

## Navigating by GPS & Cross Country Club Night

A talk about XC preparation and using GPS units for Comps and Navigation. Please bring your GPS, Manual, a current Air Map and a Ruler. We'll also be showing a couple of interesting DVD's on Paragliding etc.

We'll be meeting at the Cricket Club on 26th November at 7.30pm.

Hope to see you there!

## Calling all Photographers!

The National Trust are keen to showcase any flying related photographs of the Downs.

If you have any pictures you'd like to share please contact Candy at the Visitor Centre who will download your files from a CD or memory stick.

# DHPC Club Contacts

Coaching Panel					
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