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# MACH ONE

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Volume 1 Issue 9

Oh no, not again !!!

Jan/Feb 1996

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## THE NEWSLETTER OF THE ULSTER HANG GLIDING AND PARAGLIDING CLUB

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### Ed's

### Comment

**W**elcome to another issue of MACH ONE!, back by popular demand !!

Well, January wasn't much of a month for flying, was it?... not a lot to report in terms of a Log Book feature. The first decent day of this year seemed to be the Saturday of the training weekend (see the bit on training and ratings).

Anyone out there thinking of sending in a submission to MACH ONE? Well wait no longer, why not send me something on PARAMOTORS!. What d'y'all think about them? Anyone interested? What about control of the sport? What should we do in Ulster, should we be able to fly these things around our existing sites? Should we keep them away from our existing sites? Just suppose they became very popular, what would we do? None of the existing microlight or trike/paraglider pilots are a member of our club, should paramotors be included in our club or do they belong with the other powered aircraft? So, what about it, why not write in to MACH ONE and air your views on this recently deregulated sport ?!

We've a big report this month on the BHPA AGM from Bertie and Ian Haslett. Check it out for the latest news on how to save money by flying a hang glider with your paraglider harness!

Miracles will never cease... reports from Robin Young's Hill indicate that Dave Tweedie has been suffering from temporary memory loss. However after having a couple of goes on a hang glider (yes, Dave actually got clipped in to a hang glider for the first time in

14 years) his memory has returned.... he now remembers how much hard work is involved in learning to fly one! And by the way, I hope you have a good holiday, Dave (and Jonesy), I don't know what sort of a cushy number you've got but I couldn't get 5 weeks off work! Take lots of photos and you can give us a slide show on New Zealand when you come back (and don't come back until you've tried bungy jumping!).

Finally, send your submissions for MACH ONE to me, I'm getting a very limited supply of articles these days and I know there hasn't been much flying but that's no excuse, what about a cookery column?

Richard (Ed).

### Training, ratings etc....

**O**ver the last couple of weeks there has been a good attendance at the theory sessions at Ballyearl Leisure Centre with around 25 interested pilots along each Tuesday night determined to give the instructors a hard time. Anyone interested in doing the Club Pilot exam should definitely be at these sessions in particular the final exam night!

On the weekend set aside for training on the hill, we had good conditions on the Saturday but it was blown out on the Sunday. Training took place at Skeagh and Agnew's Hill and some good flying was to be had at Agnew's but it was very cold.

Congratulations go to **Mark Gibson** and **Mark Piggott**, both of whom have just passed their Club Pilot exams. Well done to both of you!

Ed.

### 101 uses for a porous Black Magic...

**A**nd here it is, the definitive list of things to do with your dud old canopy.... instalment number one!

1. Use it as a dust sheet for the car
2. Shade the tender new shoots from bright sunshine in the Spring
3. Create a makeshift tent with it for emergencies
4. Put it over the grass in the summer to reduce water loss by vegetative transpiration
5. Cut it up to make fancy dress costumes
6. Use it as an emergency brake for the car
7. What about a hammock for two, or more!
8. Use it as a trendy "throw" for the settee
9. Use it as a "breathable" inner lining for the flying suit
10. Cut it up and make a stuff-sac for the decent paraglider
11. Slit it up the cells and make a whole lot of hang glider XC bags with it
12. Use the lines to tie back the clematis
13. "Wrap" the garden shed with it
14. Chop it up and give it away for use as windsocks
15. Use it to cover the carpet when painting the ceiling
16. Use it as a tool roll for the garden spade, fork, rake etc
17. Make some deluxe tea bags, what with all those perforations?
18. What about those new net curtains the wife wanted
19. Make a big jelly bag with it

20. Use it as a fine trawling net for plankton  
 21. send your suggestions, please....  
 Ed.

## Committee meeting details.....

**T**hanks to Dave Tweedie's hard work, here's a summary of the minutes of the last two committee meetings....

### Proceedings of Committee Meeting of 19th Dec 1995

Well I know you had no idea that the committee you voted in at the last AGM actually did anything. Voting somebody onto the committee (preferably not yourself) was just a tradition which had to be gone through at each AGM.

Those poor souls who were too slow with excuses as to why they couldn't serve on the committee have already had their first meeting.

Anyway they're so proud that they want to share the proceedings with you. In fact we hope to publish a short summary of what happens at each committee meeting in the subsequent newsletter in order to keep members informed of developments within the club.

### Committee Meetings

What better way to start off the first committee meeting but a discussion about committee meetings. It was decided to have future meetings every 2nd Tuesday of the month on a two monthly basis. In the event of any urgent business interim meetings can be called.

### New Sites Guide

Ken McConnell is still working on the new guide and hopes to add up to 15 more sites to it in the next year. The draft edition which most people received at the AGM was distributed so that Ken Could get some feedback from members on improvements, corrections, additions etc. So, if you have any comments Ken would be keen to hear from you.

Where necessary Ken and Uel Glendinning are to liaise on contacting site owners for permission to fly sites.

### Donation to West Tyrone and Limavady Repeaters

The club usually makes a donation to the upkeep of these repeaters (used for transmission of radio messages) as we use them to pass on information on flying conditions at different hills. The Limavady repeater went off the air some time ago but there is now some talk of it being reinstated. It was decided to defer any donation until we had more information on the status of the Limavady Repeater.

### Policy on visiting Pilots

Visiting pilots (ie. pilots from outside Ireland) will in future have to join the club as Temporary members at a cost of £5 and will have to provide evidence of pilot rating and 3rd party insurance. They will be sent a contact list of Instructor's names and Tel. Nos. and they will have to be introduced to each site by an Instructor.

These arrangements will not apply to IHPA (Irish Club) members who will be free to use our sites as at present.

### Information pack for Enquiries

The present information pack includes a BHPA leaflet, a list of BHPA schools and Clubs, a welcoming letter with information on the UHPC and a UHPC membership form.

The information on the club contains a contact list of names and Telephone Numbers. This list has been amended and is now composed of the seven club Instructors and the Secretary.

### Paragliding Motors

There was a discussion on paragliding motors resulting in the article which appeared under stop press in the last newsletter.

### Changes to the Constitution

This will be discussed during the next committee meeting.

### Training for Members

A circular should have already reached you giving details of the forthcoming pilot training course.

### Training Records

The club CFI, Bertie Kennedy, has produced two new forms for Student Training Records.

The first is the **Daily School Flying Log** which will be completed by the Duty Instructor and will record details of all training which has taken place on that day. It will be forwarded to the CFI within five days.

The second is the **Daily Student Log** which will be used by the Instructor to record the students progress on the day. This will be given to the student and he will hold it until his next training session when he will give it to the Instructor in charge of him. This means the Instructor will have details of the students progress on his last day out. At the end of the day the Instructor will fill out a new form for the Student and the old one will be forwarded to the CFI within five days.

### Next Committee Meeting

The next meeting is on Wed. 28th February (**I thought he said it was going to be on Tuesdays?** Ed.). If you have anything you would like raised at it please contact any member of the committee.

Dave Tweedie

and another one!... Ed.....

**SCHOOL COMMITTEE MEETING 23RD JAN. 1996**

Venue

At Ian Kennedy's office's, Dargan Crescent.

Person's Present

Ian Haslett  
 Ian Kennedy  
 Bertie Kennedy  
 Billy Reed  
 Ken McConnell  
 Richard Stewart  
 Dave Tweedie

Apologies from :- Alan Gray

MATTERS DISCUSSEDPilot Rating Theory Lessons

The lessons were to cover as far as possible the theory necessary to attain Club Pilot rating. However time was not available to study the subjects in as much detail as was necessary and students would be expected to carry out further background reading.

Two Instructors are to prepare each lesson and if the one designated to take the lesson can not attend then the other will be able to take his place.

Ken McConnell said that he would have difficulty attending all the theory nights due to commitments at work but he hoped to be at the third night and possibly the one before.

It was suggested that people attending be asked to bring their log books for inspection on Tuesday 6th February.

Bertie Kennedy agreed to supply the screen for the overhead projector and an easel to be used for sketching. Ian Kennedy said he would supply an overhead projector.

Training Equipment for School

It was agreed that for the school to operate the club would need to purchase 1 or 2 second hand canopies with harnesses for training purposes as well as a suitable First Aid kit. These

can be used by the school for initial training and can be borrowed by instructors for follow up training. It was suggested that a list of gliders which would be suitable for training would be drawn up and costs investigated. Second hand gliders would be required to have a porosity test carried out before being purchased. The club would pay for this test.

Frequency of School Training

There was a discussion on how we should programme school training sessions. Four people thought that we should have a number of set training periods throughout the year whilst the remaining three felt that we should be more flexible in our approach as training is largely dependant on the weather. Bertie Kennedy suggested that training could be made available every weekend if instructors operated on a rota system but not everyone was prepared to make this commitment. Another suggestion was that after the ab initio pilot was provided with initial training the CFI would put them under the supervision of an particular instructor who would be responsible for arranging future training.

Introductory Training Day

In order to make some sort of provision for the large number of people who are presently making enquiries about paragliding it was decided that we should arrange an Introductory Training Day when people interested could have an initial low level flight and then decide if they wished to progress further in the sport.

This course is to take place on Saturday 30th March and there will be a charge of £40 per person of which £10 will go to the club for school expenses and the remainder to the Instructors present. It was thought that the CFI should receive an additional fee to allow for his extra responsibilities. Enquiries are to be made as to a suitable level for this fee. Applicants should also be made aware that they would be expected to take

out BHPA membership for the duration of their training.

Newsletter

Richard Stewart was concerned that there had been a discussion about the newsletter at the previous club committee meeting when he, the editor, had not been present (**infamy, infamy, they've all got it in-for-me! Ed.**). The minutes of the meeting showed that the committee proposed that the newsletter be published as near as possible on a monthly basis. Richard felt that if decisions like this were to be made in his absence that he could no longer continue as editor.

It was pointed out that the minutes were not accurate on this point. The difficulties of producing a newsletter on a regular basis were discussed and it was realised that a newsletter could only be published when enough material was available and it was up to the members to supply the editor with suitable articles. Members of the committee were asked to supply articles as regularly as possible.

Members also expressed the view that Richard had raised the level of the newsletter to an extremely high standard and it was hard to think of anyone else in the club who could maintain this standard on such a regular basis. The proposal that he stay on as editor was strongly endorsed. The Secretary agreed to change the minutes of the previous meeting to reflect members recollections of discussions on the newsletter.

Richard agreed to produce the next newsletter.

Next Meeting

There was no date set for the next school committee meeting.

Dave Tweedie  
 4th February 1996

## ED SPEAKS...

Ed's response to the bit on the newsletter...

It seemed to be suggested that if there wasn't much to put in the newsletter, it should go out anyway, just to keep it regular so to speak. And if I was short of time, I should stop spending it making us wise cracks and stick to the (submitted) script(s). If I had done this over the last year you would have had a couple of blank sheets of paper with MACH ONE at the top coming through the letter box which I'm sure you would agree is a total waste of time, paper and postage (you could have always made a paper dart with it Ed.) (can you put Ed's comments in an Ed's comment bit? Ed.).

If anyone fancies doing the Ed's job, then they're welcome to it, .... any volunteers? Give me a call if you would like to take on the power of the pen and turn some of this useless gobbledegook I write into a nice blank piece of paper. Alternatively, why not write in to MACH ONE and give me something to print. You could even write in with comments or complaints!

Ed.

## SITES MATTERS

The 1996 sites guide for Northern Ireland is now ready for distribution to all Club members. I will distribute most of these on the hill and at club meetings and the remainder will be sent by post, but any member without a sites guide by the end of March please contact me. Please notify me if any new sites are flown in the coming year with a view to adding them to the sites guide. A blank form using the same format as the sites guide will be included just fill in the form plus a sketch or map of the site. The lambing season is approaching and many sites will be restricted during this period mainly White Mountain plus a few others to be advised later. Latest news indicates that restrictions to the Knockagh may be lifted and access now seems possible to the lower take off, but confirmation should be sought with the sites officer before resumption of

flying. Members may notice in the sites guide there are sites with the Land owner to be advised this means that prior to inheriting the site officer job the existing list of club site owners was very limited indeed, in fact in most cases we do have permission but the actual names are not known even though personal contact has been made by club members with the site owner. During the coming year between myself and Uel we should have the names of most sites owners to be included in the next issue.

Ken

## CAA Liaison

The first paperwork from the CAA has been received and the only information relevant is a Bulletin Board System (BBS) now set up to provide the aviator with up to date information via 386 computer or greater and modem contact Linda Theyer +44 1242 235151 for free access and soft ware.

Ken

## The MACH ONE Advisor

If you have any questions to raise, then this is where to do it...

Dear Mach 1 Advisor,

I was watching that channel 4 programme, Ride On and was particularly interested in the bit on paramotors. Did I hear right or did Michel Carnet say all you needed was a lawnmower engine?

'Davy'

Dear 'Davy', yes, I'm afraid you're right but I think he was just trying to put things in layman's terms you know! Mind you, you don't have any spare lawnmowers about?

Dear Mach 1 Advisor,

I have been flying for many years and can't understand why most pilots use the cross hand launching technique to me it seems far too sensible and easy as all pilots using

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the technique have good launches first time every time (except some whacko of a guy I saw the other day with a white/blue/yellow medium sized Edel Energy who just couldn't get it right no matter what way he tried to do it!), I much prefer the old method of fumbling with four awkward risers then letting go as I turn around for take off attempt to see the canopy collapse many times and usually several cartwheels to twist the lines, but after about 4 or 5 attempts it usually works and when I eventually lift off this makes the take off's much more of an achievement for me !!!

Can you please advise why every body else is wrong, I just don't understand why some people make flying so easy, it's stupid !!!!!!!

'Anon'

Dear Anon, I've often been asked this question, but believe it or not the BHPA recommend this technique. Only in the last few months have they actually allowed schools to teach the cross hand technique to new pilots. You see they reckon it's too confusing, which is probably why that eijit with the Energy has so much trouble.

## SAFETY BIT

In the last issue of Mach 1 I wrote about the importance of having your glider serviced.

This advice is again brought to your attention on the FSC page in the January *Skywings* and should be thoroughly heeded.

Recently a member of our Club sent his paraglider back to the manufacturer to have it serviced. It wasn't exactly an ancient glider, so you can imagine our surprise when it failed on porosity. This glider is now not airworthy and could be dangerous to fly as control, stability and recovery characteristics could all be seriously affected. Again, if you have any doubt about the serviceability of your glider, then get it checked.

Ian Haslett

And if anyone else out there has a duff old canopy they want to shift, rumour has it Nick Wolsey is thinking of having a go again (sometime) and will need some

equipment. .... just don't tell him I said this,.... what's that you say, he's still a member and he gets this newsletter, oops! Ed.

## WHAT A WEEKEND

Please don't mention the word 'Telford' anywhere within earshot of Ian Haslett. It's rather a delicate subject - just like his feet. Ian, keen type that he is, had suggested going over to the BHPA/BMAA AGM, Trade Show and Exhibition in Telford over the weekend of 9th & 10th December 1995. And so it was that we found ourselves on the plane to Birmingham International Airport; the train to Telford via Wolverhampton; and then by black taxi (complete with black driver) to our B&B at the Old Rectory - sandwiched between two churches, round the corner from a pub, about a mile from the Exhibition Centre.

After being on the road since lunchtime we were starving. Naturally we thought that a feed of pub grub would be a good idea, and with a pub just round the corner you would think that our problem was solved. That's when we discovered the reality of Telford! Most pubs only seem to feed people at lunchtime, but in the evening - forget it. What a place! No pubs in the town centre - even if you could find the town centre. Its a 'new town' you see - so that finding the town centre is like looking for the 'town centre' of Craigavon or Newtownabbey!

The obliging landlord of our B&B, Mr Miller, came to the rescue with his trusty, but ageing, Renault Savanna and found us an excellent cosy little pub with first class grub and pints of real ale about a mile up the road.

Next morning we woke up to sub-zero temperatures and the sight of a Virgin hot air balloon slowly drifting past the window at about 500ft. A shortcut through the park and we were at the Exhibition Centre where the various hang gliding, paragliding and microlighting manufacturers and dealers were busy setting up their displays in two massive halls. After a quick wander round, renewing old acquaintances on the way we made our way to the foyer upstairs where coffee was laid on and had a natter with some of the leading lights in the

BHPA - Tom Beardsley, Bernard Kane, Bob Harrison, Mark Dale, Angus Pinkerton - and a quick word with Joe Schofield - to name but a few. Also Steve Varden and Howard Travers (see November 1995 Skywings).

The Saturday programme started at 12 noon with a session chaired by Marc Asquith where members' topics were put forward for discussion. Simon Murphy said his piece about the BHPA accepting other countries' airworthiness standards for hang gliders without the need for expensive separate testing in the UK. He pointed out that the BHPA has no certification of its own for paragliders and is quite happy to accept foreign airworthiness standards - ACPUL, DHV etc. He did not see why this principle should not also apply to hang gliders. There was a fair bit of discussion on this one, which seemed to boil down to people taking up firm positions and not wishing to give way, rather than any logical examination of the merits of the idea. In the end I think it emerged that the various hang gliding and paragliding bodies world wide were hoping to standardise their test procedures and the BHPA is involved in working towards that.

Among other ideas discussed were:-

- a change to the title of the Association to the British Hang Gliding, Paragliding and Parascending Association. Nobody showed any great interest in pushing for such a change; and

- before soaring with hang gliders, paraglider pilots should experience flight on a Skyfloater type of hang glider to give them an appreciation of the difference in speed, performance and manoeuvrability - and to encourage people to take up hang gliding, which seems to be in decline. Most people thought that encouraging other forms of flight was a good idea but that nobody should be put under any pressure to try something else.

Somebody else wanted to know the details of exactly how BHPA members' money was being spent. Since the BHPA is a limited company they have to show their accounts under the Companies Act, but those legal requirements do not cover the detail of where our money goes. Richard Long, Treasurer, explained that more detailed accounts are available to anyone who asks and he had copies there. If you want to study this fascinating document let me know - I have a copy.

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At two o'clock the meeting split up to attend three separate sessions - on parascending, self sustaining flight, and flying and disability. We could not be in three places at once so Ian went to the flying and disability one and I went to the self-sustaining flight session. Separate reports on these appear later.

My session went on a bit longer than planned, and I had a bit of a chat with Mark Dale afterwards, with the result that Andy Cowley's seminar on reserve parachutes had already started by the time some of us joined it. Andy is an acknowledged expert in anything to do with reserve chutes. His talk was very detailed and everybody had something to learn, with some surprising information and some advice on practice deployment. I'll do a write-up on this when I get time - unless you read about it in Skywings first.

Ian and I then met up with some paraglider pilots from down South - they had thought that Bernard Kane was me! - I don't know whether to take that as a compliment or not! They were Gerry Parles from Tipperary, Sean Traynor from Co. Monaghan, and Con Brogan from the Dublin area. Gerry's son, Stephen, was there too. Stephen has been flying a paraglider for 2 years now - and he's still only 14 years of age!!

It was now getting round towards tea time but, since the BHPA Christmas dinner was on that night, those of us who did not have tickets for the dinner went off to look for somewhere to eat. To cut a long story short, we ended up walking round the place for miles without finding a pub with grub - so we gave up. Being sort of lost, got a taxi back to the pub where we got fed the night before, only to find that he drove back along where we had just been - we had already walked most of the way there, and back, and didn't know it!

Fed and watered again we went back to the Exhibition Centre where we had a quick tour around the various traders setting up their stands - Airwave complete with their carpet tiles to cover their bit of the concrete floor! - and then adjourned for a natter and a pint in the bar with a couple of paragliding school owners/instructors before joining the rest who had just finished their dinner. The band was 'grim' but most people managed to enjoy themselves anyway. The crack was good and Tom Hardie and Richard Long had to take a bit of stick about what they had under their kilts.

We were sitting with the Southern lads and the Sky Systems crowd

most of the evening. Tom Beardsley and Colin Lark were showing the youngsters what the art of jiving was all about. The crack was good and the party eventually broke up sometime before dawn I believe. Tom Beardsley was still on his feet - but only just! After spending a while scraping ice off Sean's car windows, we all piled in and he took Ian and I back 'home'. Dave, an Instructor we had had a pint or two with earlier, was still aiming to find some female central heating for his camper van - he told us the next day that it took him until around 4 in the morning to 'score'.

Sunday was the main event. By the time Mr Miller left us to the Exhibition Centre about a quarter to ten, there was already a large queue of punters waiting to get in. After finding Simon Murphy again and parking our gear behind his stand we spent a very enjoyable day poking around all the stands and chatting to people. Steve Elkins of Avian showed me his neat new idea for flying the Amour using a standard paragliding harness. Basically all you need to fly a hang glider with a paragliding harness is two long hang straps with a spreader bar above your head and some means of bringing the control frame closer - since you are not lying through it any more. Steve's solution was very neat - the speed bar has concealed bearings near each end so that you can swivel the bendy bit that normally curves towards the front of the glider, through 180 degrees to face backwards for easy flaring and comfortable cruising.

Colin Lark was dangling people from the Discovery all day. A lot of people seem to be talking about it but the general consensus seemed to be that it looks like what it is - nothing special as hang gliders go, but cheap to buy. The Suprone harness he was dangling them in was something else. It seemed well made and worked very well. It is a hang gliding stirrup harness in which you fly prone as normal but, without changing anything, you can rotate into the seated or supine position as in a paragliding harness with the stirrup now in front of you and your legs above the bottom bar. Extra tubing in the form of an inverted 'J' shape curves back from the rear of the bottom foot or so of the uprights to give the right flying position.

The Sky Systems people had loads of paramotors on display. Very compact and well made they were too and the touch I liked was the fuel tank under the engine - no likelihood of

leaking fuel running down on to a hot exhaust and setting you on fire, unlike some other paramotors there which had the tanks above the engine. Even so, Sky Systems have a quick release to dump the paramotor in an emergency. The paramotors look heavier than they are. I tried one on - its more or less like carrying your paraglider to take-off. Michel Carnet reckons that, with fuel, they add about 20 kilos to your all-up weight.

Its really nice to see the way all the rival manufacturers and dealers work together. I had arranged to pick up a demo Apco Xtra from Ian Curren of Air Supplies/Northern Paragliding, but in fact collected it from Ian Haslett's mates at Trekking who had been showing it to somebody. Simon Murphy's harness customers were able to use the ParAvion harness stand to dangle from. The BHPA stand was doing a roaring trade - I even got myself a new red hat! Having met Jenny Burdett, I'll have to think twice before I give off to her again - she's much bigger than me.

I had a long chat with the Harley people who seem to be giving a lot of thought to their new designs and what customers want. Their new prototype harness was very comfortable and they were very keen to get people to criticise it so that the final version could be what everybody wants. Some of the latest harnesses round the place were comfortable with lots of storage space - but very bulky. The Sky Systems Probe was almost a flying armchair and was the only one I saw with side impact protection - yet could still fold up to go into your bag with your paraglider. The Firebird Vest harness was the only one which left your upper body completely free to lean sideways for easier weight shift, but a sort of black and white leopardskin pattern seems to be the only colour choice.

Most of the names you see in Skywings were there, with loads of all the hang gliding and paragliding goodies you could ever want, from stickers to flying suits, books, instruments, to GPS to weather stations and computer software. The microlight side of things was also very impressive with some very flashy outfits - and a few more tatty looking ones too.

Just when Ian and I thought that we were the only UHPC members there, who should we meet but Luke Carberry, just over for the day. It seems he had been left at home to babysit, but escaped, bringing his young son with

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him. Shane O'Reilly, Ger Doherty, Simon Curthoys were over from Dublin trying to con Darren Arkwright of Solar Wings into giving them cheap hang gliders - I think they may well have succeeded after having no luck with Airwave and Simon Murphy.

Leaving the Par Avion stand after a chat with Emma Sollom, Gerry Parles and I got talking to Howard Travers. Now there's one nice guy who's super enthusiastic about paragliding - he does the 'Para Excellence' page in Skywings. He is mad keen to come over here to fly, and is the one to talk to about competitions - he knows all the angles and said he would be happy to organise a competition for us. He thinks he could persuade many of the top pilots to come. Maybe this is something we could think about.

Like many people there, we never even got to the AGM - there was so much to see. They'll probably make the trade show a 2 day event again next year. We had to collect our belongings, which now included 2 paragliders, a helmet and a few other bits, and head off for our train at 4 o'clock. I think Ian was a bit gobsmacked when I introduced him to the famous Noel Whittall - author of a number of flying books, former Chairman of the BHGA, Secretary of FAI-CIVL the world governing body etc - who was coming in just as we were leaving. I had not seen him since he was over flying with us at Magilligan a few (about 9) years ago.

Whilst waiting for the Birmingham airport bus on the way back we met up with Pat Braniff, a microlight pilot from Belfast who had been over for the show. Over a pint and a meal at the airport we learned that he flies out of Newtownards with Gerry Snodden on a weight shift control Pegasus. He was quite interested in hearing about our paragliding activities and we may well see him out on the hill one of these days.

That was Telford - well worth the trip. I hope to be back next year, and maybe it'll be warmer!

Bertie Kennedy

## When hell froze over

By Ian Haslett

A few weeks before Christmas Bertie and myself went over to

Telford to attend the BHPA AGM and trade show. We arrived in Telford on the Friday evening, allowing us all day Saturday to go to the BHPA discussion forums, and then Sunday to go to the trade show. This was a mixture of paragliders, hang gliders and microlights, with a lot of interest being shown in the paramotors. The show had all the best bits and bobs you could ever want along with plenty of second hand gear. It was very difficult to leave without buying something.

On the Saturday we both attended a pre-AGM discussion which gave me a good idea of how and by whom OUR organisation is run. It was good to be able to put faces behind the names that you normally read about in *Skywings*. From traders, League pilots, and Executive members, once you start talking to them you soon realise that they are quite ordinary people. It was also invaluable to talk to other Instructors from different schools and get an idea of how they do things - usually very much by the book!

One person I was very much looking forward to meeting was Steve Varden. I'd read an article of his in *Skywings* about 'FLYABILITY' and I was totally impressed with his attitude towards flying and how to make it more accessible to people with a disability. So, while Bertie attended the seminar on Paramotors and another on Reserve Parachutes, I went off to the 'Flyability' seminar. As a result, I am now acting as club liaison between our club and the 'Flyability' initiative, which is basically a part of the BHPA set up by Steve Varden to help disabled people to fly. But before you automatically think of a wheelchair, bear in mind that this could also involve blindness, deafness, amputees, paralysis, asthma, other common illnesses and in Judy Leden's case, pregnancy! The main thing is to look at a person's abilities and concentrate on them, rather than judge them on a disability.

I'll be keeping you informed of things in future issues of 'MACHI' but if you'd like to know more then give me a ring. In the meantime if you've any idea on how to paraglide with only one arm/hand, then let me know your ideas and solutions!

Remember that unfortunately hang gliding and paragliding tend to create candidates for 'flyability', so if you ignore any safety advice you may well end up

needing Flyability's advice! - but hopefully not.

I called this article 'When Hell Froze Over' because that was basically the rest of the weekend. Telford is hell on earth if you haven't got a car. The frozen bit was me on Saturday morning when I awoke in our guest house to discover that Bertie had left the window wide open all night on one of the coldest nights in England EVER recorded! On the Saturday night I even slept with my woolly hat on. It was good to be going home but I'll probably be back next year - by car!

Ian Haslett Tel: 01247-464726

### COMMITTEE CONTACTS

Chairman: Ian Kennedy 01846 651752  
 Secretary: Dave Tweedie 01232 768319  
 Treasurer: Billy Reed 01960 342233  
 Sites Liaison Officer:  
 Uel Glendinning - 01648 418676  
 Sites Officer:  
 Ken McConnell 01232 844113  
 Air Liaison Officer:  
 Ken McConnell 01232 844113  
 Safety Off (H/G):  
 Alan Gray 01247 272926  
 Safety Officer (P/G):  
 Ian Haslett 01247 464726  
 CFI: Bertie Kennedy 01232 832648

Also, in charge of social events, Christmas dinner etc., is Shane Logan and Wilfy McCloskey.

### UHPC MEMBERS' & 'FRIENDS' AMATEUR RADIO CALLSIGNS

Martin BATES	G17 DPP
Paddy BRYSON	G17 FIY
Davy CHRISTIE	G10 ISQ
Eilish CLARKE	G17 CNS
Joe CLARKE	G17 CNT
Colin ELLISON	G17 MAU
Mark GIBSON	G17 JEB
Uel GLENDINNING	G17 JKM
Donal HAMILTON	G17 KTF
Bertie KENNEDY	G11 WYZ
Ian KENNEDY	G17 ALQ
Barbara KENNEDY	G17 ALP
Garth LOGAN	G17 MCY
John MATHERS	G17 TEB
Bryan McANESPIE	G10 JRD
Ken McCONNELL	G17 DQI
Graham McCORMICK	G17 FMN
Graham MOUNSEY	G17 UOP
Billy REED	G17 JHA
'Lindsay RUDDOCK'	G13 VXU
Chris SIMMONS	G10 UHB
Paddy SMILEY	G17 AAH
Richard STEWART	G17 DRS
Lynda STEWART	G17 GUM
Ian STIRLING	G17 GLI
Dave TWEEDIE	G17 RAH
Chris UNGERMANN	G17 THD
Allan WARD	G17 AZN
Nick WOLSEY	G17 GWN

# MACH ONE STOP PRESS

## UHPC CHRISTMAS DINNER

### Don't miss the highlight of the Festive Season!

(A special prize will be awarded to anyone who can guess whether this is the 1995 or 1996 Dinner.)

AT

### CORR'S CORNER, NEWTONABBEY

7.30 FOR 8.00PM FRIDAY 22nd  
MARCH 1996

MENU

Home made Broth with freshly  
baked bread

Roast Turkey and Ham

Choice of Dessert

Coffee with after dinner mints

Anyone with special dietary needs  
should contact organisers below.

ALSO

Kari-oke

(is that a bit like the hokey-kokey?  
Ed. .... see, even a menu isn't safe  
from Ed's comments!)

Raffle

Cost will be £12.50 per person  
Contact Shane 01662 251159..or .  
Wilfy 01265 52787

## ADVERTISING SECTION

### FOR SALE:

\*\*\*\*\* **KEN'S BIT** \*\*\*\*\*

Established since 1893 1993

### N.I. EDEL TEST CENTRE

*For foot launch flying needs in  
Hang Gliding and Paragliding*

Now the Authorised Dealer for Nova Paragliders.- for Nova Xenon, Phocus and World Record holding Nova Xyon, and recently appointed Edel Test Centre for Northern Ireland.- for Energy, Super Space, Quantum.

A demo Zenon is currently available for trial flights and the Xyon will be available during Februray and March, and Edel gliders are available on request. For Hang Gliding - Solar Wings Pegasus and Off piste Sky Floater the Discovery are available on request for those interested in Hang Gliding including excellent Solar wings Edge harnesses.

Accessories Include.- Flytec Alti & barograph Varios, Protector & Next, Harnesses, Securamax reserves, Hang Gliding reserves, Garmin & Magellan GPS, 2 M Radios, System X back plates, etc. From - Active Edge, Skyview systems, Lyon Equipment, Colin Lark System X and many others.

Other services include .- Paragliding Instruction available most days in summer & up to 3 Days per week in winter weather permitting, and this year it is hoped to organise trips to both Spain and France to experience thermalling in good flying conditions for suitable pilots. Contact me if you're interested in a week away! The commitment to Hang Gliding & Paragliding is

Total with after sales service and fast access to an authorised repair centre for repairs or Annual Airworthiness checks. Existing club members will receive free introductory training for those purchasing a new machine. Trade-ins of good second hand equipment is possible, and all new equipment is fully certified and guaranteed for 1 year and all items are discounted less than retail price.

**Ken. Phone anytime.- 01232  
844113 or 464510**

### USED EQUIPMENT

Top of the range Vario (Hang Gliding)Lindsay Ruddock LR3 with A.S.I, offers. Ken.

\*\*\*\* **IAN HASLETTs BIT** \*\*\*\*

I can now supply TREKKING, SWING, and most other makes of Paraglider either new or second hand. All gliders are fully serviced, and most come with guarantee and full backup support.

Also available, SYSTEM X back protectors, FLYTEC and DIGIFLY instruments, suits, boots, helmets and handbags.

### FOR SALE

Trekking LEGEND (L) Demo  
Trekking MIURA (XL) 50 hrs  
Trekking ESPRIT (M) Demo  
Airwave RAVE 27 (M) 50 hrs

Good second hand beginner gliders wanted. TRADE-INS  
CONSIDERED.

Ian Haslett 01247-464726

\*\* **BERTIE KENNEDYs BIT** \*\*  
**FREE FLYER MAGAZINE**

Get your copies of the first five editions of this unique publication

## MACH ONE

- the one for the fun - second only to Mach1!

You've seen *Free Flyer* advertised in Skywings where it will cost you £2 a copy to send for it yourself. Get your copies here in Northern Ireland at *only £1 each*. Available from Bertie Kennedy as a service to members. There is a limited print run on these magazines, and they are much in demand as the place to read articles from those in hang gliding and paragliding - and elsewhere - with something interesting, informative, and often controversial to say, whose opinions you are unlikely to see in Skywings. So place a regular order with Bertie to be sure of getting your copy of *Free Flyer* hot off the press.

Bertie Kennedy 01232-832648

STOP PRESS Continued!....

Shane Logan is now an agent for Pro design

## WANTED SECTION

### - SKY-LARK AVIATION -

Fancy larking about in the sky, special lawnmower conversions. Yes, just send us you used lawnmower engine and we will convert it to a paramotor. Alternatively, if you don't have a head for heights, why not let us convert it to our new PARAMOWER, guaranteed to chop up old wings. This patent paramower will dice, slice and generally chew it's way through old paragliders, especially old porous ones with thick lines.

Contact Eddie at SKY-LARKING ABOUT AVIATION, Box 007.

This bit is deliberately left blank, and if you didn't send something in to the newsletter this month then you could have had it printed here. Wait a minute, (what do you mean, wait a minute why should I, and why a minute?)(it's just an idiom, idiot, I could have said "hold on", would that be better) (hold on to what? I don't want to wait for anything and I don't want to hold on either, can we get on with this?) this isn't really blank any more because of this gobbledegook, so that means there isn't actually room for another article, is there?. Who are you to ask questions anyway? And who are you asking as well, sometimes I think this sort of thing gets a bit schiziod. But then I used to think I was a bit schizophrenic but now I just don't listen to him.

There, that filled up the last wee bit!