

The Dales Hang Gliding and Paragliding Club

CLUB RADIO FREQUENCY 143.850Hz



Skyywords

www.dhpc.org.uk

March 2015



Algo if you'll go



Never heard that
one before!



Martin Baxter

CHAIRMAN'S CHAT – March 15

Trev managed a respectable 43km XC from Carlton Bank on Sat 21 Feb – possibly the first decent XC of the year (?) and a timely reminder that spring is just around the corner. Are you ready for it?

My glider has been given the all clear by Aerofix and I'll be at the club repack on 28 Feb. (Hopefully I'll even manage to bring my reserve home with me this year!) So wing and reserve should be sorted. That evening we'll be hosting the Farmers at their annual dinner so we should be rewarded with some tolerant farmers, happy for us to use their hills and fields when the weather is kind.

I still need to test the new Sandpiper radio headset that I've fitted into my Charley Insider. I also need to update the airspace on my Flymaster Nav, and I **really** ought to buy a new air chart (but probably won't!).

I'm off to Hotel California in Spain towards the end of March to blow away the winter cobwebs, but I'd rather like to get some ground handling, soaring and landing practice in before I go. If I do get the opportunity I'll be taking it slowly and methodically, and only when the conditions are just right. Be wary of skill fade and take your time getting back into the swing of it.

For those of you that couldn't make the Farmers' Dinner, we'll be presenting the remaining trophies at the club night on 5 March. Please come along and support the event. I look forward to seeing you there.

Fly safely,

Martin Baxter
Chairman

WELCOME!

We welcome some new members this month:

Gavin Price, Andrew Wallace, Peter and Rosie Darwood, and John White

Don't be shy, come along to the club nights in Otley, or introduce yourself to other members on the hill, most of them are pretty harmless despite what they look like, and would be keen to show you how much they know. If he hasn't been already, Chief Coach Ed will be getting in touch and ensuring you get buddied up with a coach local to you.

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Select "Two Page View"

Select "Show Cover Page
in Two Page View"

Uncheck "Show Gap Between Pages"

This should work. Let me know if not!

Tam



GIVE US
THIS DAY
OUR DAILY
~~BREAD~~
FLY

How we in the UK are perceived by the Germans 😊 (photo taken by a friend of mine at a DHV presentation on risks in paragliding)

DHV

$$0,5 + 3 + 3$$



- 0,5 hrs flying
- 3 hrs in the pub, talking about the half flying our
- Having meanwhile 3 beers

Shurely shome mishtake? 3 beers in 3 hours?

Tam

👍 19 people like this.



CLUB NOTICES



Next Club Night

Thursday 5th March, 7.30 for 8 pm

Trophy Night

Lots of trophies for last season were handed out at the Farmers' Dinner.

For those that couldn't make it, the remainder will be presented at the March Club Night

Thursday March 5th

[Horse and Farrier, Otley, LS21 1BQ](#)

Meet at 6.30pm if you want to eat with your flying mates

Wendy Windblows

We have an update from Rod Buck elsewhere in this newsletter. Trev reports that he and Steve Mann have recently been to the Wether Fell Wendy station. The anemometer looks to be OK, but the direction indicator is goosed. Rod's contact details later if you want to offer help

Future Club Nights

April - only 1 club night to come, the Flying season is nearly here! Our social secretary is playing his cards pretty close to his chest, but rest assured he has something up his sleeve, and a rabbit in his hat for good measure. More details to follow.

We have had a flurry of requests to place holiday adverts in Skywords. So many that it would ruin the newsletter. However, many of them offer good discounts to members, so I have placed them on the website on the commercial section. In order to be fair to everyone, in future all holiday ads appearing in Skywords will be on a commercial, paid for basis.

World Hang Gliding Championships. March 1-13

Kendal Film Festival



Broaden your horizons! As part of the world tour, the film festival returns to:
[Kendal Brewery Arts Centre](#)
April 16th 2015

Noel Whittall

Congratulations to Noel Whittall, who has been awarded Honorary Life membership of the Club. Noel accepted his award at the Farmers' Dinner recently—
more detail elsewhere in this edition of Skywords

Banff Mountain Film Festival

Wed 22 April



[Harrogate](#)

Fri / Sat

24th/25th April, 2015.



CLUB COACHES



Your Club Coaches are for using—so, use them! Don't be shy, none of them have been known to bite, well not without extreme provocation anyway. All the people below have volunteered to help new pilots / newcomers to the area—they WANT to help you.

Dales Hang Gliding and Paragliding Club - Coaches list (March 2014)

Name	HG/PG	Location	Phone (+0)	Email address	Availability
Trevor Birkbeck	HG	Ripon	1765658486	trev.birkbeck@gmail.com	Various
Steve Mann	HG/PG	Kirkby Malzeard	1765650374	stev.andbex@btinternet.com	Weekends
Kevin Gay	HG	Ripon	7794950856	kgay@talktalk.net	Various
Ed Cleasby SC/CC	PG	Ingleton	7808394895	xcflight@gmail.com	Various
Rob Burtenshaw SC	PG	Oxenhope	7747721116	burtenshaw@fsmail.net	Sun and various
Peter Balmforth	PG	Leeds	7714213339	peter.balmforth@ntlworld.com	Weekends
David Brown	PG	Ingleton	7757333480	d.brown208@btinternet.com	Various
Alex Colbeck	PG	Harrogate	7717707632	alexcolbeck@gmail.com	Weekends
Kate Rawlinson	PG	Colne	7976510272	katerawlinson@hotmail.co.uk	W/e & school hols
Kevin McLoughlin	PG	Lancaster	7767652233	kevin-mcloughlin@hotmail.com	Weekends
Martin Baxter	PG	Wetherby	7775785479	mrbaxter@hotmail.com	Weekdays
Toby Briggs	PG	Pateley Bridge	7582156471	tobybriggs@btopenworld.com	Various
Fred Winstanley	PG	Higher Bentham	7770741958	fredwinstanley@sky.com	Various
Richard Shirt	PG	York	7786707424	rshirt@advapoptical.com	Weekends
Simon Goodman	PG	Leeds	7720061200	simon.goodman@talktalk.net	Various
Andy Byrom	PG	Keighley	7796421890	andy.active@unicombox.co.uk	Weekends
Dave Coulthard	PG	Leeds	7595895149	d.coulthard2@ntlworld.com	Weekends
Sean Hodgson	PG	Haworth	7999606084	sean@ogi.me.uk	Various
David May	PG	Ilkley	7928318219	dav.may@gmail.com	W/e & various

Club Coaches are pilots who have expressed a wish to help less experienced or new pilots find their feet in the Club environment. It could involve site information/briefings, developing and advising on practical flying skills, assisting on coaching days or helping pilots prepare for exams or invigilating exams. All coaches have been endorsed by the Club and undertaken some BHPA led training - they also need to do some coaching during the year to further develop their coaching skills and to retain their rating.

Please make use of their skills and experience to further your own skills and knowledge.

Ed Cleasby
DHPC Chief Coach/Senior Coach
February 2015

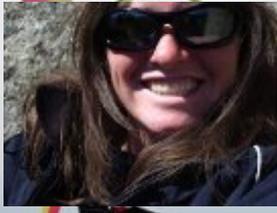
Anyone wishing to become a Club Coach should contact me directly for any advice or be proposed for training.

There is more detail on coaching within the club on the website.

Coaching days are always announced on the web site homepage and shout-box



Dales Hang Gliding & Paragliding Club
www.dhpc.org.uk
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Judith Mole

SKILLS—Flying with others

Many people initially find it intimidating flying with others in close proximity and require a lot of space. The red streamer system was developed so that other air users could identify easily those who might need more room and may fly a little more erratically due to their low air time. Similarly, there are many experienced pilots whose tolerance for flying in crowds is low. As our sites become more crowded, it is important to make sure everyone flies considerately and safely to avoid accidents and bad feeling on the hill. Most of this is common sense, but here is a reminder of some basic ground rules on flying with others.

Rules of the air

The rules of the air are designed to make flying behaviour more predictable. Make sure you remember these rules and if you have forgotten them... here's a quick summary of the key points:

- 1) When two aircraft going in roughly the same direction converge at approximately the same altitude, the one with the other on its right gives way.
- 2) When approaching head on, both aircraft should alter course to the right.
- 3) When ridge soaring, and two aircraft are approaching head on, the one with the ridge on their left should give way – because the person with the ridge on their right might find it difficult to break right without hitting the hill.
- 4) When overtaking, pass on either side, and give plenty of room..
- 5) An aircraft which is landing or on final approach has right of way over all other aircraft in the area.
- 6) The lowest aircraft on any approach to landing has right of way, so long as they are not obstructing or cutting across others on final approach or landing.

Flying with other aircraft

Paragliders and hang gliders have different launching, flying and landing characteristics. It's important to be aware of these when flying together. Talk to HG/PG pilots to become aware of their needs so you can both fly safely together. Don't hang around launch/landing area. Many of our sites are long ridges and there is no need to hang around the launch/landing area. Soaring back and forth in front of launch/landing areas stops others from getting in the air and means their window for getting off is short, possibly increasing already high stress levels. Similarly, a pilot soaring in front of launch narrows the space for an easy top/slope landing. Getting away from the launch area gives you more space from others, meaning you are not with the crowds. If it's scratchy top/slope land and walk back or take off again where you are.

Judith's articles and podcasts appear regularly on her [website](#), and in [the Paraglider](#) online magazine

Thermalling with others

It is an accepted rule that a glider established in a 360° turn in a thermal has right of way over those joining the thermal. They will also not usually break right. If you don't wish to enter the thermal as well, then turn away or fly around that pilot (giving them loads of space, and preferably passing them on the upwind side. If you find the thermal, check in all directions before you turn that there is no one in close proximity to you. If you enter a thermal with others already established in it, remember the following rules:

- 1) Gliders joining a thermal should give way to those already established in it.
- 2) You must circle in the same direction as the pilot(s) already established in the thermal.
- 3) If people are thermalling in different directions, turn in the same direction as the nearest glider to you (vertical separation).
- 4) The approach to enter the thermal should be flown in a tangent to the circle so you can maintain visual contact with all pilots in the thermal and so that no pilot in the thermal has to move to take avoiding action.
- 5) Don't cut inside of someone when turning in a thermal.
- 6) If you leave the thermal, check around you first to make sure you are exiting into clear air and are not obstructing other pilots following you in the turn.

It is a joint responsibility in all cases to avoid a mid air; however it is particularly prudent for pilots who are thermalling to be aware that another glider climbing quickly in the thermal from below, may not have sighted you. This may mean that either or both pilots take the correct avoidance action. It's all down to lookout, take avoiding action if you are at all unsure that you have been seen, but follow the thermalling etiquette to enable all pilots to climb quickly and safely. It is also important to not fly under or above another pilot, as a sudden deflation, thermal gust or dive could cause a mid air. The most important thing is move your head - look around constantly - if your head isn't moving every few seconds then you are at risk.

Flying too close

Don't fly too close to others. Passing in front of others closely can cause turbulence which can cause a canopy to collapse. Also each pilot has their own comfort zone when flying in close proximity to others. Respect that personal space, and unless you know the other pilot well, leave plenty of room.

Ground handling

If you want to do some ground handling, choose an area of the hill where you are not obstructing others. For example, check out where the top landing area for hang gliders is (may be in a completely different area than where you would land a PG), and don't ground handle there. Hang gliders may only get one chance to top land. Your ground handling could make them lose that chance.

Keeping a lookout

Making sure you always look out for other pilots is something which is reiterated in school all the time, but it is worth saying here again. Many pilots do not check that the air is clear before launching, especially when reverse launching a paraglider. You may plan to turn around, hold the canopy above your head and then check to see if the air is clear, but if you get lifted off your feet this may be too late. Look first, then inflate your canopy! When keeping a look out in flight, don't just check that you

Judith Mole. SKILLS—Flying with others

are passing on the right, if that means boxing someone else in. Check that the person who is flying towards you doesn't have to fly too close to the hill or other obstacles to pass you. And finally – ALWAYS look before you turn.

Flying along the ridge

When flying with others, especially in scratchy conditions, try to fly in a way that will allow both/all of you a chance to top/slope land (including hang gliders!). This means not turning inside someone just so you can hog the lift and make them turn in sink, or pushing them out of the lift progressively on each beat whilst you have the ridge on your inside.

Landing approaches

Make your intention to land obvious by flying a proper landing approach, flying to the top landing area in a clear fashion. If you are going to land, then do so as quickly as is safely possible - mincing about half landing just gets in the way of others and can cause an obstruction. Plan your approach so that if you overshoot, you don't fly straight into others!

After landing

After landing, clear the area so your equipment doesn't obstruct others. In particular do not leave your kit in a place where hang gliders could be landing. When packing up, move to the edge of the field, so you and your equipment are out of everyone's way.

Incidents and how to resolve them

It is the responsibility of ALL pilots to avoid accidents. Seniority at a site in terms of hours/experience/years in a club doesn't give you extra rights. If everyone flies considerately, with regard to their own and other's safety then there should be no incidents, but in case there are, it is useful to alert the others in the air of your concerns by shouting out. Please don't make this an expletive filled diatribe, not least, because non-flyers (such as tourists, or visitors, or people living in the houses below) can often hear what is being shouted from the air). Just a 'Look out!' or 'I need more space!' is usually sufficient.

Talking to the other pilot after you have landed is essential; they may not have been aware of you or the potential incident, may have different tolerance levels for flying in close proximity; not have been aware that you were trying to land, etc. When talking to others it's useful if this is done in a constructive manner, so everyone learns something and can fly more safely in future. Pilots in the past have given up the sport because they got shouted at on the ground – it would be a shame not to support them to fly more safely and enjoyably with others.

A lot more info is available in the pilot handbook, available from the BHPA ■

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“ Truly superior pilots are those who use their superior judgment to avoid those situations where they might have to use their superior skills. ”

Lessons from Roldanillo

Thermalling—obey the rules!

Here's an incident from the recent 14th FAI World Paragliding Championships from Roldanillo, Columbia. Try not to wince!



In his [blog from the event](#), Ed Ewing of Cross Country Magazine reported:

“The video above is of a close encounter while thermalling. While the incident in the video is too close, it made me think about the comments I've heard about thermalling etiquette among pilots here.

Germany's Uli Prinz said the thermalling was 'very professional ... very friendly', and Felix Rodriguez said similar, comparing it to the "disaster" of some other recent comps he has flown. Others, who are not as experienced as Uli and Felix, have said they felt the thermalling has been aggressive, or "rude".

So you could infer it's down to experience level – the more experience in big, fast moving gaggles that you have as a pilot, the more comfortable you will feel in them. Where do you get that sort of experience? From flying in big, high level competitions.

Incidents like the one above are not the norm, that's for sure. Most pilots [in the World Championships] thermal well and show good airmanship. That's one of the reasons why they are so shocking when you see them on video“.

Also from Roldanillo, but applicable everywhere:

Barometric v GPS Altitude

On at least one of the days, a ceiling was declared, with disqualification for those who bust it. Needless to say, even in a World Championship, some WERE disqualified for flying too high. How could they get something so basic so wrong in such an important competition? Knowing the rules, and how to set your instruments accordingly is pretty much essential. But do YOU know the difference between Barometric and GPS height?

Here's the definitive answer!

Stop press: CIVLdecision

Use Barometric in future!!

Sierras Sortie

a novice pilot

abroad

Tim Rogers Reports from  go

So with a great spell of summer weather behind me, the ink now dry on my Club Pilot certificate and the first few exhilarating hours of red-ribbon soaring recorded in my log book – what next? The summer had ended weeks ago and already flying opportunities were fewer. Winter was approaching, threatening to further frustrate this new pilot's progress. I could already feel my hard-won skills ebbing away – would I be back to square one by the time spring came?

Minhaj and I, as fledgling pilots – fellow Active Edge graduates passing out of Dean's school towards the end of the summer – had already talked of a possible Spanish excursion in the autumn to grow our skills and confidence and log a couple more hours before the onset of the British winter. Then I saw Jan's forum post seeking low-airtime pilots to join a week with High Sierras in Spain. I was in, and Minhaj didn't need any convincing either. Word got around and soon we were five, with Dave and Phill Also signing up for the first week of November.

[High Sierras](#) is run by Chris and Lynn Williams. Chris is a Lancashire lad, a member of the Pennine Soaring Club, and divides his time between flying here in the UK and in Spain. Chris offers paragliding guiding and coaching in thermal flying and in particular in XC, with Lynn following patiently in the van to provide the uplifts and retrieves. The help doesn't stop at the end of your week either - Chris offers to keep in touch and continue the coaching when back in the UK. And if the weather's no good for flying while you're there Chris is set up for mountain biking, hiking and birdwatching too. High Sierras is based in La Muela, near Algodonales in Andalucía. 1051m high Lijar - the hill above Algo - has various launch sites that cater for wind coming from most directions. La Muela is a quiet village close to the Northern "Bull Ring" landing field with a couple of little bars and, new for 2014, a great little restaurant "Mirador San Diego" that a couple of months previously had been a cowshed – we





Photo: Tony Pickering

ate there on several nights during our stay and I can thoroughly recommend it – muito bem!

Working with small groups Chris tailors the activities to match individual needs and produces a comprehensive summary for each person at the end of the week – picking up the good, the bad and the ugly (or was that just mine!). All five of us had similar aims for our week: building confidence, starting to make use of new instruments, getting some experience of thermalling under Chris' watchful eye, and maybe even getting a little taste of what it's like to leave the ridge and head off cross-country.

Sunday

Driving from the airport at Malaga, it was the middle of the afternoon before we met up with Chris and Lynn. Jan was there too, having travelled out the previous day, and had already been flying.

Minhaj, Lijar



There was still time for a quick top-to-bottom so we threw the gliders into the van and headed up to one of the launch sites on Lijar's Northwest side. In the light conditions Minhaj, Phill and Jan forward-launched from a disconcertingly small area. Each take-off run was accompanied by shouts of encouragement from other pilots watching, with a big cheer as legs and airbags got airborne and clattered through the bushes on the way out!

Monday

With the wind forecast to be a bit fresher ahead of an approaching front Chris decided to take us Southwest to El Bosque. After inspecting the landing area which was a huge field, and meeting up with Jan's friend Mel, we headed up to the launch. A short steep walk from the van brought us to a small, sloping clearing amongst the almond and carob trees. We were first there and laid out the gliders for the daily inspection but we were soon joined by other groups and things got a bit crowded as we took our places for launch. The aim of the day was to "push out in front and go and play in the thermals". It sounded so easy! The wind actually seemed quite light though - Phill made the sacrificial first take-off and skillfully managed to avoid any thermals, gliding in sinking air to land just short of the field we'd scoped earlier.

One by one we took off after Phill, opting more for the comfort of the ridge lift instead of pushing straight out. It dawned on me that I hadn't really thought through how I might find a thermal! After a couple of fruitless little forays away from the hill,



turning tail when I heard my vario wailing, I managed to blunder into some rising air and I put in a hopeful turn. Miraculously I was still going up! A safe distance from the hill and with no other gliders here I just kept going round. As I climbed higher above the ridge line I found myself joining the company of half a dozen vultures lazily circling. At first exhilarating, it quickly became a little unnerving as it turned out they were not all necessarily obeying the rules of the air and one or two seemed to pass by very close just so they could have a good stare at me. I must admit this freaked me out a little so I left them to it, but they had made my very first thermal ride unforgettable.

The others seemed to be having varying degrees of success but we all steadily gravitated towards the landing field where Lynn had brought the van down to meet us. As we were getting ready to leave we watched a German pilot's wing collapse fifteen metres from the ground as he encountered a thermal rising from the landing area. He didn't have his undercarriage down and came down hard on his harness' airbag in the sitting position. He didn't get up.

Unnerving, as
the vultures
were not all
obeying the
rules of the
air!

The ambulance was called, and we heard later that he'd suffered two broken vertebrae. It was a sobering experience and as we headed back up the hill in the van I for one took a mental reminder to keep some pressure on the controls and get my behind out of the seat early on the landing approach.

The wind was picking up a bit by now and was forecast to strengthen further through the afternoon. In the morning Chris had watched us from the launch site, giving us some advice and encouragement over the radio. This time his aim was to fly with us. A couple of us launched ok but as the wind picked up things apparently got a little difficult on the small launch area and it took a little while for the others to get into the air and Chris stayed to help out. Finding the thermals was proving difficult, let alone playing in them! But at least we were beginning to tune into the clues (the giveaway ones like circling vultures were particularly useful!) and in-

vestigating possible sources like farm buildings or tractors in the fields below. Nevertheless by the time Chris had launched we were all down in the landing field. It was rush hour, with a steady stream of pilots coming in to land and others showing off their quite considerable ground handling skills along the edges. We decided to call it a day and headed back to La Muela, stopping off at El Cortijo on the outskirts of Algo to feast on some of the biggest steaks I've ever seen in my life. This is not the ideal flying destination for vegetarian pilots!

Tuesday

The predicted storm front swept through in the night, with wind and rain battering the shuttered windows. In the morning the worst had passed but it was still raining. We'd already concluded this wasn't likely to be a flying day but the forecast seemed encouraging for the rest of the week. So we were



happy to spend a leisurely day with Chris talking us through the area's weather patterns and how they affected flying conditions, and discussing the theory of thermalling. We also had a very useful couple of hours exploring our new instruments, realising what they could tell us, discovering how they could be configured and thinking about the ways we could actually make use of them!

Wednesday

Some of the launch sites here are very compact, with not much room for error. Nothing like I was used to at school in the Dales! In the morning we headed up to Lijar's highest Northwest launch site. A few other pilots were already there but didn't look like they were in any hurry. Since we had the luxury of a van and willing driver Phill, Dave and Minhaj launched for a top-to-bottom warm-up. Jan faltered after a couple of attempts in the light conditions and stepped aside so I laid my glider out in the postage stamp-sized launch area. I lifted my wing, turned, pushed forward and ran. But I didn't control the wing properly and instead of lifting from the ground I charged, wing chasing me overhead, twenty metres down the slope and into the bushes before crashing over while my glider landed in a tree in front of me, much to the bewilderment of onlookers. Another mental lesson stored away: always take care to use your controls to set your

Some of the launch sites are very compact

wing in the right position and keep it pressurised when you're launching. With help from Chris, Lynn and a couple of other patient pilots the glider was eventually retrieved from the particularly thorny tree just as Jan launched cleanly and flew over me on her ride down. After a thorough inspection the glider turned out to be unscathed although the pilot was showing a few signs of wear and tear, but both were declared ready for the afternoon flight.

By the time Lynn had ferried the others back up to the top the wind had strengthened. We watched



Jan, Lijar

the sky gods and I regaled the others with the story of how I earned my new "Bush Baby" moniker while we crammed in some sandwiches and waited for the conditions to ease so we could take our turn. We were still waiting at 4pm when we decided enough was enough and we bundled into the van to head for the nearby limestone edge of Ronda Viejo in the hope of one flight before the end of the day. This nice little Northwest ridge-soaring site made us feel right at home with its Dales-like characteristics - rather like Semer Water I thought. It was late in the day and we pulled the gliders out. All five of us launched and boated up and down the ridge together before heading out on the glide down, as the sun sank and the moon rose, to land in the fields next to the road where Chris and Lynn were already waiting to collect and take us back to La Muela.

Thursday

Thursday dawned clear and after checking the weather forecast hopes were high for a good day. The plan was for us all to launch and try to fly with Chris in and around the thermals. If any of us were still with him when he climbed high enough he would lead us over the back on our first XC flight.

The wind was round to the West so we moved to the launch site we'd used when we arrived on Sunday. Lijar is a very popular hill and although this launch area was a bit bigger, in these conditions it was very busy. We all launched and flew straight into Algo Bedlam! Wings everywhere, scores of them, flying in all directions with no perceptible regard for the rules of the air. Chris had advised us to

"treat everyone else as though they were idiots" but as we joined the fray and tried to maintain our own airspace, heads constantly swivelling to keep a sense of where we were in relation to the other pilots around us, some vague order did seem to gradually emerge - generally people were either thermalling or soaring the ridge, it's just that some of the thermals were on the ridge!

Soon Chris was in the air too and calling us to stick with him. This turned out to be not as easy as he made it sound as we tried to maintain height, keep

a sense of where he actually was and manoeuvre to stay close whilst keeping a safe distance from everyone else. We were all climbing and descending in different cycles and as Chris tried his best to corral us together it became clear that not all of us were going to make it. Minhaj "the Exocet" got close to Chris - very, very close in fact! - I was in the right area and



could see Phill in front of me but we were well below Chris who was circling above us, already well above the ridge line. I heard Chris' voice over the radio sending Phill and I out from the ridge towards the landing field - I'd blown it! Somewhat dejected, I followed Phill on the glide out and away from the melee. With the Bull Ring straight ahead under Phill's feet, suddenly his wing turned to the left and he went up - hallelujah! Sure enough, I met the rising air too and circled below Phil as we moved back towards the ridge and up towards Chris. Minhaj, Dave and Jan meanwhile had become separated and soon I heard the magic words from Chris: "Phill and Tim, follow me - we're going over the back!" I worked a little higher up and was above Phill as we





turned downwind and flew across the flat top of Lijar after Chris, over the Southern launch site and out high above the plain to the Southeast, leaving the crowds behind.

Ahead of us we could see the road stretching to the town of El Gastor ten kilometres away with the distinctive twin peaks of our target behind. I looked a very long way away! We would need to climb at least once again if we were to make it to there and then perhaps even beyond. We were flying alone and with Phill below me it was obvious we were gliding more slowly and sinking faster than Chris up ahead. Once or twice I ran into the turbulence of thermals rising up from the valley below. I tried to gain height and managed a couple of turns but struggled to find anything meaningful. I could make out two other gliders established in a thermal near the town, still a fair way off. With Chris seemingly disappearing into the distance to join them and Phill well below me now and looking as though he was picking his landing spot, I was suddenly feeling a



Minhaj

little isolated in the middle of the plain and I decided to push on after Chris. On reflection this was a rookie mistake – I should have been more patient in working the thermal I'd stumbled across to seek out the lift that would give me the extra height I clearly needed to reach Chris and the other gliders in the town thermal. I heard Phill on the radio reporting a safe landing as the ground rose to meet me on a gentle ridge below El Gastor. I vainly tried to eke out some dynamic lift with encouraging words from Chris, but I think he realised before I did that I was doomed! I decided to call it quits and turned away from the hill to pick a landing field. I ended up touching down somewhat carelessly in the lee of a gentle roll in the land – not the best choice but I was down safely and I reported the end of my flight on the radio

All down
we en
anoth
Pepe's b
celebr
great



wrote the day off from a flying point of view and took a trip to the spectacularly-situated town of Ronda in the afternoon.

Saturday

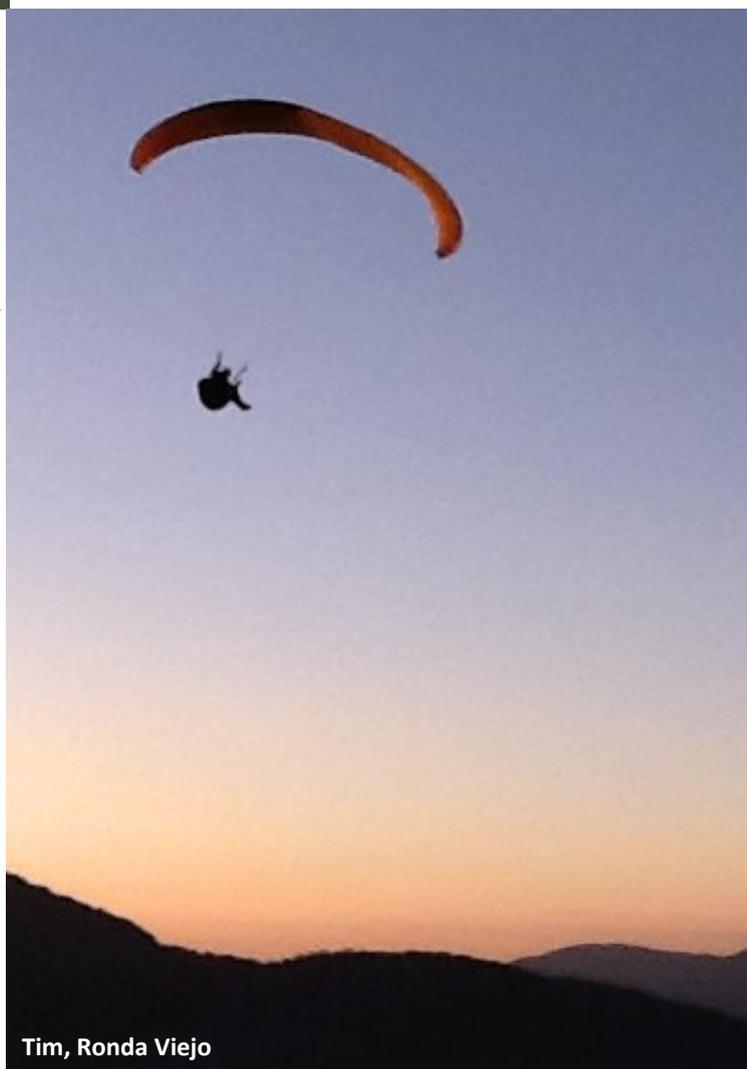
We'd hoped to finish on a high – so to speak. But on our last day the weather reports disagreed with each other. The wind seemed strong though and after a morning spent driving around trying to find a suitable site Chris decided the best bet was to head back to Lijar and wait. As the afternoon progressed wings appeared above the launch site so it was back in the van to head up for the last flight of the week. By the time we reached the top it was fairly busy but by now we were more familiar with the launch site and this time it was a straightforward affair. We boated about for a while before joining a steady stream of gliders heading like a row of ducklings for the Bull Ring landing. All down safely we packed our gliders for the final time and enjoyed another of Pepe's beers to toast [Chris and Lynn](#) and celebrate a great week.

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then set about packing up and extricating myself from what appeared to be the only field for miles around that was totally fenced in with barbed wire! Shortly I reached a patiently-waiting Chris and we walked back to join Lynn who had already collected Phill in the van. We drove back to the Bull Ring landing field to collect the others and smugly recounted our little adventure over a beer at Pepe's van. In reality just a hop over the back and a glide to land, nevertheless I was very happy with my first modest sortie into the world of XC.

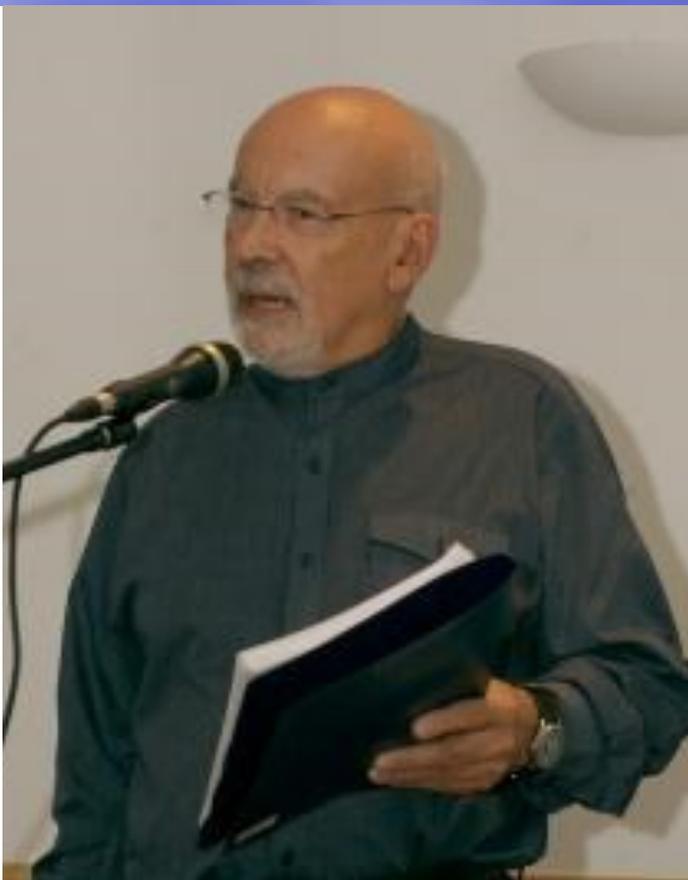
Friday

On Friday morning the wind was up and the cloud was down. Phill, Jan and I tried a bit of ground handling at the Bull Ring landing field in the morning but packed in when the showers arrived. We



Tim, Ronda Viejo

Honorary Life Member



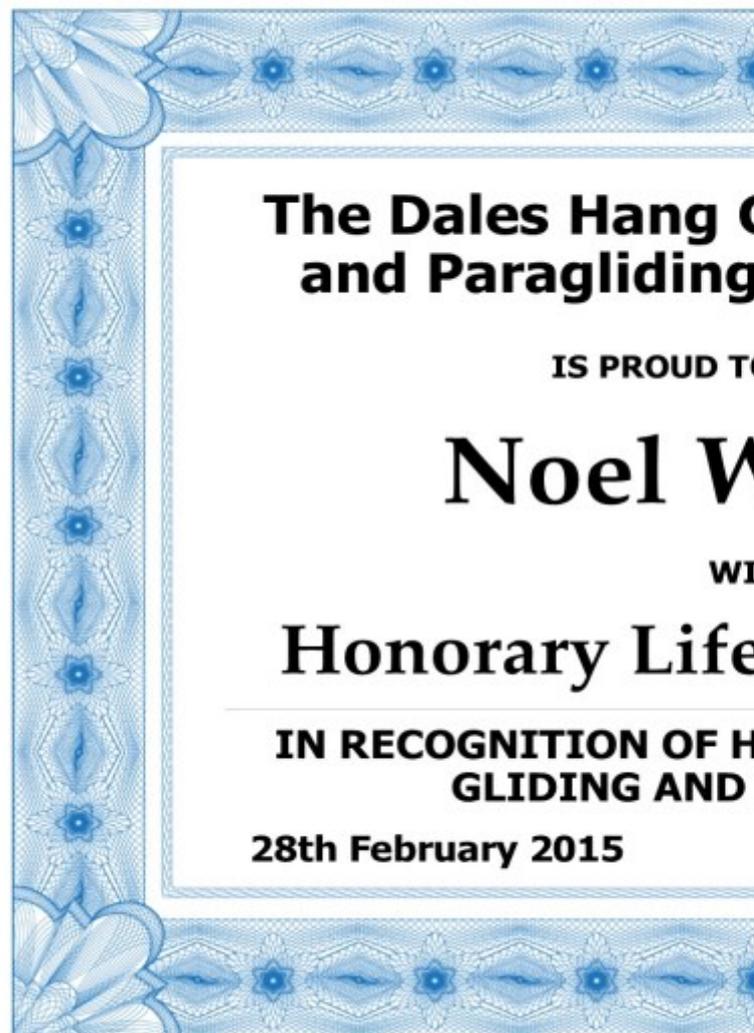
Ex-chairman and vice-president of the British Hang Gliding Association, as Secretary of FAI-CIVL, the world governing body, he was deeply involved in the organisation of paragliding internationally. His sons, Matthew and Rob, share Noel's passion for flight. Rob was double World Champion for both Hang gliding and Paragliding, and one of the industry's foremost test pilots.

Noel has a very healthy attitude to death; anticipating it as a mild surprise rather than a tragedy. After a brush with bladder cancer, and then a heart attack while flying above Addingham Moorside a few years ago, he decided to give up open-craft flight.

It is a very rare event for the Dales Hang gliding and Paragliding Club to bestow the coveted award of honorary life membership upon one of its members; indeed in our 40 year history there has only ever been one other such award. For goodness sake – this is Yorkshire and we don't like giving things away!

In the early 1970s, after several years of sporting motor-cycling and running a motor factors out of an old church in Stanningley, Noel Whittall read an article about the then-new activity of hang gliding. Motors were temporarily abandoned and he began his love affair with unpowered flight which continues to this day.

Paragliding and hang gliding have taken him to many parts of the world, sometimes as a competitor and sometimes as an official at major championships.



[Back to noticeboard](#)

Membership for Noel Whittall

Now, whilst some of us might be content to sit in front of the television with a blanket over our knees, whilst indulging in a mug of steaming hot chocolate, that's not Noel's style. In 2011 he rode his 1918 Triumph *Model H* from his front door in Leeds up to John O'Groats, then all the way down to Lands End, before riding it home again. Then he wrote a book about it: 'A stupid thing to do'.

Indeed Noel works as a writer and editor of books and is a frequent magazine contributor. As well as books on hang gliding, paragliding and paramotoring, he has also written about many of his other enthusiasms, which include ballooning, classic motorcycling, riding the

Cresta Run, industrial history, and travel. He is also an accomplished poet.

I have stolen most of the above text from the biography inside one of his own books (well why not - my ex-wife paid good money for it!). But it's as a club that we really owe Noel a debt of gratitude. He was a founder member, staunch supporter and is an ex-chairman. His voice was captured as the commentator in the club video – the first 25 years. But what really sums it up for me is Noel's helpful attitude and enthusiasm on the hill. Trev Birkbeck recalls that it was Noel who got him into hang gliding back in 1976. Whilst other pilots at the time were preoccupied with the potential for a 20 second top to bottom, Noel took the young Trevor to one side and explained what it was all about. He went on to sell Trevor his first glider and help him get to grips with it.

And finally, just in case you were wondering who the other honorary member is, it's Noel's son, double world champion, Rob. Must be something in the genes...

M Baxter



Gliding Club



TO PRESENT

Whittall

TH

e Membership

IS SERVICES TO HANG PARAGLIDING

Chairman: Martin Baxter





Photos: Cumbria Mountain Photography



AirCross are looking for up to 5 UK pilots to join our team and to be equipped with either a U Cross, U Infinite or U Sport 2 at very preferential prices. The pilots need to fly their wing in 2015, put their flights online and in general be a good ambassador for the brand.

AirCross XC & Acro Team It could be YOU!

If interested please send an email with a short description of who you are and your flying experience to david@aircross.eu

More information at: <http://www.aircross.eu/>



February Club Night Report

Improving your flying with individual goal setting

“Bring a pencil and paper” we were told. Clearly this was not going to be an ordinary club night.

Judith is well known in the flying world, having started on hang gliders in the 90s, and subsequently seeing sense (sorry Kev, Trev, Steve et al!) in the naughties. She started writing on developing your flying skills (a series of articles which we are now serialising in Skywords), and then was quickly into these new podcast thingies. She has now released over 40 podcasts, on everything from understanding RASP, to Competition scoring, to Coastal Flying. The session she did for the February club night was loosely based a round one of her podcasts—Improving your flying through personal goal setting. Judith has run these sessions before, and reported that they work well with around 12 people in attendance. Things were looking good when I arrived at the pub at around 7.45pm. About 8 members there. When Judith went to the room to get her stuff ready 5 minutes later a couple more had arrived. By the time we all went upstairs for the talk, there were well over 20 pilots keen to learn how to improve their flying. An impressive turnout, but probably more than a comfortable number for the presenter! Richard offered to break the pencils in half and had a pencil sharpener with him in case of need. Be prepared!

Judith took us through the process of getting to a point where you set yourself a set of tasks to enable you to achieve your goals for the year, whatever they are. With a large turn out, and a lot to cover in a short time we all got a good insight into the steps you need to go through, and had a go at each of the steps. To build a full picture, more work will be required at home.

So, the first question – what do you want to improve? The range of answers would probably have covered the whole gamut of paragliding, however we will each have our own things to target. Some of mine included some basic techniques I know I keep ignoring, and others included gaining more experience in certain areas – flying in a gaggle for instance.

Next up – where do you want to be in 3-5 years. Above Cav in the XC league? World champion? Beat Chrigel in the X Alps? Or, still be safe, achieving 50Km, or been on an SIV course? Again the answers in the room will have covered a large area.

To start to build confidence, we were asked to note down 3-5 things which we were really good at. Luckily we didn't have to read these out as I am sure mine would have raised a few eyebrows.

Next up was to assess how you best learn. We are all different. Some learn by doing, some by reading, then practicing, or watching or being coached etc. What works best for you, do you actually know how you learn best? Whatever technique or techniques work for you would be referenced back to later to identify how to go about achieving our goals.

We then went on to be introduced to the concept of SMART targets, which were to be used to set our goals for the year. Specific, Measureable, Achievable, Relevant and Timely. So you couldn't for instance have a wishy washy aspiration, say—I'm going to get better at thermalling. You would be pushed to explain that in SMART terms, there had to be measurable tasks. This is a challenging process, but is at the heart of developing something to aim for that you can demonstrate that you have achieved.

Suitably prepared we now got to the bit about deciding what our targets were going to be. SMART targets written in the form of:

“By 31st October 2015 I will:.....”

The significance of 31 October will not be lost on many people – the end of the XC League. The breadth of the conversations to this point had been quite inspirational, and I'd had fleeting ideas of identifying other targets rather than simply X numbers of hours for example. When it came to writing things down however, I found myself drawn back to the obvious. At each step though, Judith had pointed out that we should return to each task when at home and give it a bit more thought. This proved to be useful advice, and a couple of days later I had filled out my list with more thought out tasks built upon the process we had been through.

If we had thought that having got our targets written down, we had done our work for the evening and could relax, we were wrong. Judith went on to identify 5 categories (identified below) that impinge on our flying that we should consider when thinking about what we were going to do to enable us to achieve our SMART targets. We then identified 5 common targets that people come up with, and split into groups to work on a target that was of interest to everyone in the group. The common targets we identified were:

Fly X Km XC — Ability to do Wingovers-
Fly faster in competitions— Out and returns—Strong wind ground handling

The groups in the room then set about identifying what they would suggest they would work on under each of the categories of:

Knowledge - Skills - Equipment - Attitude/Confidence - Lifestyle

I have typed up the output from each of these groups to give a feel for what was discussed in case you are considering setting targets in this way. The “X Km XC” feedback is opposite, and I have put the others on the [Coaching page on the website](#). Judith pushed us to think about how you evidence each of the aspects we identified – so for instance if we had said “get better at observation”, she would challenge this with “what does that mean?” before going on to give us ways of evidencing this – such as “write down 3 things that you observed during your flight – smoke? Birds thermalling? Change of wind direction?. For “get better at understanding the weather” was suggested: “write down what you think is going to happen to the weather today” – then go back and check later - don't kid yourself that you get it right! We each came away with a developing list of targets for the year, and I for one have added to it since that evening.

Overall this was a well attended, enthusiastic and very interactive session, introducing scientific method to building targets for your flying. I am sure that everyone who attended learnt something. Hopefully we have all now built some targets for the year, it would be really useful for us all to discuss progress at a future club night.

So, what were my targets? I'll tell you later in the season as I start to make progress on them. I don't think Cav needs to worry, for this year at any rate!

Judith Mole. Improve your flying with individual goal setting





Ed's COACHING COLUMN—A New Season Beckons

I'm starting to get quite excited at the prospect of a new flying season. Another year looms where I aspire to get better, indulge my xc addiction and have lots of good times alongside friends. We all have our goals and our (secret) plans. One useful reason for keeping a flightlog is that it helps remind you what sort of weather and flying experiences you can expect – although this is Britain so nothing is ever that straightforward. My log shows I summarised last March as 'disappointing', nevertheless it provided some nice days out and the odd first xc of the year. If you fly paragliders or hang gliders you live in hope, so as Spring awakens I'm as optimistic as ever.

Just a few coaching snippets from me this month.

Joint Coaching Day 31st Jan

A big thank you to all those who attended from Dave Ian and I. We expected 37 from returns, but ended up with 43. The numbers alone suggest the demand from pilots wishing to add to their skills, knowledge - or simply be with like-minded folk for a day, is high.

My own slides for the day can be found here as a basic pdf. I'll also add to the DHPC coaching section when I get time.

<http://www.xcflight.com/links-downloads/>

Spring intro'

The usual warnings about Spring thermals and rusty pilots apply – I won't bore you by covering old ground. However, as an alternative way into reconnecting with your glider (what it looks like and how it feels) after the winter break, I've given some thought to groundhandling. It figures on my

'need to get better' list as it does lots of other pilots out there. I did consider an article with lots of pictures; then making video clips, but in the end nothing beats actually going out and doing it. Therefore I'm suggesting the following as an afternoon in March – when it's often not especially flyable but the days are getting longer and warmer.

My proposal is a fairly structured approach where we can:

- Remind ourselves of the basic principles – from laying out, preflighting, the effects of different risers, brake inputs and body movements on the wing during inflation.
- Selecting suitable places to make take off that bit easier and safer.
- Cover a range of techniques to cover differing conditions – from nil wind to mid teens.
- Look at safe ways of de-powering the wing – useful for windy landings, notably top landings.
- Switching wings – with someone you trust!
- Developing ground-based wing control through a series of structured fun exercises.

The general idea is that ground handling should be more than bringing the wing up and down until we get bored, but more a series of purpose designed exercises that hone and develop a key skill. In the same way that many sports out there run through skills based programmes to improve. At the moment I have a developing set of graded tasks that are intended as 'fun with serious intent'. I'm sure you could design your own, but it's always fun to things against/with others. I welcome any 'good' groundhandlers who would like to help out—please get in touch.



An interesting technique!

Coaching register: I've just set up the register for 2015 which can be found at:

<http://www.dhpc.org.uk/coaching>

My use of a register has been questioned, but it makes me feel happier. Call it the teacher in me, but I like to have some details and background on who is hoping to come along. For anyone new to the coaching register it's fairly self-evident how it works if you read the accompanying notes. It's used to form the annual coaching group for the year so last year's register is now redundant and it starts again from scratch.

New DHPC members: I've had a word with Neil Plant (membership) and we hope to have a system in place soon whereby new members are automatically referred to me and I become another point of contact with the offer of coaching (should they require) or general site/area advice. Principally it's aimed at new, fairly fresh out of school pilots who may appreciate an offer of help during the school to club transitional phase.

New Coaches: Anyone wishing to be considered as a DHPC Club Coach should contact me asap with their reasons and a brief resume of their experience. There is a two day coaching course coming up in Derbyshire on the 14/15th March. If you are endorsed by the DHPC your course fee will be paid by the club and you will be mentored during your first year as a coach. To demonstrate compliance with the latest European directive on equality on a windy hilltop we would especially welcome lady pilots to provide us with a better gender balance. Best wishes for a safe and enjoyable season.

**Bring
on
2015!**



Kate Rawlinson

SAFETY—"NOTAMs"

If you are going out flying mid week:

1. **How lucky are you!**
2. **Don't just assume someone else will have warned the military of your plans!**

The CANP procedure (commonly, but incorrectly, referred to as a NOTAM) is a way of informing low flying military aircraft of where we will be flying. The technical definition is: A voluntary system whereby civil operators notify their intention to fly at low level (at or below 1,000 feet agl, when crop spraying or powerline inspecting for example), aimed at avoiding conflict with low flying military aircraft.

There are two linked systems for letting the military know where we will be flying on any given midweek (non English bank holiday) day. Both essentially use the same process, as detailed below.

Low Flying Booking Cell

Five hundred of the busiest flying sites in the UK have allocated Site Codes. You can find these by going to the site page on our website (and if flying another club's site, they will have this information on their site) and looking for the Site Code - for example Cowling & Sutton Pinnacles site code is 17.061. On these sites it is possible to activate a temporary avoidance zone around the notified site (1nm diameter/1000ft agl) by contacting the Low Flying Booking Cell by 20:00 the day before (16:00 on Sun). (Later submissions will still be passed on to military pilots, but as a warning rather than creating a temporary avoidance zone.) Details on how to do this are provided later in this article.

Civil Aircraft Notification Procedure

For all other sites the standard CANP (Civil Aircraft Notification Procedure) should be used if five or more gliders are likely to be operating. This does not establish an avoidance area but it does ensure that military pilots will be alerted to your presence. Because it can take up to four hours to get the information out to all the military pilots before they take off, the notification procedure should be started as soon as possible - ideally the evening before.

Procedure to be used for BOTH Low Flying Booking Cell, and CANP.

Both procedures involve phoning the same people on the same number as below. The only difference in the process is that for one of the 500 busiest sites, you will be providing the established site code and referencing that it is a "Hang/paragliding Avoidance Area", for all others you will be providing the OS Grid Reference.

The Military would prefer it if we co-ordinate our activities so that we don't duplicate notifications. So if you intend to fly a site, take the following steps:

1. **Follow the DHPC on Twitter or Facebook - see if anyone else has notified the site for the day and time that you intend to fly.**
2. **[Check for NOTAMs on the website.](#)**
3. **If the site has already been notified, you don't need to do anything.**
4. **Ring Freephone 0800 515544
(Fax 0800 3892225)**



Provide the following details:

ACTIVITY - State "Hang Gliding or paragliding". If the site is one of those with a site code then state "Hang/paragliding Avoidance Area" here.

LOCATION - If the site is one of those with a site code then state that first. Then provide the site grid reference (2 letter 6 figure) and its name e.g. Cowl- ing & Sutton Pinnacles site code 17.061 Quote the grid reference in the site guide as this is the recog- nised grid reference.

AREA OF OPERATION - With the notification system this is a maximum of 2nm radius. With the avoid- ance area system it is always 1nm diameter.

DATE / TIME - Date and time flying will start/finish. They prefer a date in 10 October 2012 format (i.e. no day suffix and month in text) and times in 24 hour format

EXPECTED NUMBER OF GLIDERS - State quantity

CONTACT PHONE NUMBER - Ideally a mobile that

will work on the site. Normal contact details if different from above.

You will be given a unique Reference Number to note.

The Low Flying Booking Cell is manned Monday to Thursday 07:00 - 23:00 and Fri to Sun 07:00 -17:00. If you use the fax out-of-hours you will be called back by phone with the Reference Number when the office is next manned and the associated notifi- cation has been passed to military pilots. You can only assume that you have avoidance/notification status once you have received this.

If you do not fly, for whatever reason, phone again and cancel your notification quoting the reference number. For maximum effect the Freephone should be called at least 4 hours before you fly, and re- member, Freephone does not give you exclusive access to the site, it simply warns the RAF pilots that there is very likely to be low slow moving traffic ra- ther than just maybe ■



Wendy problems

Rod Buck suffered severe injuries in a fall from ladders last autumn, and has ongoing problems from this, requiring further surgery. He has limited use of one arm, and a hip badly in need of replacement, which limits how far and how fast he can walk. However, he is determined to get any off-air or faulty stations back working again as soon as weather and his health allows. In relation to the Wether Fell station, he could use some willing labourers to help carry the tools and the ladders the 400 yards across the moor (and over a couple of walls) to the station and back.

Similar help is required at Carlton, where the mast may have to be totally rebuilt to appease the National Park, who want to see it made much less visible in order to grant permission for it to remain.

Any volunteers please contact Rod on:

0114 287 8936, or

07971 846 153

Or via email at:

rod@tspd.org.uk

Sites Officers

SITES



David Brown

NORTH

The following sites are my responsibility and if members feel the need to communicate information regarding problems or inaccuracies regarding any of these, I can be contacted via my e-mail, mobile or land line (answer machine if out).

d.brown208@btinternet.com

0775 733 3480

0152 424 2192



Addleborough
Bishopdale
Brant Side
Dodd Fell & Grove
Head
Great Whernside
Nappa Scar
Semer Water
Stags Fell
Tail Bridge

Sites Officers

SITES



Pete Johnson

SOUTH

Hi, I look after the Southern sites, as below. I would be happy to hear from you if you have any issues or problems with our sites, or if you want some advice, or there are things you think we ought to know as a club. My contact details are:

pjohnson2503@aol.com

0796 875 9422

01756 636162



Addingham
Baildon
Barkin Fell
Cow Close Fell
Cowling and Sutton
Hawswick
Ilkley Moor
Kettlewell
Kilnsey
Nont Sarahs
Pule Hill
Whernside

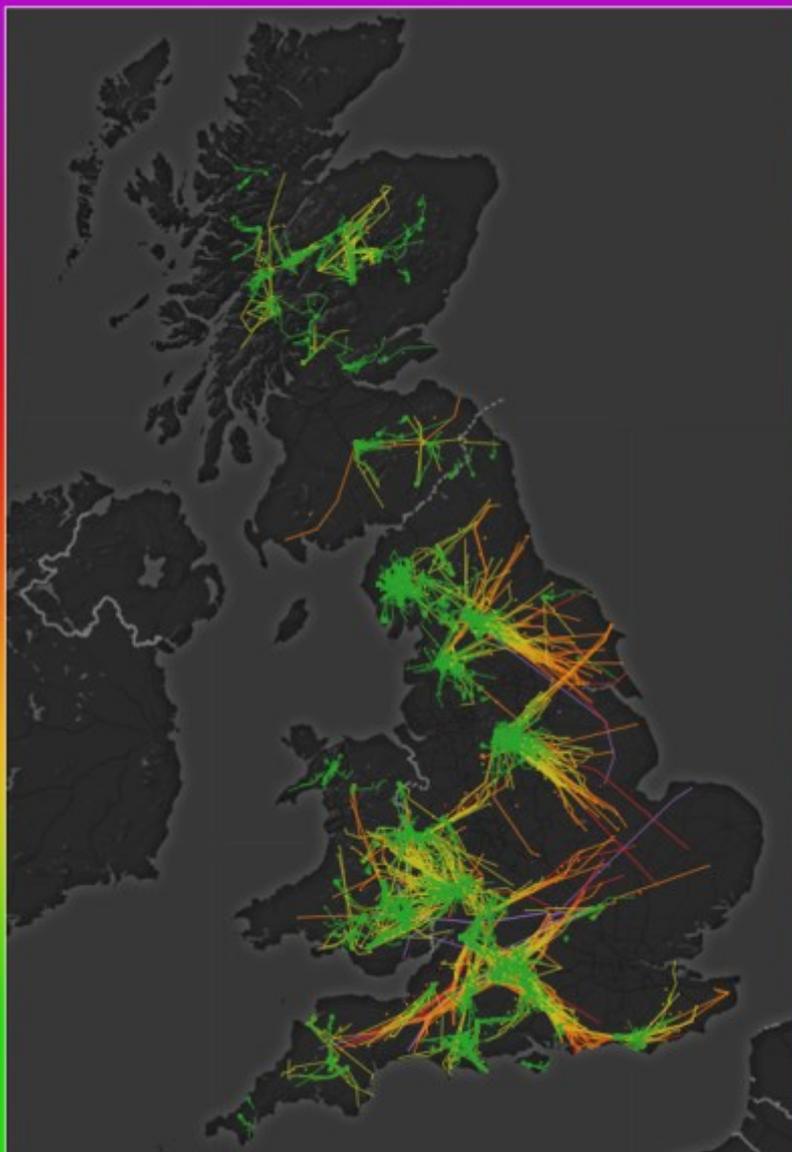
[Back to noticeboard](#)

XC LEAGUE

XC League is open for 2015, and already a good number of flights on there —David Thomson of LLSC already has 6 flights on!

The representation opposite has appeared recently, showing all qualifying flights from 2014. [Its here](#), and can be filtered by date, distance, club, pilot name, glider name and EN rating, take off site and flight type.

Very interesting to see where the long flights are made from—a select few sites in the country. Dodd / Wether are the take offs for a significant number of these flights.



Algo Trip

“There will be a club trip to Algodonales with Baz & Sam at October half term that’s **Sat 24TH Oct to Sat 31st Oct. 2015.**”

Tony, Zena & Mrs Rawlinson are already booked. We only need one more to get the group discount and free airport transfers.

There are 4 places available over & above the 3 already booked.
Deposit to secure a place is £150. to book please contact:

Tony Pickering on 07474 387773 or 01535 662846

(Do not leave messages on my mobile.)

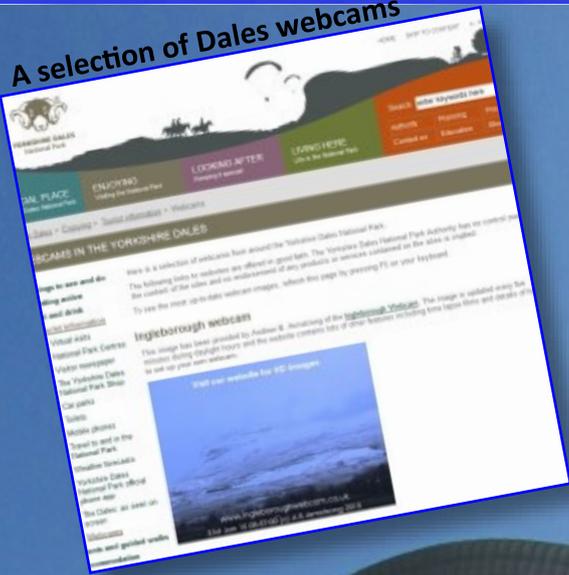
NB. Your place is not assured until I have received your deposit, contact me first though & do not book the flights until I have that deposit.

Flight available with Jet2 from LBA at 7am on 24/10/15 approx £310 return + baggage.”

Tony Pickering



A selection of Dales webcams



See what the weather is like in Hawes!

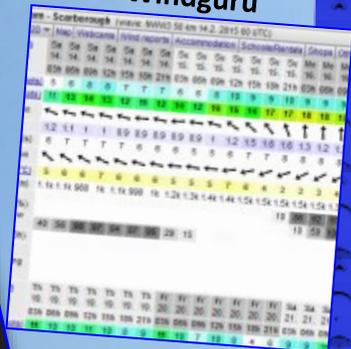


The range in information on the web continually expands. Here are some resources you may, or may not know about. Maybe. I know that each is found useful by some one in the club

Met Office—Dales specific



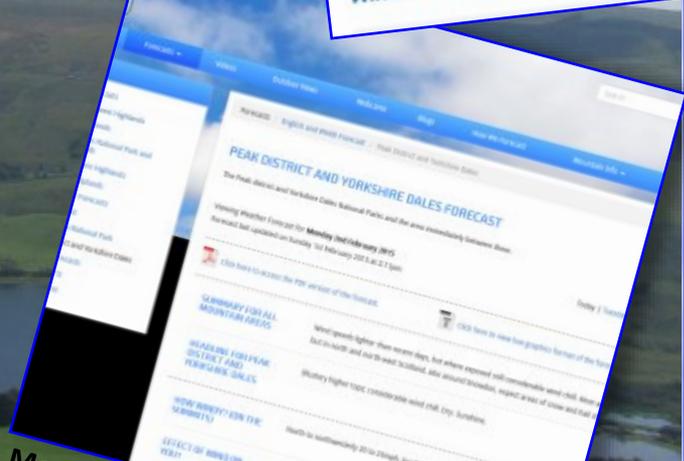
Windguru



Windfinder



Current weather at Leeds Bradford Airport



Mountain Weather Information Service



CLUB DIARY 2015



February		
5	DHPC February Club Night	Otley
28	DHPC Reserve Repack	Menston
28	DHPC Farmers' Dinner	Cracoe
March		
1-13	World Hang Gliding Champs	Valle de Bravo, Mexico
5	DHPC March Club Night	Otley
7	BHPA AGM	Nottingham
April		
	XC League Opens	
2	DHPC April Club Night	Otley
11-18	PWC Brazil	Baixo Guandu
May		
1-4	British Paragliding Cup Round 1 (Pennines)	Chipping
2-6	British Open Series Round 1	SE Wales
15-18	North South Cup	? Poss Peak District/Shropshire
23	BOS Round 2	Yorkshire Dales
29—31	Lakes Charity Classic	Buttermere
30—3rd May	British Paramotor Open	West Mersea, Essex
June		
4-7	Super Paragliding Festival	Kossen, Austria
26-3 Jul	Ozone Chabre Open	Laragne, France
July		
4-11	Gin Wide Open	Tolmin, Slovenia
11-18	PWC Portugal	Montalegre, Portugal
20 - 27	British Championship 1	Krushevo, Macedonia
25-29	BOS Round 3	Mid Wales
	Red Bull X Alps	Salzburg—Monaco
31—9 Aug	British Paragliding Cup Round 2	Derbyshire & Lancs Gliding club
August		
8-15	PWC Switzerland	Disentis, Switzerland
22-29	British Championship 2	St Andre, France
30—6 Sept	PWC Spain	Ager
September		
3	DHPC Club Night	Otley
	Pennine Parafest?	Chipping, Lancs
17—20 (Estimated Dates!)	Coupe Icare	St Hilaire, France
October		
1	DHPC Club Night	Otley
24-31	PWC India	Bir, India
	XC League Closes	
November		
5	DHPC Club Night	Otley
December		
2-12	PWC Superfinal	Valle de Bravo, M.
3	DHPC Club Night (AGM)	Otley

Want something adding to this?
Just let me know! Tam