

The Dales Hang Gliding and Paragliding Club
CLUB RADIO FREQUENCY 143.850Hz



Skyywords

www.dhpc.org.uk

May 2015



Is it too windy?

Can I make the bottom landing field?

Do I know the site rules?

Can I remember the rules of the air?

Can I remember how to use my kit!?

How am I going to get on with that idiot

I argued with last year?

Is it too light now!?

Maybe I should just go home?



The Thinking Man's edition



Martin Baxter

CHAIRMAN'S CHAT – May 15

I had a great time in Spain. They were soaring over the beach as I got off the bus and, apart from a couple of windy days at the beginning, the weather was really good and we flew every day at a variety of sites.

For those that are familiar with the set up, I managed 2 coastal runs from Otivar to La Herradura. I had one flight where a strong thermal punched me through the inversion and almost into orbit, before depositing me nearly as quickly just 2km short of the beach. Field landings are always an interesting experience in that part of Spain, but I picked a good one, and in the strong wind I came down vertically without any of the collapses I anticipated. In true Vol Bivouac tradition I walked to La Herradura where we enjoyed a couple of hours soaring about before landing for a well-earned beer on the beach.

We had a couple of good days at Cenes. On the best day we ventured back across 'the plain' and onto the slopes of the ski resort, above 10,000'. The into wind leg took us over the famous Alhambra palace, and then back to take-off for a nice 35km out and return.

No questions from Jet2 about my large rucksack, and they even offered to take my 10kg 'hand baggage' into the hold to save me the hassle of carrying it.

I arrived back in the UK during the Easter Bank Holiday weekend and clearly brought the sunshine back with me. Unfortunately other commitments have since taken priority so I haven't managed to get out into the Dales yet this year. Even more reason to celebrate my 15 hours of flying in Spain. Current again.

Fly safely,

Martin Baxter

Chairman

Welcome!

I suspect that some of these aren't going to look like nervous beginners on the hill, but this month we have 6 new members. Welcome to the club:

Glenn Brookes, Mark Smith, Andrew Spencer, Simon Blake, Judith Mole, Brian Doub.

May your flights with us be long and safe! Our club nights in the winter months include talks from leading lights in the flying world, like Simon Blake, and Judith Mole - err

TAM

The Thinking Man's edition

It's a bit of an odd edition this! Seems to be full of early season warnings, equipment notices, airspace briefings etc etc. We haven't even got Kerim's article on SIV to cheer us up—he is clearly still in raptures too much to actually write about his experience!

The season has started with a bang, with some great flights both in the UK and abroad. For others, the season has been frustrating with missed opportunities, rusty flying technique and knowledge, old scores reopened, and locals upset with visiting pilots.

To give yourself the best opportunity for a great, safe flight take extra care early in the season to ensure that you are fully prepared for each flight, arrive early, be well briefed, be ready to go, and have a plan for each flight.

Here's to a great season!

Tam

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Select "Two Page View"

Select "Show Cover Page

in Two Page View"

Uncheck "Show Gap Between Pages"

Important Notice

From Tony Dew
Chairman, SGCSC

Hi Flyers

Following on from the recent spate of incidents at Speeton we - the Cayley Club Sites Officer and myself - are in conversation with the RSPB about the future use of Speeton as a paragliding site

I am hopeful that we will not lose the site and will soon be able to arrive at a mutually satisfactory agreement with the RSPB and the local farmers, but in the meantime and especially while the nesting season lasts, please...

DO NOT FLY SPEETON

Please pass this on to your members and I will let you know as soon as we have further news.

Many thanks for your cooperation and fly safely,

Important Notice 2

From Cumbria Soaring Club

Sandbeds / West Fell Closed

The seasonal closure of Sandbeds and West Fell has been brought forward at the request of the farmer.

These sites are closed until 1st July

Important Notice 3

From Pennine Soaring Club

Edenfield Closed—for lambing

Until 25th May

Parlick

Keep away from Wolf Crag (just north of Parlick East Face) due to Hen Harrier nesting—**until the end of June**

Do not put our sport at risk by breaking local agreements. Always check club websites for current restrictions and double check with local pilots on the hill



CLUB NOTICES



LAST SATURDAY IN
JUNE

Have a great day out and support Mountain Rescue

Choose a challenge event in stunning upper Wharfedale

THREE PEAKS

Birks Fell, Buckden Pike, Great Whemside (02 hrs)

TWO PEAKS

Buckden Pike, Great Whemside (01 hrs 45 mins)

VALLEY WALK

Dalesway, Paradise Walk (01 hrs 15 mins)

Start and end at Kettlewell village. Help us by being sponsored for this event

For more information and application
www.uwfra.org.uk

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With kind support from Dales Dairies




Maybe not for ridge soaring Wether Fell, but if you go over the back...



Its all kicking off
Winter is over. Flying events now start arriving thick and fast—just see the list of events going on this month in the calendar at the end of the mag.

Scottish Airspace change.
Please note change in airspace categorisation in Scotland.
<http://bit.ly/1z2tGKV>




RAF Leeming
Notification has been received of increased air activity at RAF Leeming from 4th-15th May. They are hosting a large-scale, tri service, international exercise with low flying for short periods and some exercising at night.

Next Club Night
Thursday 3rd September 7.30 for 8 pm!!

Congratulations
Having hardly had time to recover from the jet lag of moving back to the UK from Oz, **Pete and Rosie Darwood have recently passed their Pilot and CP exams respectively.**



The Lakes Charity Classic
29/30 May— **Buttermere**



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 | steve.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.co.uk | 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@advaoptical.com | Weekends |
| Simon Goodman | PG | Leeds | 7720061200 | simon.goodman@talktalk.net | Various |
| Andy Byrom | PG | Skipton | 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



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Judith Mole

Accidents ...and how to avoid them (Pt 2)

This article first appeared in the paraglider online magazine.

Judith Mole broke her back in a paragliding accident in March 2013. The accident was entirely her fault and was caused by over-confidence, complacency and a desire to impress the new boyfriend. Understandably she has since been mulling over how to be a safer pilot. Here we continue her article from where we left off last month. What you will read in this article isn't anything new or revolutionary, but might be a timely reminder of something that has recently slipped. Hopefully reading it will keep you just that little bit safer.

Learning from near misses

Everyone has near misses in flying. Some are more serious than others. The key is to see them as welcome warning signs which help you assess the gaps in your knowledge, skills or concentration. If it's a near miss caused by poor pre-flight checking or equipment failure, go back to the first paragraph of this article. If it's to do with flying too close to others, landing in the wrong place, landing badly, etc. then don't just write it off or dismiss it. Think about the causes and do something about it!

Landing in the wrong place is a classic example... it's not an accident, but it is indicative that something is amiss. Making excuses like "I couldn't get down" or "It was a bit windier than I thought" shows that you don't know how to assess wind or do an effective landing approach (so you may need to look for clues/look at your GPS/learn more descent techniques). Use these things as a learning experience and it will pay off in the end.

Analysing accidents – Not your fault? Give us a break!

So you've had a minor or major mishap. Now you need to analyse what happened so it doesn't happen to you again or is more serious next time. BHPA accident statistics show again and again that one of the most common causes of accidents is errors in judgement. That is our judgement of the

weather conditions, position, awareness of what's going on, misjudging the airflow around the terrain and glider control. Yet some pilots blame external factors, but evidence suggests that there are hardly any accidents caused by faulty kit (that can't be traced back to bad maintenance or lack of checking). Denying that the cause of the accident was most likely you is not making you any safer. All the judgement issues listed above we have some control over. If you are not sure about meteorology, go learn some more. If you are not sure how wind works then re-read your CP notes.

Showing off

Showing off is quite likely to end up in some sort of crash sooner or later. Don't do it. Nobody is impressed with a badly executed wingover or splat slope landing. In the long-term your mates will be more impressed with your unblemished accident record. Anecdotal evidence also suggests that you are more likely to have an accident if friends and family are watching. They've come out to see this amazing sport you have decided to do and it would seem bad to disappoint them when they have waited on a cold and windy hill all day. You are more likely to be distracted in pre-flight checking if you have friends and family with you. Be aware that this situation requires you to be extra vigilant and if necessary, ask them to come back another sunny day.

What accident are you going to have?

You can play a simple game to improve your self-evaluation skills. Pick a pilot who you think is an accident waiting to happen and make an assessment of what accident you think they are going to have. Do they always launch in too strong winds? Don't keep a good lookout? Then play the game with yourself. What aspect of your flying is most likely to cause you to have an accident? Bad landing approaches? No good at strong wind launches

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

or slope landings? Whatever the answer is, make that your first priority to work on!

And if you are an experienced pilot, don't assume that just doing an SIV course will prevent an accident. When you have been flying a long time, it can be the simple things that catch you out - not the big collapses. Over-confidence and complacency are some of the biggest causes of accidents.

Insurance

It goes without saying that you should have insurance. If you do have an accident and need extensive medical care and rehabilitation, then the insurance cost will be the best money you ever spent. And a tip for something to do on a Sunday afternoon...video yourself walking from all sides. If you have an accident that involves a spinal injury, your physios will really appreciate seeing how you walked before.

The anti-accident check-list

- | | |
|--|---|
| 1. Concentrate completely during your pre-flight check | 11. Never make excuses |
| 2. Have a set pre-flight sequence | 12. Heed warning signs – you only get so many chances! |
| 3. Don't get complacent about any aspect of your flying | 13. Fly the right equipment for your level/what you want to achieve in flying |
| 4. Don't compare yourself to others if they are not your peers | 14. Improve your skills all the time |
| 5. Analyse conditions properly | 15. Master the basics before you move on |
| 6. Build in margins – big margins. | 16. Check your attitude |
| 7. Don't over-complicate things with extra bits of kit. | 17. Practise, practise, practise |
| 8. Avoid surprises (especially met ones!) | 18. Don't fly if it's not safe |
| 9. Learn to analyse your own accidents | 19. Live to fly another day – walk away if it's no good for you. |
| 10. Learn to analyse those of others | 20. Mea culpa! Take responsibility for your actions |

This is not fully comprehensive, but some pointers to get you thinking...

Judith's latest podcast

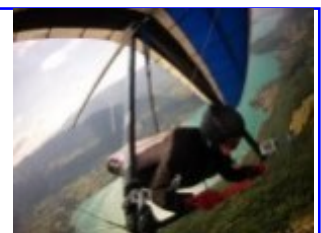
[Sharing the Sky, with Kathleen Rigg](#)

Kathleen Rigg is an extremely accomplished hang glider pilot based in Derbyshire, England. She has flown at the top level of the Women's World Hang Gliding Championships for years, has been the British Women's Champion numerous times and has been awarded the Royal Aero Club Individual Gold Award.

With the number of hang gliders declining in recent years, paraglider pilots are getting less opportunity to fly with hang gliders and are therefore often unaware of their flying, launch and landing characteristics, difference in speed, etc. This lack of understanding has sometimes inadvertently caused problems for hang glider pilots and lead to friction between the two communities.

In this podcast Kathleen explains some of the issues about sharing the sky from the hang glider perspective and talks about what we can all do to make things easier for everyone - and that includes paraglider pilots as well!

<http://www.theparaglider.com/podcasts/sharing-the-sky-47>



GA Alliance calls for

[This article is reproduced from Flight Training News, www.ftnonline.co.uk.](http://www.ftnonline.co.uk)

In the light of the controversial decision to allocate large areas of Controlled Airspace (CAS) to Southend airport, and with more applications for new controlled airspace imminent, a coalition of leading UK GA organisations has launched a blistering attack on the process by which the CAA decides on the allocation of CAS.

The UK GA Alliance is a partnership of organisations representing sports and recreational aviation interests. The Alliance says that the process by which controlled airspace is being granted is 'one-sided' and 'lacks independent scrutiny'. In a letter seen by FTN, the GA Alliance argues that requests for new CAS are often based on 'wildly optimistic, self-serving, traffic development assumptions' by the airport applying for CAS; that the cases put forward to the CAA are often biased and constructed around self-serving safety cases or incident analysis; and that the process itself lacks any concern for the needs of other airspace users.

"In stark contrast to other areas of GA regulatory matters, we have lost all faith in the CAA listening to or acting on our airspace concerns," said a GA Alliance spokesman. *"The CAA has recently been quoted as saying that the CAA considers its activities concerning airline passengers as an 'absolute' duty, implying that these take precedence over the needs and interests of all other aviation groups. We need the CAA to clarify the precise meaning of this statement. In particular, we need the CAA to clarify that its overall responsibility is to take the interests of all airspace users into balanced account, and that no one group is automatically accorded a higher level of priority over others."*

A key concern of the GA Alliance is that

the risk analysis, which is an important part of airspace applications, is provided by the airports themselves – i.e. the very organisation which has a vested commercial interest in the application being granted. It is patently clear, says the GA Alliance, that the CAA must ensure that all risk-related analyses are scrutinised to ensure that they are appropriately comprehensive and have involved relevant experts and stakeholder groups.

Concerns were raised even before Southend CAS was granted when 'advisory' airspace over the Scottish highlands was replaced with more restricted 'controlled' airspace, apparently for the benefit of a single daily scheduled flight. However, research has shown that this single flight routinely chooses to fly outside CAS, thereby avoiding the very airspace supposedly provided for its sole benefit.

New revelations about the evidence used to support Southend's case for being granted CAS have also surfaced in recent days. Analysis of infringement data of the Radio Mandatory Zone (RMZ), which preceded the new controlled airspace, shows 148 infringements in a 60-day period, rather than the 236 previously claimed. It also shows that some infringements took place due to poor co-ordination with neighbouring ATC units – some of which claimed to be unaware of the RMZ. Controller workload and radio frequency congestion is also cited in other cases. Further, the CAA appears to have broken its own policy on the introduction of RMZs, which states: *"RMZs shall be notified in the UK Aeronautical Information Publication and depicted on aeronautical charts"*. In fact the Southend RMZ did not appear on the main printed charts used by the GA community, nor on many popular moving map systems, and FTN understands that the

new airspace policy

[Readers will recall that Leeds Bradford Airport have a proposal to significantly expand their controlled airspace, which would impinge on XC flights from Dales sites](#)

Southend RMZ was not notified in the AIP.

FTN has also seen a number of letters in relation to the Southend airspace proposal which raise questions about the basis on which the application was supported. An email from Stobart Air (part owned by the operator of Southend airport) to Southend's Airport Development Coordinator raised concerns about GA traffic ignoring ATC instructions, and further stated, "...we intend to increase the use of SEN for our commercial operations, to do this we require controlled airspace to protect our aircraft." The email went on to say, "...Class D would allow them [Southend ATC] to concentrate more on commercial traffic and less on GA traffic...". A document from easyJet, the other major operator at Southend Airport states, "easyJet's safety case [for operating at Southend] was based on the introduction of controlled airspace". Southend's own report also makes it clear that they believe the airport's business reputation was suffering a negative impact by not having controlled airspace. Whether these commercial considerations overrule the costs and risks to GA traffic is not clear. Nevertheless, the CAA's own Airspace Charter states that any imposition of new airspace must take into account the needs of all airspace users, GA included.

The issue of how controlled airspace is allocated was also raised during the launch of the Government GA Strategy at Duxford, with a number of questioners being applauded when they described the current process as 'flawed'. In response, Mark Swan, the CAA's Group Director of Regulatory Policy, said that the airspace change process was undergoing a fundamental review, although this appears to have cut little ice with the GA Alliance who have proposed a

five-point plan to restore confidence in the CAA's airspace application process. Their recommendations are that:

- The CAA undertakes a proper review of the airspace change process;
- The CAA ensures any current airspace change proposals that have not been subject to a CAA 'decision' are paused pending the required airspace change process review;
- The CAA recognises the value and scarcity of airspace in the UK by only granting controlled airspace status to those areas where there is a demonstrated and vital need;
- The CAA regularly reviews airspace for the opportunity to release it where needs have either changed, or failed to be demonstrated;
- The CAA raises the standards that it expects of airspace change sponsors, and of itself when it comes to the development and scrutiny of airspace change proposals.

The battle-lines appear to have been drawn not just over existing airspace – such as that at smaller regional airports and in the Scottish highlands, but also, in particular, the expected proposal for extensive controlled airspace around Farnborough airfield. This is particularly contentious as Farnborough's operations are almost exclusively non-scheduled business aviation, which most organisations regard as part of GA (as opposed to Commercial Air Transport – CAT). There are also rumours that Farnborough has refused to share its safety case with GA organisations – a move seen as unprecedented in terms of aviation safety. Thus, if Southend's controlled airspace was 'the last straw' for the GA organisations, Farnborough may be their 'line in the sand' – a battle that, ultimately, GA cannot afford to lose.

Flying with RC Models

Andy Archer (Pennine SC Sites Officer)

A number of safety issues have occurred at sites shared with radio controlled model aircraft over recent months. Nont Sarahs is a shared club site which readers may be familiar with. It is not unusual to share some of our other sites with model aircraft—Wether Fell for instance. This article, first published in the Pennine Club's newsletter provides useful advice. DHPC members are requested to inform the safety officer of any incidents on Dales sites

Tam

Over recent months there have been a number of incidents involving paragliders / Hang gliders and modellers on our sites.

The first incident was at Nonts Sarahs when a model became entangled in a paragliders lines, luckily the paraglider pilot was able to land without damage to him or his glider.

The second incident involved a hang glider and model at Winter Hill where the modeller had to take avoiding action to prevent a collision; this resulted in the modeller crashing his model sailplane causing, extensive damage to it.

I do not have the full facts of each incident as they have been passed to me by 2nd and 3rd parties, nor is it my role to investigate them, however heated exchanges have taken place and various correspondences have passed between parties and copies given to the club committee for action.

We share many of our sites with model clubs and have done for years harmoniously and generally without incident. Most of the model clubs have very similar licence agreements in place for the use of the sites for their activities.

I am not suggesting things are getting worse but to have two incidents in the last six months; there is certainly something amiss.

A number of years ago the BHPA and BMFA (British Model Flying Association) got together to draw up a joint operating code: Co-existing with model aircraft. This essentially set out a framework to en-

courage clubs to agree local rules and to promote communication between the respective clubs and aviation disciplines.

As a club PSC have adopted and implemented the above code, however as time goes on things change, (committee / new members / new discipline i.e. speedflying) certain elements are forgotten.

I feel what has come to light the most is the lack of 'direct' communication at the site on the day and as a club at committee level.

As a result of the incidents above and as Sites Officer, I am now in contact with the respective sites officer of the Marsden Moor Soaring Association (MMSA) and will keep in regular contact.

The most important thing to ensure everyone safety:

'communication on the day'

and this can only be done by members on the day.

Please make every effort to speak to other site users, be courteous, you may actually find you have something in common! Discuss the conditions, where you/they intend to fly, what will happen if the lift becomes light etc...etc

If there is an incident please report it to the committee immediately so that we can deal with it through the correct channels and 'nip things in the bud' before they escalate too far. Oh and try and keep a level head.....



Letters going back and forth, expressing opinions on social media do not help communication; they become barriers to it and make the whole situation harder to deal with. Some long telephone conversations have been had with the MMSA committee, we seem to have got things back on track; however it is now down to members to do their bit and communicate on the day.

Mistakes do happen, however the consequences are much higher for us and we should go out of our way to ensure our safety.

So as a reminder, here are a number of documents to download and re-familiarise yourselves with as the flying season gets under way:

PSC Sites Guide:

<http://www.penninesoaringclub.org.uk/siteguide>

PSC Site Guide pdf:

<http://www.penninesoaringclub.org.uk/uploads/media/PSC%20Handbook%20&%20Site%20Guide%2030-09-13R.pdf>

MMSA Nonts Sarahs Guide -

http://www.rochdaleflyers.org.uk/pdf/MMSA_nont_rules.pdf

BHPA/BMFA Operating Code:

http://www.bhpa.co.uk/pdf/BHPA_BMFA_operating_code.pdf

Item no.3 has been passed to us by MMSA and is their sites guide for Nonts, this appears to restrict their flying of the site when shared with paragliders / hang gliders and should be used for information only by PSC members. Refer to the PSC sites guide for all other aspects.

If any member knows of any other sites where there have been or could potentially be incidents where the club committee needs to make contact with the respective model club let me know.

Andy Archer
PSC Sites Officer





David May 50 Shades of Dales

What brings you over this way? “Paragliding” I usually reply though of course it’s only partly true – flying in Ireland is not so much different to flying in the UK, certainly not enough to emigrate for. The most common reasons to change country are the 2 W’s – Work or a Woman. I suppose it could also be the 2 M’s – Money or a Man – but in my case it was a beautiful Leeds lass I met on a paragliding trip a few years ago.

I moved over in 2014 and what with changing country, looking for a job and 2 house moves there just wasn’t much time left over for flying. I made do with a couple of short flights on Windbank and a late in the year SIV with Flyeo. For the rest I studied the sites guide in preparation for the new year. The second house move brought us to Ben Rhydding, just one stop short of Ilkley along the train line and on the doorstep of the Dales. Perfect.

..the differences between flying in Ireland and the UK

Which brings us to the reason for this article. I met Tam at one of the club meetings in Otley and had already singled him out as a ‘person of interest’ due to his association with the club magazine Sky-Words. For my sins, [I am the editor of the Irish magazine \(Free Flight\) and it is a constant struggle to source content so I was curious to find out how Tam managed not only the quality of the articles](#)





[but also the quantity – bringing out an edition once a month. We manage to bring out the IHPA magazine a few times a year!!!](#) In the end, Tam generously agreed to allow me to republish some articles in Free Flight (subject to the author's permission of course) and, in the politest of ways, suggested I might write an article for SkyWords about the differences between flying in Ireland and the UK. "Of course I will" I said. Having already done the math it was pretty clear I was coming out on top on this deal and was quite happy to try to give something back ... though I suppose the final judgement

The Irish record was pushed to 112km last year

on whether I succeed will be up to you. Remember ... Happy Are The Merciful ...

So what are the differences between flying in Ireland and in the UK? From a flying perspective, not so much really. In the West of Ireland the terrain is most similar to Scotland and I suspect the flying too. Most sites require a hike to launch and with the Atlantic Ocean so close the weather is quite variable and base is generally low so not the best side of the country for XC.

East coast and midlands are better and more similar to flying in the Dales for example. Most of the land is private with the attendant landowner concerns but on the plus side there is usually a drive to launch. Better XC potential with higher base and less rain (Dublin has half the rainfall of the west coast) and the Irish record was pushed to 112km last year which compares favorably to the UK if you consider there is a lot less land to fly over.

The biggest difference is not in the air at all. It is the BHPA structure, or more particularly, the club structure. In Ireland the IHPA have between 80 – 100



Bray Head Dara Hogan





It's not difficult to go flying in Ireland.



members (with probably half that many again that choose not to join) and no club structure to speak of ... partly because we are so few and all quite spread out around the country. I didn't realize how big a factor the club can play until I joined the DHPC and I daresay, given our nature, it can quite easily be taken for granted if you've 'grown up' with it. I've enjoyed the club nights - it made it so much easier to meet people and ask questions. Various presentations – Judith Mole came along one evening to talk about goals and motivations, we had an interesting presentation on instrumentation and a brilliant day in January at the CSC/DHPC Joint XC Coaching Day. Just by chance I managed to get my hands on Ed Cleasby's book 'Defined Flying Challenges' which is a brilliant introduction to flying in the region and I expect I'll be going back to it over and over again as the year progresses. But the real advantage has to be the support that comes with the club – be it the explicit coaching support or the more ephemeral positive energy associated with so many people all doing the same thing and encouraging simply by having gone before.

It's not difficult to go flying in Ireland – once you know the sites and your free time coincides with suitable weather then off you go. But progression can be slow – especially the step from soaring to XC. The reasons why you may not make that leap are universal and certainly not particular to Ireland – for myself, it was always the effort I'd have to make to get back to launch. I did much of my flying in the West of Ireland where there were just two of us flying and no public transport to speak of.

And I can't say which has come first - the move to the UK or a mental shift towards XC – but I find I want to give it a go this year and I've no doubt that a significant factor in this change of heart is the background support the club brings. There is a small (but active) group of XC pilots in Ireland but it hasn't achieved the critical mass yet that starts to pull the rest of us in behind. In the UK it has.

Ok, so I guess I didn't quite get to the 50 shades but I bet it caught your eye ...

Safe flying

David

In each issue of **FreeFlight** we invite an IHPA Pilot to answer some questions about themselves and their flying and this issue Fred Lahiff does us the honors.

What's Your Bump Tolerance*...

*Bump Tolerance: An acquired ability to fly in and withstand rough thermic air.

How long have you been flying?

In June 2014 it will be 35 years, hard to believe. I flew hang gliders first for many years and then took up paragliding in 1990. So I've been around long enough to see both disciplines develop here in Ireland.

What made you decide to take up flying?

I had seen some early pioneering hang gliding flights on TV that caught my attention so I contacted the then leading BHGA and enrolled on a weekend course.

I started on a Saturday and bought my first hang glider on the Sunday for £150 which I then proceeded to crash on the Monday, this pattern of short flights followed by broken aluminium continued for many weeks and months until with the help of more experienced pilots I eventually started to improve and progress.

What is your best memory?

It has to be the many friends I've made through flying and the laughs we have had together.

What is your worse memory?

Being on the hill when friends have been seriously injured or worse. Not nice, but thankfully the good memories vastly outnumber the bad.

What's your current glider?

Currently I fly an Independence Genesim LTF/EN B.

It has a very good performance for its class and as I spend a lot of days teaching I don't need a higher end glider.

Have you experienced any other types of flying?

I have had a few flights in a microlight and a sailplane but they never really appealed to me as much as hang gliding or paragliding.



Name: Fred Lahiff
Type of Pilot: Paragliding/
Hang Gliding
Rating: PPS /SPS (CFI with
soloist certificate)
Started Flying: June 1979
Airtime: 1000+ hours
Glider: Independence
Genesim LTF/EN B
Harness: Independence
Matador



What is the best flying site you have flown abroad?

On a hang glider it has to be the Owens Valley in California. I was lucky enough to be part of a group trip there in 1981.

Take off varied from 8000 ft to 12000 ft. We made height gains of between 10000 ft to 15000 ft (15000 ft was a world record for BHGA member Jan Kiblerenko) and flew at altitudes between 18000 ft to 20000 ft.

It was a long time ago but for me the sheer scale of the mountains (4000metres+) and the flying there still resonates down the years. On a paraglider Ager in Spain holds a special place in my heart. I first flew there in the early 1980s. I got married there in 1993 and I have remained there most years since, ostensibly to fly and run some training courses but in reality I have just been looking for a happy life - I'm still looking.

What is your favourite Irish flying site?

Well Lacken, Co Wicklow is where I first saw somebody flying a hang glider and it's where I spend a lot of training days. It seems to have its own micro meteorological climate and it can be stunningly beautiful so I guess its Lacken.

What's your bump tolerance?

For me personally flying in very turbulent air is only ever justified if it's means to an end, if you can gain height and get away from the hill and fly XC then fine, but ridge soaring in very turbulent air is not my thing.

Do you see yourself continuing to fly in the future?

I plan to keep flying as long as I am fit enough and it still remains enjoyable. It would still be nice to fly a 300k on a paraglider in Ireland and then when I am sure that the burden of responsibility has been successfully passed on to a new generation, I plan to pass away peacefully in my own bed. Aged 95 yrs. Stay by a jealous husband. ■



David May finds out from Ratal, Francis and Jacko that yes, it is possible to Vei Glie in Ireland.



Sugar Loaf, Co. Wicklow Uli Burger



Have a great day out and support Mountain Rescue

Choose a challenge event in stunning upper Wharfedale

THREE PEAKS

Birks Fell, Buckden Pike,
Great Whernside (22 miles)

TWO PEAKS

Buckden Pike, Great
Whernside (13½ miles)

VALLEY WALK

Dalesway, Paradise
Walk (4½ miles)

Start and end at Kettlewell village. Help us by being sponsored
for this event

For more information and application
www.uwfra.org.uk

Printing supported by **Dalesman** magazine
With kind support from Dales Dairies

Fee includes car park, refreshments en route and hot meal at end
Photographic display of UWFR team in action
Certificate for finishers



Our last issue included an article entitled 'Accidents And How To Avoid Them'. Club members Sara and Pete Spillett from Kettlewell who are also active members of the Upper Wharfedale Fell Rescue Team (along with several other club members who are or have been in the rescue team) now report on what happens down on the ground when accidents do happen.

History

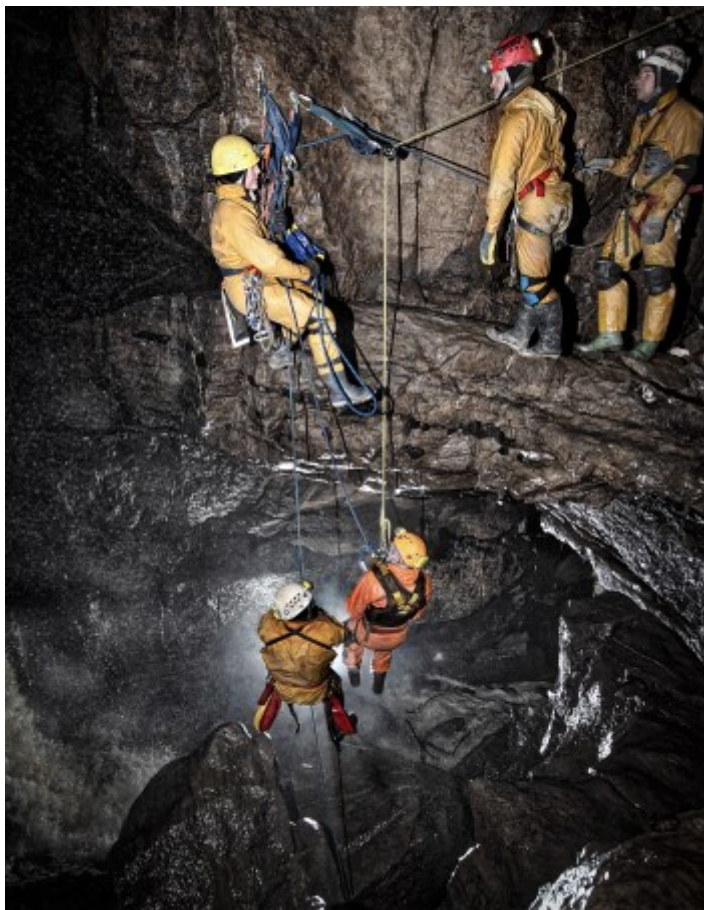
For the last 66 years the highly trained volunteers of the team have been out in all weathers saving lives above and below ground across the Dales. The list of their customers range from walkers, cavers and climbers to fell runners, mountain bikers, farmers, missing vulnerable people... and yes, pilots!

Activity

The team have to be trained to deal with whatever situation they find—be it serious injuries, people in a distressed condition, and indeed fatalities. Sara tells us 'Last year was the third call out record in the last three years with 50 call outs and 7 stand downs. The manpower used came to over 1500

hours, and you can add a further 5,000 hours the team spends training and keeping their state of the art equipment in top order. All this dedication is needed to provide the best possible service in saving lives, and of course we all still have jobs and families to balance as well'

The Upper Wharfedale Team is one of three in the Yorkshire Dales. With 70 team members, men and women, it covers Wharfedale, Littondale, Nidderdale and parts of Airedale, as well as sometimes being called to assist as far away as Mid Wales and the Lake District. As you can imagine, the range of people helped is significant. Last year the youngest rescued was an eight year old boy who suffered head and neck injuries at Brimham Rocks and the oldest was a 79 year old man with chest pains on the Penine Way near Cowling.





Funding

‘We do not receive any formal funding and our own survival is dependent on support from the local community and our own fundraising. Our annual running costs are currently over £40,000 and this figure doesn’t include such one-off purchases such as a replacement Land Rover. This year will stretch us further as the ever increasing demands on the team have resulted in the building of a much needed extension to our headquarters in Grassington’.

Fun and Fundraising

The demise of the annual Broughton Hall Game Show which brought in a regular third of the team’s running costs for 32 years meant members had to come up with new fundraising initiatives. One such initiative was the launch last year of the Wharfedale Three Peaks Challenge offering three different walking or running routes across the spectacular scenery of the Dales. Sara reports that the inaugural event was deemed a triumph ‘To our delight and amazement we had some 419 entrants. It was a great day out for everybody and for us it was particularly enjoyable meeting members of the public in a non rescue situation and to be able to chat with them about our work’ adding ‘We had included a hot meal at the end and had to somehow negotiate 500 pies (Sara reports the veggie ones were great!) not exactly something we had come across in our many training modules’.

The event raised a splendid £8000 for the team funds, and having already been recognised by the Long Distance Walkers Association it was very clear that the challenge would become an annual event with many participants pledging to return for this year’s event on the last Saturday in June.

The team’s website is now open for entries. The challenges cover three circular routes from Kettlewell: a 22 mile route, a 13.5 mile and a 4.5 mile family route along the valley.

Full details of the Wharfedale Three Peaks Challenge can be seen on uwfra.org.uk/w3p



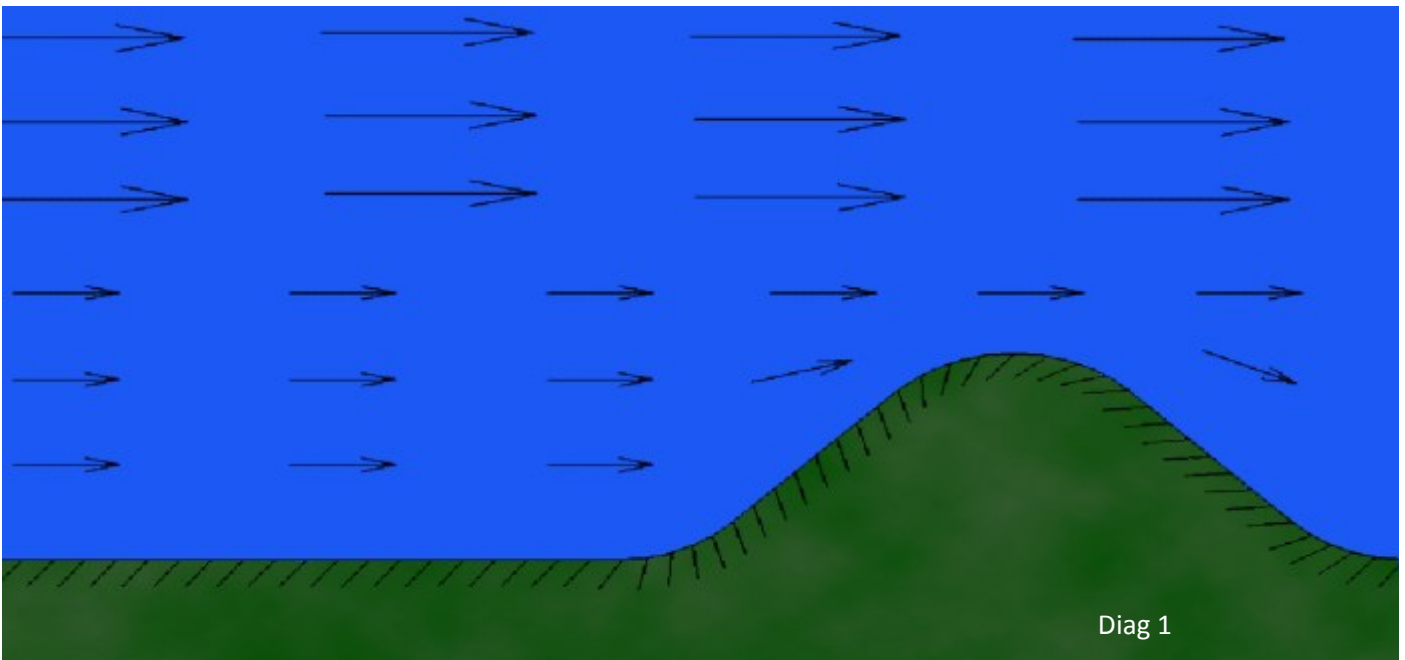
Nigel Page

Safety First - Thermal Wind Mixing

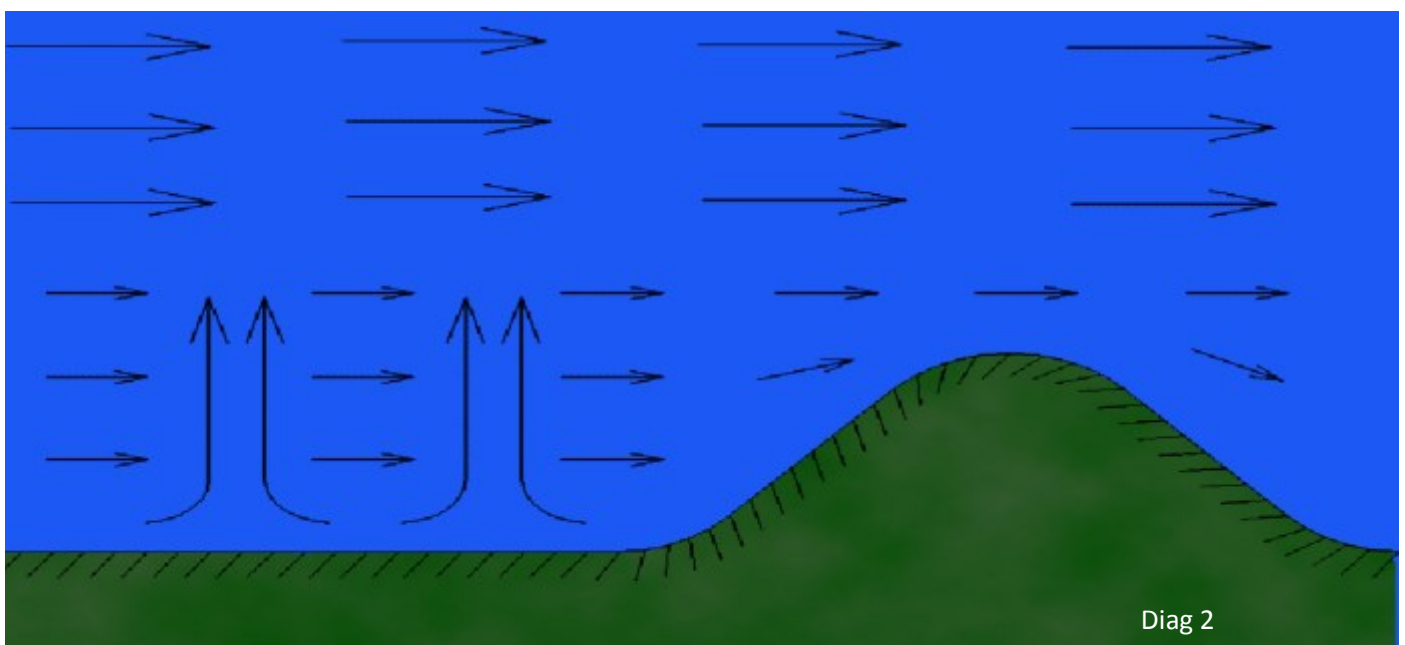
This is a reprint of an article we featured at the back end of last year. At the time we promised to re-print it at the start of this flying season, as a reminder. Fly safe. Tam

Of several things that can bring a high layer of fast air lower down the most common in summer is probably thermal activity.

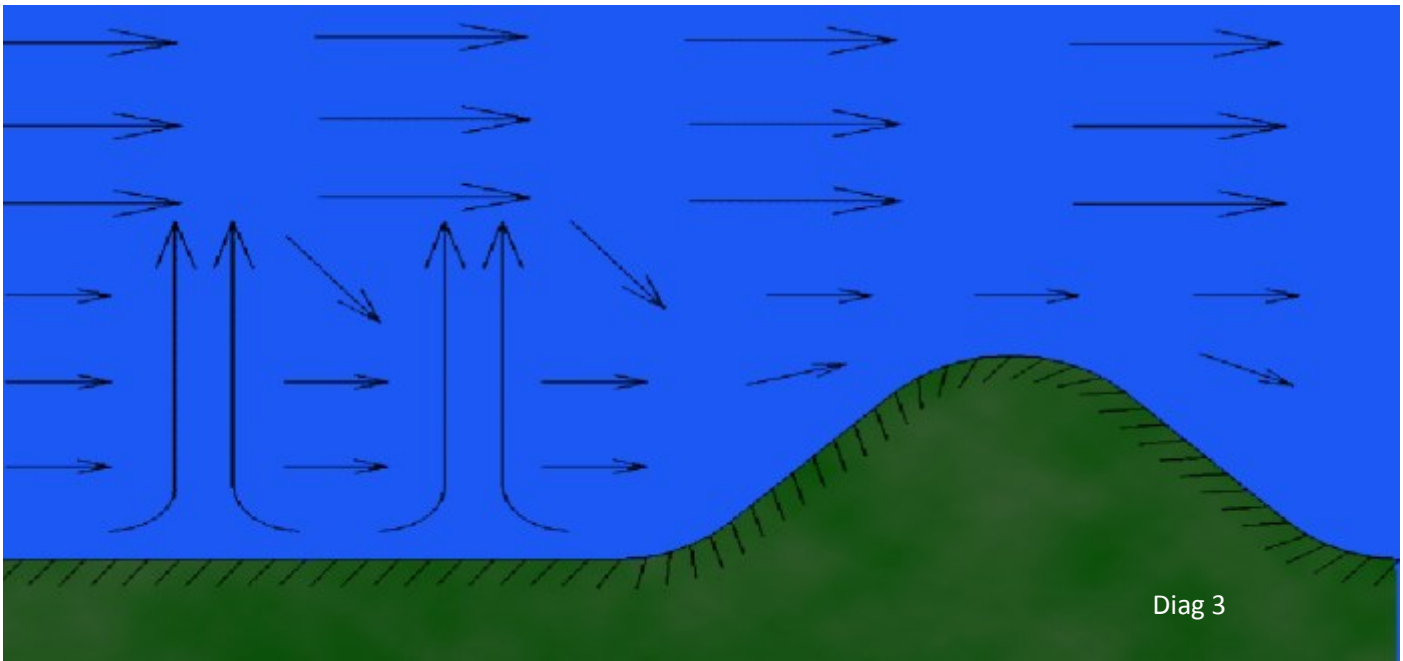
Despite a high wind high up, during the night the lower air cools and slows making a layer of very light wind which can extend from the ground or valley floor to well above ridge height (diag.1).



The lower air is fine for us to fly, some nice thermals start (diag.2) and we happily set about soaring in the hill and thermal lift.



However, when the thermals rise from the “quiet” air mass lower down, air is displaced from the faster moving layer high up and begins to descend (diag.3). Such sink is commonly associated with thermals



Because this descending air originates in the faster air up top it has a lot of horizontal momentum. It mixes with the lower air causing the lower wind to increase rapidly. The fast moving air will often continue descending all the way down to the valley floor (diag.4) producing all the turbulence and rotor we expect from a strong wind.

Such a combination can make for a fairly wild ride and happen very quickly. On summer mornings the wind can increase from unsoarably light at the ridge top to being blown out in the whole valley in less than an hour. We have to be on our guard and ready to get down fast.

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DHV-tested Equipment

Flying Equipment Database

Manufacturers / Dealers

Flying Schools

DHV Databases

WARNING PARAGLIDER HARNESS

Date 09.04.2015
Subject Paraglider harness

CLOSURE REMEMBER SYSTEM (CRS) ON THE LIGHTNESS 2

Dear LIGHTNESS 2 pilot,

There have been one or two cases of the CRS opening in flight, and this also allows the speedbag to open. This is not a safety issue because the harness remains closed.

Production variations at our supplier have resulted in the end of the locking pin being sometimes too round a shape, and this can lead to the shackle opening when sideloaded. The picture below shows the good and bad shapes. For the moment our supplier cannot guarantee a consistent enough quality for this part.

We have developed a modified CRS in Lightness style (even lighter and simpler) to make life easier for you as well as retain your peace of mind. You can get a free one from your dealer or direct from ADVANCE (support@advance.ch). In this case please provide your LIGHTNESS 2 serial number (in the harness back pocket) and your full address. If you have already registered your LIGHTNESS 2 a modified CRS (closure remember system) will be sent to you direct.

The new modified CRS will only be sent direct to registered pilots.
www.advance.ch/warranty

It is easy to fit the new #1 part: pictures see here:

http://www.advance.ch/fileadmin/user_upload/News/News_2015/20150401_CRS_update_EN.pdf

Of course we will willingly answer any questions you may have!

Team ADVANCE

KNOW YOUR CLOUDS

Cumulus upyours



These clouds appear on your days off work and guarantee a brilliant flying day—for all your mates. For you they mean that your wife insists on you going queuing in Ikea with everyone else, and painting the spare room because her mother is coming to stay. They are always followed by hysterical posts on club forums about how good it was, and several 100k entries in the XC league. **Don't mess with Nature!**

DHPC Site Officers

Northern Sites



David Brown

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

Southern Sites



Pete Johnson

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



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



SAFETY ADVISORY

Issued by Angus Pinkerton - Chairman of the Flying & Safety Committee 21 April, 2015.

All Paraglider Pilots must READ, DIGEST AND TAKE ACTION on the contents of this Notice and keep it for future reference.

This notice will remain available on the BHPA website and in the Technical manual.

Speed systems and risers.

The BHPA have had reports of two cases where the speed system has failed in flight. Both gliders (A Gin Carrera and a U-Turn Lightning) have suffered from one of the speed system pulleys coming away from the riser. The integrity of the riser itself is not affected.

Like many other models, both these wings use "skinny" risers which means there is a relatively small area of stitching where the speed system pulleys are attached. This area is put under considerable stress when the speed bar is applied and requires regular checking.

A contributory factor is that the pulleys and stitching on many gliders is concealed beneath a neoprene sheath or cover. Both Gin and U-turn have taken steps to reinforce this area, but it is very likely that other models may also be liable to similar stresses and the BHPA strongly recommend that all pilots inspect their speed systems regularly; including peeling back any protective covers, carefully inspecting the stitching and checking the webbing tabs for wear.



