

The Dales Hang Gliding and Paragliding Club

CLUB RADIO FREQUENCY 143.850Hz



# Skyywords

[www.dhpc.org.uk](http://www.dhpc.org.uk)

November 2015





**Martin Baxter**

## **CHAIRMAN'S CHAT – November 15**

"Battle not with monsters lest ye become a monster; and if you gaze into the abyss the abyss gazes into you."

Friedrich Nietzsche.

Last month I made an appeal for volunteers to stand for the vacant committee posts. Not a single one of you came forward. My disappointment is only tempered by the fact that my expectations were pretty low in the first place.

Apathy is infectious and it began to take over. I wondered if the club could survive without a newsletter and without club nights. I considered standing down as Chairman. I considered the dissolution of the club. But having gazed into the abyss, I got off my backside and did some lobbying.

I'm relieved to be able to report that the following pilots have agreed to stand:

Safety Officer - David May

Sites Officer (South) - Toby Briggs

Social Secretary - Kevin Gay

Of course that doesn't stop the rest of you standing for any post on the committee. Oh my; there goes another flying pig!

Perhaps knowing that you might get 'stitched up for the committee' has deterred members from coming to the AGM in the past. Since this threat has now receded I hope that you will be able to find the time to come along on 3 Dec and demonstrate your support to those people willing to give up even more of their time, to help you to continue with your hobby.

Martin Baxter

Chairman

# Welcome!

We welcome new members this month..

Jeremy Wiltshire—Jack Butler- Joseph Edmonds— David Berryman-Daniel Longster

Congratulations on making the right choice, and choosing to fly in the Dales, and with the DHPC. We look forward to seeing you at the club nights, and on the hill. May your flying career be safe, and long. You will find your fellow club members very happy to talk to you, so please don't be shy, and introduce yourself! How you stop them talking about their flying, and to talk about your flying, is up to you. Welcome to the club.



# 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	<a href="mailto:trev.birkbeck@gmail.com">trev.birkbeck@gmail.com</a>	Various
Steve Mann	HG/PG	Kirkby Malzeard	1765650374	<a href="mailto:stev.andbex@btinternet.com">stev.andbex@btinternet.com</a>	Weekends
Kevin Gay	HG	Ripon	7794950856	<a href="mailto:kgay@talktalk.net">kgay@talktalk.net</a>	Various
Ed Cleasby SC/CC	PG	Ingleton	7808394895	<a href="mailto:xcflight@gmail.com">xcflight@gmail.com</a>	Various
Rob Burtenshaw SC	PG	Oxenhope	7747721116	<a href="mailto:burtenshaw@fsmail.net">burtenshaw@fsmail.net</a>	Sun and various
Peter Balmforth	PG	Leeds	7714213339	<a href="mailto:peter.balmforth@ntlworld.com">peter.balmforth@ntlworld.com</a>	Weekends
David Brown	PG	Ingleton	7757333480	<a href="mailto:d.brown208@btinternet.com">d.brown208@btinternet.com</a>	Various
Alex Colbeck	PG	Harrogate	7717707632	<a href="mailto:alexcolbeck@gmail.com">alexcolbeck@gmail.com</a>	Weekends
Kate Rawlinson	PG	Colne	7976510272	<a href="mailto:katerawlinson@hotmail.co.uk">katerawlinson@hotmail.co.uk</a>	W/e & school hols
Kevin McLoughlin	PG	Lancaster	7767652233	<a href="mailto:kevin-mcloughlin@hotmail.com">kevin-mcloughlin@hotmail.com</a>	Weekends
Martin Baxter	PG	Wetherby	7775785479	<a href="mailto:mrbaxter@hotmail.co.uk">mrbaxter@hotmail.co.uk</a>	Weekdays
Toby Briggs	PG	Pateley Bridge	7582156471	<a href="mailto:tobybriggs@btopenworld.com">tobybriggs@btopenworld.com</a>	Various
Fred Winstanley	PG	Higher Bentham	7770741958	<a href="mailto:fredwinstanley@sky.com">fredwinstanley@sky.com</a>	Various
Richard Shirt	PG	York	7786707424	<a href="mailto:rshirt@advaoptical.com">rshirt@advaoptical.com</a>	Weekends
Simon Goodman	PG	Leeds	7720061200	<a href="mailto:simon.goodman@talktalk.net">simon.goodman@talktalk.net</a>	Various
Andy Byrom	PG	Skipton	7796421890	<a href="mailto:andy.active@unicombox.co.uk">andy.active@unicombox.co.uk</a>	Weekends
Dave Coulthard	PG	Leeds	7595895149	<a href="mailto:d.coulthard2@ntlworld.com">d.coulthard2@ntlworld.com</a>	Weekends
Sean Hodgson	PG	Haworth	7999606084	<a href="mailto:sean@ogi.me.uk">sean@ogi.me.uk</a>	Various
David May	PG	Ilkley	7928318219	<a href="mailto:dav.may@gmail.com">dav.may@gmail.com</a>	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  
143.850MHz



## Glider/Reserve/Harness Servicing/Repair

Nick and Kirsten at AeroFix are off to New Zealand for 5 weeks from 24 Dec 15, so we have brought forward the dates for the club servicing run this year. Ed has kindly agreed to provide the transport.

Apart from the dates it's the same service as last year, namely the provision of free transport to and from AeroFix near Keswick. The deal is that you drop off your glider/harness/reserve at the club night on 5 Nov at the Horse and Farrier, and then collect it again at the next club night on 3 Dec. That saves you a total of at least £30 in parcellforce collection/delivery fees, or even more in petrol. Note that AeroFix won't arrange to collect your glider so that's even more for you to sort out yourself.

The only proviso is that you need to label you kit with your name and contact details. Payment (by credit card) and any negotiation is entirely your responsibility; if it isn't paid for we won't collect it. Oh yes, and in this horribly litigious society that we live in please don't expect us to replace your pride and joy if Ed's vehicle bursts into flames (or anything) with your glider in the back.

Our experience of Kirsten & Nick at AeroFix is that they provide a thoroughly professional service. Check out their details at: <http://www.aerofix.com/index.php>

Ed's car is only so big, so if you want to take advantage of this service please book a place by email to [mrboxter@hotmail.co.uk](mailto:mrboxter@hotmail.co.uk)

**We need to know your name, what items you want servicing and a phone number.**



A screenshot of the World Air Games 2015 website banner. The background is a vast desert landscape with golden sand dunes under a clear blue sky. In the foreground, a large, colorful parachute (red, white, and green) is shown in mid-air, with a person attached to it. To the right, a smaller image shows a person in a green and white parachute flying over the desert. The text on the banner includes 'The Biggest AEROSPORTS SPECTACLE In The Planet Is Landing In Dubai This December' and 'Fly with FREEDOM'. On the left side, there is a vertical navigation menu with icons for Home, The Games, About Dubai Organising Committee, Air Sports, Schedule, Athletes, News, Hospitality, and Contact Us. At the bottom, there are social media icons and a weather widget showing 'CURRENT WEATHER 31° WIND SPEED'.

# CLUB NIGHTS 2015-6



The arrangements for club nights are proving to be “flexible” this year, at least so far they are! We were to have Steve Nash, X Alps competitor, to talk to us in November, but he now has to go to Salzburg to discuss the future of the race with Red Bull and the other competitors. So November will be an informal get together. These are always popular and allow you to catch up with your mates and discuss/boast about the flying you’ve been doing.

Club nights are every 1st Thursday in the month.

**Horse and Farrier in Otley**

**7.30 for prompt 8pm start**

Some like to meet at 6.30 to eat first, all welcome

Nights organised thus far are as follows:

**01 Oct 2015** - What has the BHPA ever done for us?

**05 Nov 2015** - Glider Drop off for servicing / social.

**03 Dec 2015** - Free Beer (also Club AGM)

**07 Jan 2016**—GASCo Safety Evening

**04 Feb 2016**—Steve Nash X Alps competitor

**05 Mar 2016**—Farmers’ Dinner

**Ratho Repack :  
Provisionally 30th  
Jan 2016**

Further details on the website. This list will be updated as future nights are added.



## Repack your reserve

The club is organising a repack where you come along with your harness and reserve and repack it under the supervision of Bill Morris from the BHPA. This is a great opportunity for you to become more familiar with your equipment and to make sure your reserve system will operate correctly.

When: 12 March 2016 10am until 3pm

Where: St Marys School, Bradford Road, Menston, Ilkley, LS29 6AE  
<http://www.stmarysmenston.com/whereweare.html>

Contact: Kate Rawlinson

Price: £10.

Email: [katerawlinson@hotmail.co.uk](mailto:katerawlinson@hotmail.co.uk)

Phone: 07976 510272



## Why bother repacking?

A properly packed and fitted reserve can open within 30 - 50m of being thrown. Most manufacturers recommend repacking every six months (some as frequently as 90 days). There are several reasons for this:

- Once the reserve is packed, it can absorb moisture from being left in damp air conditions, not just wet from rain. The moisture will not get back out again easily and can cause damage to the strength of fabric and lines as well as causing the fabric of the canopy to stick together.
- The reserve packed in the harness gets squashed, especially if the harness is the type that the pilot is likely to sit on it whilst waiting for a launch or having their sandwiches. The effect of this is to almost iron creases into the reserve which have been shown to make the deployment slower, as the airstream takes longer to get between the leaves of the canopy to allow it to open.
- After about a year, the rubber bands that hold everything together long enough to deploy properly, can decay and need checking.
- Any velcro in the system needs to be checked because if left for a long time the it can get "welded" together, and it takes great strength to pull the reserve out. It has also happened that the velcro on the side holders for the bridle on the harness did not open.
- A reserve can also be difficult or sometimes impossible to throw due to incorrect fitting to the harness.

## When your reserve falls out...

Can you refit your reserve when it accidentally falls out, after a quick drag over Wether Fell?. It really is simple, once you know how. If you cannot refit it safely then at best you could lose a day's flying and at worst...

## All welcome

All pilots are welcome: paragliders, paramotors, speedwings, even hang gliders.

**GASCO** Presents

# **SAFEST**

2015/2016

**Otley**

**HERE**

**HEADLINING:**

**LOSS OF CONTROL**

**MID-AIR COLLISIONS**

**HUMAN PERFORMANCE AND LIMITATIONS**

**SUPPORTING ACTS:**

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**7th January 2016, 2000 hrs**

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OTLEY, LS21 1BQ

Contact **MARTIN BAXTER** on 01937 586 628 or 07775 785 479 or  
e-mail [mrbaxter@hotmail.co.uk](mailto:mrbaxter@hotmail.co.uk) for further details



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Civil Aviation Authority



## Saltburn to Robin Hood's Bay Whitby

Kerim Jespersen

This was not the first time a paragliding video got me very excited. A couple of years ago I saw a video featuring the so called Pennine Bad lads. The way they took off from 'The Pimple' and ended up in the clouds impressed me so much that I took my paraglider and booked a flight to the UK. On my way to this magical place I met my now partner Lena, and as a result I never returned to Germany.

[The video I was watching now showed a flight from Saltburn to Robin Hood's Bay.](#) I'm not sure why it captured my imagination, maybe because I love soaring at the coast so much. The idea of combining this favorite pastime of mine with the possibility to go XC along the stunning Yorkshire Coast was just too good to be true. Every day after seeing the video I checked the weather, and towards the end of the week I was convinced that this weekend would be perfect and that I would fly from Saltburn to Robin Hood's Bay. I posted the idea on Facebook and my trusted friend Jamie decided to join me in this endeavor.

The two of us drove from Leeds to the coast. It rained non-stop. The wind was quite strong, so I decided to take off in Marske and make it an even longer flight. At least the rain was only a light drizzle now.

**The low dunes  
did not look very  
promising**



and for a moment I thought of leaving the 8kg water ballast behind, a decision I would have bitterly regretted later. The little slope carried us to Saltburn within no time. As soon as I got there I had the feeling that nothing can stop me now. The Triton 2 responded so well to every little lift that I had no doubt that I would make it. I waited for Jamie to catch up and we jumped over the first gap straight to the high sea cliffs. Our groundspeed dropped significantly when we started to go around the bay and for a while I was not sure if we would get to the corner without landing. I still had some height though and my GPS was showing around 4 km per hour average speed so I thought 'think of it like a walk and you will get there eventually'. When we finally sacked the corner we were facing the next problem. Was it safe to continue? My altitude had increased



dramatically and I very much wanted to avoid getting blown back over a several hundred feet cliff. I flew into wind and checked my ground speed. 1 to 4 km/h an hour. This was not a huge safety margin but I could still accelerate and the wind was nice and smooth up here. I let go of my brake handles, leaned back and off we went. The scenery was



breath taking. We took bay after bay. Before we reached Loftus I was totally in love with this flight but what came then took my breath away. I had clouds forming below me and having reached the comfortable height of nearly 1500' I was so happy but I also felt very small and insignificant when I looked at this amazing landscape. Jamie on his M3 had to use his accelerator a bit more to keep up with me and he was at least 1000 ft lower, but he was still going strong. We passed the first harbour in Staithes. Again Jamie was a bit low but he made it. The wind was working in our favor now and we had a good average groundspeed. The next nose though instantly brought me back to reality. It was too far out and too low to fly around it, but cutting it short meant that we had to fly through its rotor. I gave it a try but turned around instantly after I got my first beating. Jamie took the lead and passed it in one go. What a hero. 'A good reason to fly a Mentor' I thought. I was still not convinced so I landed on the cliff edge, ran around the corner with the wing still over my head and took off again. I know this was cheating, and in the end the rotor was not so bad after all, but 'better safe than sorry'. The landscape started to change. More houses, and suddenly we





found ourselves soaring along a road. We approached a temporary traffic light and it turned red right in front of us. I smiled when I passed it anyway. The advantages of flying. In the distance we could now make out the Whitby Abbey where the biggest challenge of the day loomed, Whitby Harbor. When I reached it I was completely in my invincible mode again. I did not hesitate for one second and shot straight over the water, filming and waving at the tourists at the same time. I arrived on the other side with a good height. I was below the cliff but my wing was not, so within three seconds I was soaring in front of the famous abbey. What a moment. Robin Hood's Bay was ours now! I turned around to see how Jamie is doing and nearly froze in mid air. He had followed me without gaining enough altitude and was now very low. Instead of hugging the cliff he was then turning away from it to perform an emergency landing. I could see him to get a bit of rotor while he was shooting downwind over the beach. He hesitantly tried to turn into wind but that would have brought him into the middle of the har-







bor so he changed his plan. The beach was full of rocks so, running out of options, he decided to land in the shallow water. I was not prepared for this situation. I radioed him but did not get any answer. His radio has stopped working after being submersed in the sea water. From the air I could see him recovering his glider and making it to the beach where he spread it out. What should I do now? I did what I always do in situation like this. I called Lena to ask her what the right thing to do would be. Lena knows best! Do I continue my flight to Robin Hood's Bay as planned or do I help my soaked friend on the beach. I rang her three times but she did not answer the phone. I had to decide for myself. What now seems obvious was at that time not an easy choice to make for me. My mind was still in racing mode. In the end I managed to think clearly for a second and decided to land next to wet Jamie. Having seen the rotor, and also with the idea to protect my glider from the damp beach, I went for the sea wall that separates the open sea from the sheltered water in the harbour. It looked narrow from the air. But considering











how small the walkers on it appeared, I had a good reference to estimate its actual size. I could not help myself and had to harass Jamie after I landed. I posted a selfie with him in the background on Facebook before I ground handled his glider to dry it, so he could pack it away and give it a wash at home.





Our flight had ended here ingloriously and we had failed to reach our original target. But on the other hand we made it to Whitby, had the most amazing flight and best of all: we where still in one piece. How good was that? We celebrated our flight with the famous seafood hot pot and a beer at the Magpie Cafe before we took the bus back to Marske where we finished our day and drove home to Leeds. Next time we will definitely make it to Robin Hood's Bay.

KJ





**“Next time we will definitely make it to Robin Hood’s Bay”.**







# Paraglider Manufacturers Association Statement

28 October 2015

## **Severe criticism of the DHV Safety Class Tests**

Facing no longer acceptable market distortions caused by the execution of the Safety Class Tests by the Deutscher Hängegleiterverband (DHV) and the related incomprehensible classification of the concerned paragliders, the members of the Paraglider Manufacturers Association (PMA) have decided at their annual meeting in St. Hilaire, France, on September 17, 2015 to publicly - also in the interest of the general public - their criticism which has been expressed right from the very beginning of these tests.

The members of the PMA are, without exception, manufacturers that have been active on this market for a very long time. Through the quality and security of their paragliders, the characteristics of which have been further developed and improved thanks to constant innovation and research, they have gained an excellent reputation worldwide. These manufacturers are widely recognized throughout the paragliding industry for their high level of expertise when it comes to the assessment of the quality of a paraglider and its appropriateness for a specific target group.

For several years now, the DHV as a self-appointed product testing institute has been carrying out so-called "safety tests", allegedly in order to inform the public about the required level of "personal piloting skills". However, according to the manufacturers, by the Safety Class Tests no higher level of security can be achieved but - to the contrary - they create a high level of insecurity on the market for all market participants - both in the amateur and the professional sector - , for pilots, flying schools, paragliding instructors and organizers of safety trainings.

Those "test results" do not provide for reliable information concerning the real characteristics of a paraglider. The DHV is testing paragliders of EN/LTF-A and EN/LTF-B categories of different sizes without any identifiable system and with harnesses that do not meet the EN/LTF definition for a harness to be used for test flights. Furthermore, the DHV does not test according to the regularly updated EN/LTF criteria developed by an international expert circle, but has randomly put together some other criteria.

Maneuvers are simulated in these tests that, under real conditions, would simply not occur for many of the various paragliders. In addition to that, the deployed measuring instruments are not available on the market, they are neither verified nor accredited, and the process at these test flights is not made public by the DHV. Therefore, the test procedure is not comprehensible and the test results are not verifiable and it is therefore impossible to take these tests into consideration for the development of a new paraglider.

Moreover, the assessment of the paraglider by the Safety Class Test pilot often stands in contradiction to the practical experience and the flight behavior which has never been criticized by the pilots who have bought this paraglider and have used it for a long time.

Against this background it is therefore no longer acceptable for the manufacturers that the paragliders are being tested with these "safety tests" under unrepeatable conditions, which can neither be reproduced nor understood during proper flight sessions.

As a result, the manufacturers, while conceiving a new paraglider, are simply not put in a position that would allow them to orientate themselves on the incomprehensible test criteria of the DHV and can simply not draw any conclusions from these tests.

On the contrary, it is completely impossible to use the achieved test results in any manner for the development of a new paraglider or to make use of them in any other way.

A bad test result as such - a classification in the classes 4 or 5 - does lead to a massive loss of confidence on the part of the customers so that often the manufacturers do not have any other choice than to withdraw the paraglider from the market, while the same paraglider, stigmatized by the DHV, is continuously being used in other parts of this world without causing any problem and without generating criticism related to its safety.

In this context, the manufacturers do also have sincere doubts as to the question whether the DHV fulfils the criteria developed by case law for the proper conduct of such product tests by test institutes. In principle, according to settled case law, the test institute only has a margin of judgment if the tests are carried out **neutrally, objectively** and **with the required expertise**, and if the way in which the products are being tested as well as the test results seem **appropriate**.

On the one hand, the question is whether the DHV as test institute as well as the employed test pilots, who additionally do mostly work as employees of flight schools, test pilots for manufacturers or organizers of safety trainings, meet the requirement of independence.

On the other hand, it has to be asked whether there is a lack of the required objectivity during the execution of these tests since the DHV is testing incomparable paragliders in an arbitrary way and without any system with tests which cannot be reproduced.

The DHV admits partly this fact itself: "...However, and this should always be considered, the absolute comparability of the devices is not feasible. In order to achieve that, it would have to be possible to test all paragliders in exactly the same way. Yet, this is not possible..."<sup>1</sup>

In a letter to the DHV the manufacturers have made the DHV aware of their points of criticism in order to find a solution to this no longer acceptable situation by discussing it in a joint meeting. Unfortunately, the DHV does not take seriously the criticism shared by the great majority of the manufacturers, since, until now, it has not shown any willingness to discuss.

**The manufacturers therefore request openly and with great emphasis that in the future the DHV refrains from carrying out the Safety Class Tests in this way and that it deletes the test results published so far on its website.**

<sup>1</sup> [www.dhv.de/web/fileadmin/user\\_upload/files/2014/sicherheit/artikel\\_pdfs/dhv\\_safetyclass\\_artikel\\_info186.pdf](http://www.dhv.de/web/fileadmin/user_upload/files/2014/sicherheit/artikel_pdfs/dhv_safetyclass_artikel_info186.pdf)



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# EYE CANDY FOR CLOUD LOVERS



Glacier D'Armanette, Chamonix







# CLUB DIARY 2015



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

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