

# Skywords

Monthly Newsletter of the Dales Hang Gliding and Paragliding Club

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

April 2009



## From the Editor, Dennis Wray

In this issue, we continue with the gripping adventures from Fred Winstanley while flying in Olu Deniz, plus some useful tips on how to get sand out of your glider! There is also a report by Martin Baxter about an interesting forward launch!

Also in this newsletter, we have information about planned coaching days for members, as well as a report about the successful BHPA course that was held for new coaches and a report about the equally successful club repack, both events held in Otley.

Please keep your contributions coming in!

Happy flying!

Please send your contributions directly to me - my email is [d.wray@leeds.ac.uk](mailto:d.wray@leeds.ac.uk)

## Club Night – Sara Spillett

The club night on 5 Mar was well-attended for the excellent talk by Rod Buck, with many interesting anecdotes and useful information about using Wendy Windblows.

Future club nights continue on the first Thursday in the month at the Black Horse in

Otley. Meetings are at 8pm, notices at 8:15 and events start at 8:30.

For the next meeting on Thursday 2 April, our own Sara Spillett, team member of the Upper Wharfedale Fell Rescue Association for 20 years and veteran of several hundred cave and fell rescues, will give a talk entitled "Are you a nurse?", and the subject matter will be a review of basic first aid for paraglider and hang glider pilots.

Obviously an important topic for us all, and it will be a very useful and interesting evening for us all!

## New Members

We welcome new members David Moore and Richard Carter who have joined the DHPC this month. We hope to see you out on the hill soon!

## Membership renewals

Membership renewals are now due! Everyone should now have received a renewal notice by email or post. Anyone who hasn't should contact Neil on [dhpc.membership@yahoo.com](mailto:dhpc.membership@yahoo.com) and he will get one out to them. If Neil doesn't hear anything back by the end of April, he will assume that the membership should expire!

## Facebook

Active Edge/Dean Crosby now have a Facebook site! To reach it, go to [www.facebook.com](http://www.facebook.com) and register, then search for Active Edge Paragliding, all are welcome.

## Pete Logan writes:

We're facing another summer without Weatherjack to spoon-feed us when the good

days are likely to be. Here's one of the places he got his technical input from:  
<http://rasp.inn.leedsmet.ac.uk/RASPTable.html>

The RASP table allows you to set the time and day and defaults to thermal updraft velocity, which is a good guide as to whether the weather's good for XC. There's introductory reading on it here:  
[http://drjack.info/BLIP/INFO/ARTICLE/blipmap\\_soaring\\_article.html](http://drjack.info/BLIP/INFO/ARTICLE/blipmap_soaring_article.html)

### **Algo advert:**

Sam and Baz Rhodes would like to inform you of available dates for their xc/thermaling courses. There are still places left for these weeks:

28/03/09 - 04/04/09

11/04/09 - 18/04/09

16/05/09 - 23/05/09

If you are interested in any of those weeks please contact them at [info@andalucian-experience.co.uk](mailto:info@andalucian-experience.co.uk) or by phone on 0034 646 800 564.

They are also running their summer trip again this year. Instead of the usual trip to Piedrahita, they are going to Arcones, which is nearer to Segovia. It is a much better and easier site than Piedrahita, and there is no Villafranca pass to struggle with! They are running two weeks 11/07/09 - 18/07/09 and 18/07/09 – 25/07/09, and only have one or two places left on the first week, but have plenty of room for the second week. They can also arrange accommodation-only packages in Algodonales all year round.

### **Trevor writes:**

The DHPC committee needs your help. Do you have any friends in aviation or who work in areas that interact with our activities? Do you know anyone who could give an engaging and interesting talk about what they do lasting maybe an hour and a half. Then get in touch with Trevor Birkbeck on 07836 342312 or [trev.birkbeck@virgin.net](mailto:trev.birkbeck@virgin.net) .

### **Calender for BP cup**

Borders 9-12 May

Dales 13-14 June

Long Mynd 17-20 July

SE Wales 29-31 Aug

Snowdonia 11-13 Sept

### **Ogi writes:**

#### **Coaching days**

We are going to hold the first of our monthly Coaching Days for the Club. These days are designed to provide you with some post CP qualification coaching as well as an introduction to a variety of Dales Club flying sites. The cost is free to Dales club members!

To ensure that these days are as well run as possible, we need to ensure that there is a good coach to pilot ratio as well as knowing what you hope to get out of the day. Therefore this is how you can be included in these coaching days:

- 1) Use the registration sheet on the Dales Club Forum or attached at the end of this Newsletter.
- 2) You only have to register once per year, but without registration we are not covered to coach you under the BHPA insurance. Read the self assessment sections and pick your coaching group, either group 1, 2 or 3.
- 3) You will also need to email Ogi in advance to tell us that you are coming. Once we have all your details and we know how many people are coming we will try to assign enough coaches to each group.

And that's all you have to do, register and tell us that you are coming!!!! Oh and please pray for good conditions as we need flying weather.

Further info:

a) The coaching day will just be held on one day, either the 18th or 19th April depending on the forecast. We will confirm the day the Thursday of that week.

b) We will meet at either the car park in Hawes (if using a northern dales site) or the grass car park at Windbank (for southern sites) at 10 am for an initial briefing. We will leave for the site at 10.30. You will need to be at this briefing.

c) On the hill we will split pilots up into three groups, please see the registration sheet for your skills self assessment, However everyone will fly – this just provides us with a starting point.

d) You will get an initial briefing at the meeting point, a full site briefing on the hill and then some coaching on aspects from ground handling, taking off and landing, flight planning, hill soaring and possibly thermalling on the hill.

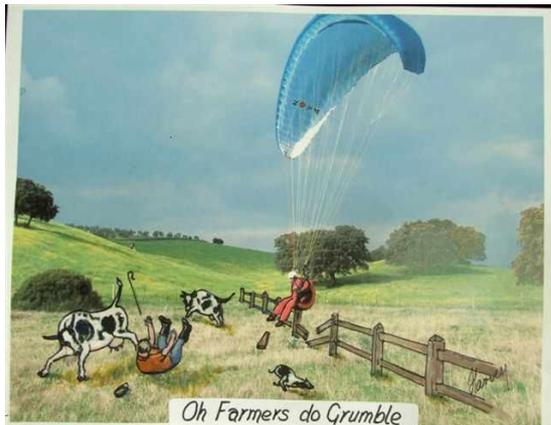
e) All coaching will be conducted by Dales Club members who have completed the

recognised BHPA coaching course and who are giving up their time to help you enjoy our magnificent sport of free flight.

Please note this is our first go at holding coaching days, we ask for everyone to play their part in making them a good day. As a coaching team we will obviously, or should I say hopefully, get better during the year as we get feedback from you.

Email: Sean@ogi.me.uk

### Walter' spot:



### News from the committee

#### Sites

**Ikley** – Proposals for grouse shooting on Ilkey Moor were brought to our attention again earlier this month. To date, the situation is unclear but there is a lot of opposition to this plan. Should shooting rights be reinstated, the club would come to a similar arrangement to that used on other grouse moors.

#### Sites guide

Work on updating the sites guide as a downloadable document is continuing. In the meantime 30 paper copies of the existing sites guide are being made for new members.

#### Coaching

Coaching sessions (one day per month) will start in April. Pilot training will take place on club nights (early start) beginning in May, leading to the Pilot exam in the Autumn. Armbands are being ordered for club coaches. The recent course for club coaches only cost the club net £1.29. All agreed it was a good course, with 18 participants..

#### Safety

There was discussion as to whether a detailed First Aid course should be run by the club. In the meantime, Sara Spillett has been asked to give a general first aid refresher at the next

club night. Coaches and membership to be targeted for both the refresher evening and a possible detailed First Aid course, tentatively sometime between Oct 2009 & Feb 2010.

At the reserve repack, 14 paid, 13 attended, there was one damaged reserve. £80 was left to club funds. Another repack will be held next year, and Bill asked to be booked early for that.

#### Competitions

There are now 22 pilots who have expressed an interest in the ACC (formerly known as BCC). Also, a spot landing competition day may be held in the Dales, or perhaps a combined event with War of the Roses and/or CSC.

#### Dales Club Party

There was income of £660 in ticket sales and £103 from the raffles, and total cost of the dinner (including complementary meals to thank the farmers) was £1363. The committee will meet to discuss the future of this event, or similar events.

Organisation of a possible summer event was discussed, involving flying as well as BBQ, camp and bonfire etc.

#### XC Club

This will be run as in previous years with an email being sent out to interested members on Friday nights outlining probable weekend activity.

#### Carlton Bank

It has been reported that the gliding club at Carlton Bank is closing down. NYSC have made an informal approach to us to see if we would be interested in participating in a replacement tow operation. However, it was generally felt that this would not be well supported.

### Pete Logan found this in the Register:

#### USAF seek a rifle to shoot down paragliders!!

Take a look at:

[http://www.theregister.co.uk/2009/01/22/usaf\\_air\\_cops\\_net\\_thrower/](http://www.theregister.co.uk/2009/01/22/usaf_air_cops_net_thrower/)

It's from the Register - obviously some General in the USAF had too much thinking time one day. Hilarious.

### Richard Shirt writes:

#### Club Coaches course

Those punchy spring thermals are upon us once more and the forums are already buzzing with XC flights and stories of collapses and

going over the back. As a proactive club, the Dales decided in 2008 to increase their active Club Coaches and to start Dales Club coaching days for low airtime pilots wishing to increase their skills and confidence in a safe and controlled environment.

During a cold Thursday club meeting in early January, the Dales Chief Club Coach Sean Hodgen, better known as Ogi, somehow persuaded the motley crowd of dedicated Dales members to contribute towards the club in some shape or form.

After a bit of heckling, Martin Baxter, the North Sites Officer for the Dales, was gently pressured into organising the Dales BHPA club coaching course for early spring. For those who don't know Martin..... he was in the regular army and likes to tackle things dead-on and won't stop until everything is complete. As a result, by the end of the following week the dates were confirmed, email invites were sent out and a venue with a buffet had been provisionally booked.

The Dales club coaching course was held on 7/8<sup>th</sup> March in the Black Horse in Otley and hosted by Bob Harrison and Dave Thompson from the BHPA. There was an excellent turnout from the Dales club, along with a couple of members from the North Yorkshire Sailwing club and even a guy that had travelled up from Devon! The room was full of enthusiasm and experience from pilots with CP+ 30hours to Pilot rated with 1000 hours and competing in National Competitions. It seemed that everyone had a similar goal - to help their peers become safer and better pilots.

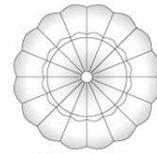
I think everyone who attended the weekend would agree that the coaching course was a huge success and I don't think that anyone left after the second day without learning something, albeit sports psychology and how we can deal with our fears, how the BHPA operates, or legislation surrounding the club and coaching responsibilities.

I'd like to say a big thank you to Martin Baxter for not only organising a great weekend, but also for making sure that both days were blown out everywhere so we wouldn't miss any decent flying.

## Kate Rawlinson writes:

### The Dales Club Reserve Re-pack

The reserve repack held on Saturday 21<sup>st</sup> February was a great success, organised by our club's Safety Officer Peter Balmforth, supervised by Bill Morris and held at Otley Civic Centre.



Bill started with a really interesting talk and presentation (including multi-media displays of reserve deployments gone well and deployment scenarios gone badly). He covered everything from selecting the right reserve parachute to understanding when to throw and when NOT to throw, as well as the throw sequence and having the skills to inspect, maintain and repack your reserve especially when travelling. This was followed by a full demonstration of the reserve repacking procedure and reattachment to the harness.



We had use of the club's harness hanger so we could try static test deployments, which was great because you can practice trying to find your handle while swinging about. It was really worrying that some of us had difficulty deploying our reserves because Velcro is blinking strong stuff if left to weld itself together over time; mine actually deployed itself as I pulled it out, before I could even try to throw it.



We got ourselves into teams of two and took turns at deploying and folding and re-packing our reserves. The actual folding process isn't that difficult once you have done one; for me it was correctly fitting it back into the harness that had me reaching for the manual.



We have had really good feedback from everyone who attended the course and we will be making it an annual club event; I will certainly be attending next year.

**Kate x**



### **Martin Baxter writes:**

#### **I learned about flying from that**

I have just checked my old logbook. It was 18 July 1996. I had qualified as a CP the previous summer but hadn't done much flying since. I was in Bavaria doing some continuation training with the forces Paragliding School out there. I had about 5 hours of flying experience and a brand new wing - a Firebird G-Sport, which was a bugger to forward launch.

This was my 3<sup>rd</sup> day of the trip. On the first day I had gone to the training slope and done 3 practice forward launches without my feet leaving the ground and then 2 more, with a

slight tail wind, gliding to the bottom of the slope.



**Photo - The infamous Firebird G-Sport above Cenes, Spain.**

My logbook tells me that the next day we went to a hill called the Mittag. I 'dobbed' 3 forward launches before finally getting off for a one hour flight. In the morning I did a top to bottom, again from the Mittag. In the afternoon I am hoping for a longer flight as the thermals are beginning to come through. Now for those of you not familiar with the Mittag I had better give you a site brief. Access is via a chair lift and you then walk down a narrow path to take off which is the top of a ski run in winter. Take off is quite steep and consists of a series of narrow horizontal paths that represent the only way of standing up. As you stand on launch there are the cables of a drag lift to your left and a forest to your right. A straight take-off is essential and there is very little wind. It is often quite busy and there is some pressure to get off.

When it came to my turn I laid out my wing and then scrambled down the slope to clip into my harness. As I was doing this a small thermal blew through and my neatly laid out wing slipped down the steep hill slightly and lost its perfect crescent shape. With the sweat running down my back I was less than keen to unclip, scramble back up and lay it all out again - beside which another thermal would probably disrupt it again. I would just have to make do.

So I gave it my best shot and ran hard. The glider came up, but not evenly. The left-hand side didn't inflate properly. Unaware of this (I didn't look) I committed to the launch and unsurprisingly the glider did a 90-degree turn to the left, which I didn't correct. I was heading towards the drag lift cables and it was too late to do much about it. I remember thinking this is going to hurt and adopting the PLF position.



little more brake.” The initiating half of the canopy came into my field of vision and locked itself into a horizontal plane facing the ground. I had never experienced speed like it on a paraglider before. Other pilots on the course commented afterwards that it actually looked as though the wing was flying towards the ground, which it was. I was feeling giddy looking at the wing, and so looked down. A small section of sea seemed to be spinning wildly and rushing towards me at a frightening rate of knots, I felt sick. “Very good; and now pull out”. I centred my weight in the harness and slowly released the pressure on the brake. The brake line went slack in my hand. I looked at it dumbly; “Shit I’ve got a canopy that locks into a spiral” was the only thought that went through my mind. “And pull out.” My mind



focused on the word “pull” and I yanked on the opposite brake. The result was immediate, and to me violent; the canopy reared up like a bucking bronco and I shot underneath it, and started to swing upwards with the canopy lagging behind. All that Jocky had taught me so far came instinctively into play. My hands came up to let the canopy start to fly over the top of me, and as it did so I checked the subsequent dive and she flew away as though nothing had happened.

“Nice one. Now turn 90° left and do another one.” I know of no other person who could have got me to do that again. I turned; weight shifted and initiated another spiral dive. Once again the world spun sickeningly around me. The wind noise was amazing. The spinning small section of sea seemed a lot closer now and then I heard over the sound of the wind, “and pull out”. Again I centred my weight and released the brake. Once again the line went slack in my hand. This time I was a little more relaxed about it. I re-applied the initiating brake and then gently pulled on the opposite

brake whilst releasing the initiating brake under pressure. What a difference! I now felt under complete control and the wing came out as if she was on rails. No heart stopping rearing or trouser soiling dives. Amazing. “Good, now turn 90° right and we’ll try one the other way.” My heart rate had slowed to a level where at least it could now be measured. This time I was total control, I knew what was coming and how to deal with it. The rest of the flight, direction changes, and wing overs held no fears, nothing could wipe the grin from my face; that is until I landed and realised that tomorrow was the dreaded full stall.

“Now the thing to remember about a stall is that a wing will only stall if the pilot makes it do so, you will know it is coming so you can prepare for it. Sit up, cross your ankles and try to brace your knees in the harness.....” Most paraglider pilots are fun people to be around - smiling, jocular, and happy. There was complete silence from our group as the truck slowly ground its way, with much grinding of gears, up to the take off. No one rushed to get ready, but one by one we launched and flew off. Somehow I had ended up near the front.



**No-one rushed to get ready**

My mind kept thinking of the words, “Sit up, cross your ankles, and brace your knees...” I was aware of shaking slightly, and then came the command I had been dreading. “And now bury the brakes.” I swear I was sat up, my ankles were crossed and my knees hurt they were braced so firmly. I buried the brakes. The canopy slowed, and then fell back. The next thing I was consciously aware of was seeing my legs spread eagled, silhouetted against the sky, and a horrible sensation of falling backwards. “Hold it, hold it.... And release.” The wing shot forward, I braked the dive and flew away. “Nice one, now in your own time we’ll have another.” I can’t say that I enjoyed the next two any better than I hated the first, but I was in control, at least I felt like I

was in control, and if I needed to could stall the wing to get out of trouble. (Some years later I did so having spun my glider to avoid a head on collision. )

The whole course was great I learned so much and had had my confidence restored. Words cannot express the feeling of elation, and possibly relief, at the end. Grins, drunken handshakes, and embraces were the order of the night. The XC part of the course was a complete joy, flying with smiling competent pilots is a pleasure I will never tire of.

### And more from Fred:

#### Fighting the sands of time.

You've had a great flight and landed on the beach. As you pack the glider away you try and remove as much sand as possible, but have you really got all the sand out? Think again! The picture shows the sand in my glider after the professional packers at Olu Deniz had shaken it – twice.



Sand is just about the most abrasive material your glider will come into contact with and, along with UV, will shorten your glider's life rapidly. Here is the method I employ in cleaning my glider and getting rid of as much sand as possible. It isn't perfect but it does help.

First of all find a shady area (you don't want to negate all your good work by wrecking the glider by exposing it to too much UV) and then, equipped with some old line (new line will do if you haven't got any old stuff) and plastic curtain hangers, string up the glider as shown.



Pass the curtain hanger through the attachment points for the brake lines and then attach these to the line that you have previously hung in a shaded area. Try to use every hang point and please only use plastic hangers.



The main reason for this is that if you over-fill the glider with water the plastic hanger will give way before you over-stretch the cloth or hang points. At this point you will be amazed at how much sand collects in the leading edge of your wing. Now give the glider a really good shake and empty all the sand out of the leading edge. Do you think you really got all the sand out? Think again!

Now be careful doing the next bit. Take a hose and wash out your glider ONE CELL AT A TIME.



Remember water is heavy and by doing only one cell at a time the chance of over stretching anything is greatly reduced. Empty each cell after you've hosed it. The wing tips are awkward; if the tips have Velcro closings for cleaning, make full use of them. Alternatively take the glider down, and get the hose right up inside whilst holding the wing tips up. Ask your wife/girlfriend/boyfriend to help by holding the wing tip edges up as you spray the insides (it's a waste of times asking husbands.) Then hang the glider up again and shake out all the sand.



Now let it dry. Keep shaking it as it dries and the sand will keep coming; once completely dry give it a really good shake, get all the sand out of the leading edge, and pack it away (not on the beach).

Do you think you really got all the sand out? The answer is probably not but at least you are getting most out, and going some way in improving the flying life of your wing.

# Dales Club Coaching Day – including flying site introduction.

## Registration Sheet

*The Coaching days will be held on the third weekend of the month, April to October. The best flying day will be selected according to the weather forecast. We will only hold it on one day, either the Saturday or Sunday. If the days cannot be held it will be cancelled until the next month. The Meeting place will be at either:*

- *Car part at the foot of wind bank – Southern sites*
- *Car park, main pay and display in Hawes –just off Main Street. - Northern sites.*
- *To attend at 10 am for initial briefing and leaving for flying site (car sharing) at 10.30am.*
- *Only people who have registered using this sheet and who turn up on time for the initial briefing will be offered Coaching. You only have to register once and return this sheet to the chief coach.*
- *Only current members of the BHPA will be allowed to attend, the insurance that membership includes is a vital part of our Cover. No coaches will ask for or be entitled to any financial remuneration as this invalidates our insurance.*
- *Qualified CP pilots have a responsibility for their own Safety and the safety of others , anyone suspected of being affected by Drugs or Alcohol will not be allowed to attend .On Safety issues relating solely to the Coaching day the decision of the Coach in charge , often consulting other coaches, will be final.*

\* **BHPA member ship number:** \_\_\_\_\_ **Renewal date:** \_\_\_\_\_

**Coaching days Self assessment: please answer the question below and tick One Box.**

<p><b>Ground Handling improving Group: Be Honest!</b></p> <p>I can build a wall into Wind, starting from the reverse launch position. I can raise the glider usually reasonably straight above my head, breaking as required. I can then Ground handle my glider either facing the glider or turning around and facing the launch and keep the glider above my head ready for launch. I can do this reasonably reliably in gentle to moderate winds</p>	<p>My answer to this question is <b>No.</b> so please would you include me in Group 1 – Tick Here:</p> <p>If you consider you can answer YES to his question move to the launching question.</p>
<p><b>Take off and landing improvement Group: Be Safe!</b></p> <p>I can reverse launch my wing in a reasonably controlled manner. With ground Handling I can test the flying conditions with my wing for a period before launch. I consider that I can take off from a variety of different size slopes in wind conditions varying from gentle to moderate. Given lift at the site I can top land with reasonable confidence. I can bottom land on dales sites within 30 meters of my intended spot landing.</p>	<p>My answer to this question is <b>No.</b> so please would you include me in Group 2 – Tick Here:</p> <p>If you consider you can answer YES to his question move to the flying question.</p>
<p><b>Flying the site: Being safe and confident around others!</b></p> <p>On the Coaching days I just want the site briefing and some flying hours. I can ridge soar most dales sites, follow air law and safely and confidently fly with other pilots within the lift band. I can make decisions in changing weather conditions and can also start using thermals on the hill with other pilots also flying. I can complete the BHPA pilot tasks.</p>	<p>My answer to this question is <b>No.</b> so please would you include me in Group 3 – Tick here:</p> <p>If you can answer YES to his question please just go flying after the site briefing.</p>

<p><b><u>Pilot information sheet :</u></b>  <i>please fill in your information in the boxes on the right hand side-opposite the question being asked.</i></p>	<p>Please fill in all for yourself below :</p>
<p><b><u>Name :</u></b></p>	
<p><b><u>BHPA Qualification:</u></b></p>	
<p><b><u>Equipment :</u></b>will be discussed with coach.   Wing certification: the one you will use.   Wing Colours:   Reserve parachute: Yes or NO   Radio :Yes or NO:</p>	
<p><b><u>Contact details : essential information.</u></b>   Your phone number :   Emergency contact number:   Usual email address:</p>	
<p><b><u>Medical and fitness:</u></b> <i>kept confidential to coaches.</i>   Are you Medically fit to fly: Yes or NO   Any pre existing medical conditions.   Your level of fitness: good, average, other.  ( please provide info so we can help you on the hill considering your fitness levels )</p>	
<p><b><u>Experience :</u></b>   Flying Hours in total :   Hours since January 1<sup>st</sup> 2009.   Areas of piloting difficulties that you would like specific help with.</p>	