

# SKYWORDS

Hi all and welcome to the October edition of Sky Words. Thanks to everyone who sent in articles, please email me at [katerawlinson@hotmail.co.uk](mailto:katerawlinson@hotmail.co.uk) if you wish to submit anything for next months mag.

*Kate X*

## **Chairman's Chat**

After some interesting and fun filled years the time has come for me to hand over the torch of the DHPC Chairman's role! A decision which was easy to make – I have been spending so much time abroad over the summer I have not been able to attend meetings etc. In this time Martin Baxter has covered for me and some would say he has done a better job! Martin will be standing for the Chairman's role at the **AGM on Wednesday 4<sup>th</sup> November at the Ilkley Vaults** <http://www.ilkleymoovaults.co.uk/> but I would be more than happy if someone were to stand against him! My time as Chairman has been an enjoyable experience. The committee has grown in strength and tea drinking ability over the years. We have instigated a successful BCC (British Club Challenge) team which won in 2008, and reached the final in 2009, we now have a club coaching system which promises to deliver a quality fun experience for our pilots (that's us!!). We have negotiated reciprocal rights with other clubs (Pennine Soaring Club, North York's Sailwing Club, Northumbria Hang Gliding and Paragliding Club, Sir George

Cayley Sailwing Club and Cumbria Soaring Club), held coaching days, organised reserve re-packs and glider servicing, first aid lectures, a monthly club night with a selection of excellent speakers, a monthly newsletter, a library, the XC club, completely updated the website, almost finished a full revision of the sites guide, organised a yearly Club Dinner Dance and more.

WOW, hope you folks appreciate us!!

*And the flying.....*

We are lucky to have some of the premier yet quiet sites in the UK. I broke my personal best distance flight this year. 'What, in Spain?' I hear you cry. But no, in the Dales of course! A 7 hour epic which took me from the amazing Stags Fell to land near Berwick upon Tweed and scored 163km in the league! And another flight, quite late in the year 20<sup>th</sup> September from Wether Fell to near Whitby (102km scored!)

Thanks,  
John Ellison (Sonic)



## **AGM - Wednesday 4th November**

The AGM will be upon us soon (first Wednesday in November).

Any club member is welcome to stand for one of the following posts which are always up for re election at the AGM. We would particularly be looking for someone to help out with sites this coming year.

- a) Newsletter editor
- b) Membership secretary
- c) Treasurer
- d) Chief club coach
- e) Safety officer
- f) Librarian/Trophies
- g) Sites officer(s)
- h) Paragliding competitions secretary
- l) Hang gliding competitions secretary
- j) Club secretary
- k) Social secretary
- l) Web site officer

**Neil Plant**  
**DHPC Membership Secretary**

### **Site Closure & Re-opening** **Bunster Hill**

Can you please notify your members due to the mindless minority who refuse to pay the farmer for their daily flying we have now lost Bunster Hill. It has now been closed down by the National Trust because the farmer refuses to sign the licence agreement.

We are aware that we do get members from your club who are not members who have left the site without paying the farmer.

#### **Update**

Peak Soaring Club has now re-establish the use of this site please use it responsibly and obey the site rules, see article in this months Skywings.

Dave Cowan  
Chairman – Peak Soaring Association

## **Club Night – November 4<sup>th</sup> – 8:00pm** **Ilkley Vaults**

Stockeld Road,  
Ilkley,  
West Yorkshire  
LS29 9HD



**Next Meeting:** AGM please collect your **FREE BEER** ticket from Neil Plant Membership Secretary when you arrive 😊

### **Noel's fantastic trip**



Recently, Noel Whittall came round to my house with his 1918 Triumph in the van and we went out for lunch – me on the Triumph and Noel following in the van. I really enjoyed the challenge of riding this demon machine which effectively has NO brakes – you plan ahead for stops using the gears.

It rattles along at about 45 mph though I think Noels generally rides it a bit slower in the interest of machine survival.

It was a great day out for me.

Next thing a call comes out of the blue – “I’m setting off on a trip I’ve always planned to do but didn’t want to publicise in case things didn’t work out.



### **Leeds to John O Groats to Lands End to Leeds**

Totally unassisted with no backup whatsoever!!!!

So Noel started the trip by coming round to my house where my sister prepared a nice meal which we had with a great bottle of wine – a fitting send off.

We were all up at the crack of sparrowfart the next day and Noel was duly breakfasted and toddled off at 0800 hours on his big trip.

#### **Day 1**

Using nice rural roads, Noel got to just south of Edinburgh – weather OK so far.

#### **Day 2**

Another good day of weather and the Triumph rattled along well to end up the day in Inverness – great stuff.

#### **Day 3**

Weather not so good today but Noel soldiered on. Then there was massive bang from the engine and Noel thought “That’s it – we go no further – call out the AA or whatever” But inspection showed that the spark plug had come unscrewed and blown out of the cylinder, hitting the fuel tank underneath. Luckily, it just dented it with no leakage being caused, so

Noels was able to carry on regardless, getting to John O Groats.

#### **Day 4**

Weather closed in so Noels took five and had a day off at John O Groats – very wise.

#### **Day 5**

The raging gales and 3 cold fronts in a row had passed through so when I rang this morning (Sunday, the 4<sup>th</sup> Oct) with a Met update, Noels was getting geared up and about to set off to Lands End. There is about 2 days of good weather which will see him well on his way before another complex set of fronts attacks the UK.

And that’s the story so far – stand by for the next thrilling instalment of this great ride – epic indeed, when you think of what Noel has been through recently.

But then it takes a lot to slow the old bugger down!

Trevor Birkbeck

### **BHPA Coaching Course**

The LMSC is hosting a BHPA coaching course on 10/11th October at the Powys Arms, Lydbury North, just off the south end of the Mynd. Cost is £30 (or £20 if you have attended a course before and need a refresher), plus accommodation, food etc. Minimum requirements are 10 hours after CP and the support of your club chief coach/safety officer.

The course is filling up fast so if you're interested, email [comms@longmynd.org](mailto:comms@longmynd.org) There's a more information about becoming a coach on the LMSC coaching pages: <http://www.longmynd.org/about/coaching>

Thanks,  
Judith



**The Greatest International(ish)  
Paragliding Competition of the Year**

# Baildon Sod

This world famous competition took place on Friday 11<sup>th</sup> September on Baildon Moor, no wind, lots of bracken and lots of eager pilots desperately throwing themselves off the hill in an attempt to be the next name on the much sought after trophy. The winner.....Alex Colbeck who got right over the fairway without hitting any golfers, well done ☺  
The comp ended only when it got too dark to find your way out of the bracken, we then retired to the pub for fish, chips and beer. Once again a great fun way to end the comp season, enjoy the pics.

*Kate x*



My  
More pics on the DHPC Forum  
[www.dhpc.org.uk](http://www.dhpc.org.uk)

Trevor Birkbeck



I'm still flogging on towards getting my NPPL licence to enable me to legally fly my Alatus powered glider, a curious situation where the CAA now requires one to have a microlight licence for a glider, simply because it has a little engine for takeoff, etc.

I have completed all the necessary hours but still have a few tests to complete.

Two problems bug me however – its designed to be car transported so, despite the fact that I keep it in a trailer, I have to totally rig and de-rig it every time. De-rigging is down to 1 hour but the rigging takes me around 1 ¾ hours – maybe I'm just getting old and slow!

The 2<sup>nd</sup> problem is that, although it flies, lands and takes off nicely (it was designed by a Russian gliding champion) the manufacturers have not yet mastered the survivability of the peripheral elements of the engine. This has included (for all 4 of the pilots in the UK) failure of controlling microswitches, mounting brackets, etc for the exhaust, head mounting bracket, failure of wiring stopping the sparks – the list just goes on and on. The importer (a friend of mine) has tried to inculcate a feeling that we are working to improve the Alatus in development mode, which is fine for minor niggles.

However the latest little escapade was as follows: I was in climbing flight when suddenly the engine note changed radically. I

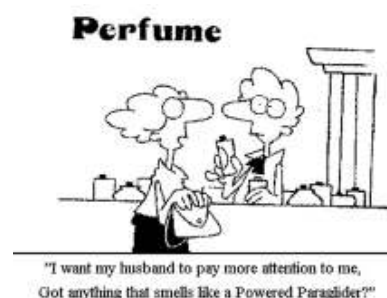
looked in the mirror (used for getting the prop in line to fold the engine away) and the whole engine unit had canted over by about 20 degrees. Jeeps, this was serious – shut the engine down, got the prop in line and put the engine back in the fuselage – it went in with a clonkety clonk!

Had enough height so I flew back and landed OK – upon inspection the rear mounting bracket for the whole engine frame had sheared, the complete unit had moved backwards, allowing the locating spikes at the front to leave their bushes. Effectively, the whole engine unit was sat on the fuselage with nothing holding it up – if I'd not been flying level, it all could have gone through the sail of the left wing! I probably would have survived OK as I was wearing a normal glider chute and had the height to jump.



I was not very happy and felt that, although I have got the facilities for repair, the responsibility for this work should be with the manufacturer. A report went in and the aircraft are all grounded, pending his solution. Watch this space!

Trev





## Northern Paragliding

Sponsors of the  
2009 Dales Paragliding XC league

Northern Paragliding are in their 21st year selling paragliding equipment. From their shop in Kirkby Stephen they sell every item a paraglider pilot could ever want from a glider to a carabineer. Northern are UK dealer distributors for Sup'Air, Skywalk, Ozone, U-Turn and Ascent Wrist Varios. They also have a superb website offering buying guides and reviews along with a huge online inventory. Their sister training company Sunsoar Paragliding have produced many Dale's pilots and offer full courses at home and overseas as well as an array of tasty paragliding holidays for qualified pilots.

The prizes on offer are:

**1st Prize:** £100 shop voucher + Tandem Flight Voucher with Sunsoar PG (worth £75)

**2nd Prize:** £30 shop voucher

**3rd Prize:** £20 shop voucher

The Dales Club would like to thank Northern for their continued support.

### Site Status

#### AMBER WARNING

#### Cowling and Sutton Pinnacles Hill (Earl Crag)

Reopened - but don't fly near horse fields at the west end.

#### RED WARNING

#### Great Whernside

Stephen Mawle has threatened legal action against pilots flying over his land and parking without permission.

#### AMBER WARNING

#### Nappa Scar

(No XC Aug-Feb)

#### AMBER WARNING

#### Stags Fell

MEMBERS ONLY (12 max) / (No XC Aug-Dec).

#### AMBER WARNING

#### Whernside

We are no longer allowed to drive up the track to Ellerbeck as we used to. If you are unsure of the current situation please see the detailed guidance about Whernside under 'Sites'.

### Glider/Reserve/Harness Servicing

The club is planning to offer 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 6 Jan 2010 in Ilkley, and then collect it again at the next club night on 3 Feb. That saves you a total of £26.50 in parcel force collection/delivery fees, or even more in petrol. Simple?

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 I probably ought to point out that if my car bursts into flames (or anything) with your glider in the back please don't expect me to replace your pride and joy.

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>

Regular users should be aware that they are off to New Zealand, and will be closed for the entire month of December 2009.

My car is only so big, so if you want to take advantage of this service please book a place by email to

[mrbaxter@hotmail.co.uk](mailto:mrbaxter@hotmail.co.uk) I need to know your name, what items you want servicing and a phone number.

Martin Baxter



## CLUB NIGHT - ATC PRESENTATION

On Wed 7 Oct 09 about 30 members of the club were treated to a presentation by Squadron Leader Kevin Walton, Senior Air Traffic Control Officer (SATCO) from Royal Air Force Leeming.



Kevin gave a very informative PowerPoint presentation covering military flying and airspace in the local area.

The good news is that normally the Hawks carry out their high energy manoeuvres, general handling and air combat training to the East of the airfield over the North Yorkshire Moors.

However they often depart VFR Low Level to the West and South West initially at around 2000 feet but then descending to 250 feet AGL.

Tutors are used to train ab-initio pilots and can operate either East or West of the airfield.

The Tucanos that you have seen are probably from RAF Linton on Ouse, and any Lynx helicopters are probably from Dishforth.



Harriers and Tornados often let down through cloud over Harrogate before



**Tornado**

heading Northwest under VFR, but probably most significant for us are the 2 main routes that the fast jets use to get from the Vale of York to the military low flying areas in the Lake District and beyond. The first one (that probably comes as no surprise) is Wensleydale.

The second runs roughly East-West between Windbank and Skipton.

Fast jets tend not to fly over the weekend. However Tutors operate out of Leeming and Church Fenton; and Linton on Ouse and Topcliffe can be busy with motor gliders. Saturdays tend to be the busier of the 2 days.

Responsibility for ATC services in the Vale of York is split between Leeming and Linton on Ouse. Draw a line running roughly WSW to ENE between Linton on Ouse and Topcliffe MATZ and you get the general idea, although there is normally overlap and interaction. To the north of that line pilots talk to Leeming Zone on a frequency of 127.75, and south of that line to Linton on Ouse Zone on 118.55.

We then received a timely reminder of the dimensions of a MATZ. Obviously you will remember that it's 5NM radius from GL to 3,000' AGL with a pan handle from 1,000' – 3,000'. Yes, in theory you can go into it, but it's probably not sensible to engage in air to air combat with the professionals.

You cannot enter the ATZ (GL – 2,000' and radius 2 or 2.5NM) without prior permission, but that is where the discussion got interesting. We were told that no hang-gliders or paragliders (in corporate memory) have ever tried to



Hawk

book in, but that if they did, and there was no other conflicting activity (more likely on a Sunday), we would probably get clearance. So a competition organiser, or an individual, could book into/through the airspace. Obviously you would need to make your booking on the Friday beforehand. Tempting isn't it? Just one word of caution though – get the name of the controller who gives you permission: if you land within the airfield boundary you will encounter the RAF police, who have a fearsome reputation!



Lynx

Another surprise was the RAF's enthusiastic response to radio communication. Obviously you should have the correct radio licence to talk in the air, but the controllers from RAF Leeming are not there to 'police' this. For us it is probably a last resort, but the bottom line is that it is always better to talk to the controllers on the radio if it will help to maintain safe separation between aircraft. This is particularly true

if you find yourself drifting or sinking into the M/ATZ. Check you have the correct frequency (above), take a deep breath, and make DHPC history; "Hello Leeming Zone this is:

[Callsign/Type] – Paraglider/Hang-glider I, presently at...

[Altitude] – (For example) 3,000' AGL...

[Position] – (For example) 5 miles to the west of the field (or overhead Ripon) heading for...

[Destination] – a field location to the east!

[Type of Service you require] –

Requesting Zone penetration and a Basic Service (and landing on the airfield if you really have to!).



Tucano

(Once the controller picks himself off the floor) you should get confirmation of the Basic Service and a pressure setting (if you can't set this on your vario you will need to say "negative, height is AGL only" and the controller will try to take that into account). They will either let you do what you want or impose restrictions such as height or route. Again if you cannot comply then you must tell them, requesting a sensible alternative. Better to be in the poo than embedded on the leading edge of some military hardware. All very theoretical and probably a last resort. If it all sounds too complicated and intimidating that's probably a good thing. But don't let it stop you making the call if you get caught out. Controllers are human beings and you can talk to them in plain English although you should try to keep it concise. If they talk too quickly then ask them to slow down.



The mention of pressure settings started an interesting discussion. How do you set your Vario if you intend to fly under (or over) some controlled airspace? The vast majority of aircraft fly on the Regional Pressure Setting (RPS), which is the lowest forecast QNH in the area over the next hour. Whilst you could ring the nearest ATC prior to taking off, or at least note the pressure on the Met Chart before setting off, the practical compromise for most of us is to set the Vario to GPS (or site guide) height before taking off. Above the Transition Altitude (normally 3,000') airspace is normally measured in Flight Levels (FL) and you need to set your Vario to 1013.2mb. Time to get your manual out?



**Tutor**

We also had a bit of a chat about Mode S transponders and whether we would swamp ATC services if we all flew around in the Dales with one strapped on somewhere. Kevin explained that they have the ability to 'filter' out unwanted returns so this wouldn't be a problem. Similarly the TCAS (Terminal Collision Avoidance System) fitted to larger commercial aircraft would only alert if both aircraft were on a collision course, which is very unlikely in our case. Kevin wasn't sure if a paraglider or hang-glider would show up on the Leeming Radar screen. If you do find yourself flying anywhere near the MATZ give them a call using your new found radio knowledge, and we'll find out.

All in all it was an excellent evening. We expected the RAF to be professional and were not disappointed. What surprised

us was how friendly, understanding and flexible they appeared to be. Squadron Leader Walton said that he had been impressed by our knowledge of airspace restrictions, but he was probably just being kind!

He was also kind enough to offer a reciprocal visit to RAF Leeming. This will be held on a week day some time soon, details to follow from the Social Secretary. Many thanks Kevin. We hope to see you again soon.

Martin Baxter