

Skywords

Email katerawlinson@hotmail.co.uk if you wish to submit anything for next month's mag.

Kate X



CHAIRMAN'S CHAT

As I press the keys it is raining outside and the snow, which has been with us since before Christmas, is finally melting. Is the worst of the winter finally over I wonder? I know that a

few hardy souls have been out flying with a notable outing to Ingleborough listed on the DHPC flight log:

<http://www.dhpc.org.uk/forum/viewtopic.php?f=2&t=264>

The photos look great but winter flying isn't really for me. I will just have to console myself with thoughts of the year to come...

My proper flying season kick's off with a week at Hotel California in southern Spain in March. I love going abroad at that time of year and have done quite a few times. It won't be particularly hot but the flying conditions are normally reliable: it is a great place to get current after the winter lay-off. I'm hoping to get a place at the Chambre Open in SE France, in early June, and this year's family/flying summer holiday is to Annecy. Idyllic until I tell you about the 1,700 mile drive towing a caravan. Then of course there is the UK season as well. Can't wait!

But instead of just dreaming of things to come, there is some concurrent activity we can all be doing. My glider is currently at Aerofix being

serviced – tick. Unfortunately I'm missing the Dales Re-pack so I need to book the village hall to re-pack my reserve. Check/adjust harness. Radio – OK. Really need to get a new GPS. Vario – tick. Chase up Flying Suit from Northern Paragliding. Helmet – tick. Boots – tick. Air charts? Batteries?

Are you ready for the 2010 flying season? It's going to be a good one.

Fly safely,

Martin Baxter
Chairman



Andy Mirza 1966 – 2010

Andy was an enthusiastic and active member of the Dales Club, as well as taking part in the BCC, he trained last year to become a Club Coach.

You couldn't miss him on club nights he had a great sense of humour, with a huge grin which matched his personality, he will be sadly missed.

Our thoughts are with his family.

Andy's funeral was last Friday at Saint Ann's Church, Kate, Ogi, James and Dean attended.

<http://andrew-mirza.gonetoosoon.org/>



Dales Reserve Repack

We are running the annual re-pack at 10.00 am on 13 March 2010. Members and non members are equally welcome to come along to St Mary's School, Menston (on the A65 between Leeds and Ilkley). The BHPA's Bill Morris and his team of packers will provide a briefing, supervision and advice. The cost is £15, on a first come first serve basis. Please e-mail johnklawson@googlemail.com <<mailto:johnklawson@googlemail.com>> Or phone 07747 081975 for more details

February Club Night on 3rd February - Sale night and Library sale

As Sara Spillet sadly could not make the Club Night for a talk on First Aid (I understand that Wednesday night is very difficult, being in the middle of the week) we are switching the January Sale night (cancelled because of the bad weather) to February

So.....bring along all those bits and pieces that you want to move to the Sale Night.

This is not an Auction in the old sense that Noel used to organise so well - you can lay all your items out on tables with a price and your name on them and, hopefully, you will end up a Happy Seller and the recipient of your stuff will go away a Happy Buyer

I will have little labels to fill in and place next to your treasured items, unfortunately entitled "January Sale Night" but don't be fooled its actually on for the **February Club Night**

Also on sale will be items from the library that might make some interesting viewing/reading over the New Year.

Don't miss this night - bring all your unwanted items along - they can be non flying goods as well, of course!



"Primary rigid structure"

Club Coach Course Cumbria Soaring Club:

January 30 - 31 Cumbria Soaring Club,
For more information see website or please contact:

www.cumbriasoaringclub.co.uk
Lance Greenhalgh 07770 808497

Sites Report (north) Jan 2010

After an extended break of about seven years from "sites work", I used the annual Christmas round of visits to re-acquaint myself with all it involves. My previous patch had covered most of the Lakes so the Dales farmers were approached with a degree of

trepidation; would they be a meaner breed than their Lakeland counterparts? Excitement well ... you may recall it snowed quite a lot and some farms can be a bit remote. A Ford Focus is no 4WD so when my nerve gave way I resorted to shanks pony.

Although the visits are ostensibly about "goodwill" in reality it is often involves more. Site security is about meeting people face to face, building relationships based on an honest, professional approach and being understanding and responsive to landowners concerns. Coming from a farming background helps a lot and it was nice to discover my brother was doing good trade selling sheep in Wensleydale! Likewise it was gratifying to see that my dialect was still practised this far east.

The weather brought with it a few bonuses. Firstly, most people were in! I was able to see over 90% over the farmers, have a good chat and gauge the levels of goodwill towards the sport, the club and the way they are dealt with. In essence this translates into how secure are the DHPC sites. Secondly, the sight of a snow covered visitor who had gone where no postman dared brought out the sympathy vote gratitude is a strong emotion. The warming drink could also be of a similar proof!

My overwhelming feeling at the end of my round of visits about 25 farmers were seen in total was positive in the extreme. I can't recall a single negative comment and I was surprised how interested and in some cases knowledgeable about the sport they were. There were two remarks that even displayed a pride in, "....having one of the top hills in the country; used for high level competitions". You don't achieve this level of goodwill without a lot of effort having been invested over the years

and a membership that is responsible and understands that we are **all** ambassadors for the sport, our Club and especially the sites we are privileged to fly. I emphasise the point because I believe we **are** all involved in keeping the sites secure; not just to the point of following the rules but in terms of ensuring others also adhere to them. It's not a bad idea to get to know who the farmers are, a quick friendly chat if you see them, an apology if you get it wrong. Even offers of help can be very appreciated last year I recall dry stone walling and fitting a new gate at the foot of Barkin Fell OK, it didn't meet National Park planning guidelines but we tried.

Shortly, the website will have the new revamped, updated and clearer sites information (this is Martin's work so he deserves the thanks). Please read it carefully to check for any recent changes. Because one can't be everywhere I would encourage you to contact me if you encounter any problems, however minor; matters dealt with quickly can forestall lots of work later. Just a reminder on the question of numbers and restrictions appertaining to Stags Fell. There is a need to monitor this more closely. As I can't promise to fly it every day it's southerly I'd appreciate some feedback if it gets above the stipulated 12 max, members only, no vehicles etc.

Finally, at risk of sounding like your mother. Fly safely, use the sites responsibly and see that others do likewise. Most of it is common sense, common courtesy and following the country code. I intend to produce regular site bulletins during the year.

Ed Cleasby (Sites N) 07808394895
(please note - out of country 22 Jan – 18 Feb) edcle1@tiscali.co.uk

Dales Santa (Sites Report South)

This year's farmer's visits were made more interesting than normal, due to the weather.

All was set early in December drinks brought, cards wrote etc. All I needed to do was book some time off work to do the rounds, that's when things started work commitments this year laid claim to the first couple of attempts to get out. Then in true style it was time to watch the weather and listen to advice from met office and her that should be obeyed "not to drive unless you have to".

Then it was the Tuesday before Christmas and a weather window appeared. Time to check the car, load up gifts; top up a flask, put a shovel and warm clothing in and off I went. Had a good run up to my first call at Addington Moorside, bit off the main road, time to see what the fuss was about. Now Mr Fothergill lives about 1 mile off a single-track road. Got to the gate and I had a good idea, the direction of the drive up to his bungalow was by the tractor tracks in the snow. I got out to check the first section and confident I could drive up, off I went until it was clear whoever had been driving the tractor had not kept to the same snow covered track and had went off in a number of directions. Now not so confident I carried on until I came to what my memory had called a gentle slope, how your mind can play tricks! So I left the car and continued the last section on foot to be greeted by a rather surprised Mrs Fothergill. Who accepted the presents with a smile saying "I hope it's not been too much trouble for you" "Of course not" I replied and off I trudged back to my car. I made the decision to reverse back down the track by that time I had the company of a dog that had run across the field, the owner not far behind. "Are you stuck or lost?" I was asked. I thanked the owner

for the concern and keeping a clam face started to reverse just as it started to snow. Managed all the way till just short of the gate before I slid and had to stop, again the owner of the dog asked, with what I am sure was a suppressed grin, "Are you stuck?" It's okay, I thought, I will drive forward get lined up then try again I then noticed another car was the other side of the gate the driver was asking directions from the owner of the dog. The driver then asked if I could reverse past him since he was off the track. I never knew my car heater was so good as sweat starting to pour, spectators watching on I got the car moving and got past, I think breathing in may have helped.

Next I was off to Cowling with the snow falling the roads in the valley were quite clear until I got to the foot of the road leading up to Mr Airey's farm. While I thought about the hill, a couple of cars came down, so game on and off I went, praying no one was coming down. After playing on the hill I climbed to the top to be greeted by a wind blown snow covered road, "oh well not far now" I thought. I could not find anyone at Mr Airey's farm, not even many footprints. So I left the gifts and headed back down the hill, remembering my Norway winter driving training, to keep in low gear and feet away from the brake and to us 4WD – Oh my car doesn't have 4WD. Hopefully no one will be speeding up the hill.

At the bottom I was thankful to see clear roads and even the volume of traffic I then set off for Litton Dale and Windbank. This would have been a doddle, if it were not for some drivers crawling along in the centre of clear roads. By the time I got to Mr Dibbs, Windbank, it was snowing again but at least the ground was frozen, which was a blessing for anyone that knows Mr Dibbs Farm yard. I was able to have a chat with Mrs Dibbs before deciding whether to continue up to

Arncliffe and Litton. Mrs Dibbs confirmed the ploughs had been out and had gone up the Dale.

I was met by people ski-ing on Windbank and also some ski-ing along the track towards Hawkswick, now was that an omen? I also had a 4WD with a group of lads in who asked if I was okay. I decided to go for it, after all those winters I had spent in Norway, what could go wrong? In the end it was quite an uneventful drive up to Arncliffe, the village green still had a thick covering of snow with a couple of giant snowmen standing guard. Even the drive to Litton was okay, met a few vehicles in both directions before meeting up with the lads from the 4WD

at Queens Arms. We were able to stand outside in pleasant winter sunshine, chat about the roads and weather, which made a change to sitting on a hillside talking about the weather.

All the farmers I spoke with were pleased to see me and thanked the DHPC for their gifts. All were very supportive of the club and had an interest in what people had been doing over the year.



Dave Coultard
Sites Officer South

Dales Hang Gliding and Paragliding Club

Club Coach Contacts

Hang Gliding Coaches

| Name | Availability | Location | Contact Number |
|-----------------|--------------|-----------------|----------------|
| Trevor Birkbeck | Various | Ripon | 01765 658486 |
| Alistair Irving | Various | Huddersfield | 01484 844898 |
| Steve Mann | Weekends | Kirkby Moorside | 01751 433130 |

Paragliding Coaches

| Name | Availability | Location | Contact Number |
|-------------------------------|--------------|-----------------|----------------|
| Sean Hodgson (chief coach)Ogi | various | Haworth | 07999606084 |
| Rob Burtenshaw (senior coach) | Sun+various | Oxenhope | 01535 643872 |
| John Lawson (Saftey) | Various | Leeds/Horsforth | 077470819678 |
| Peter Balmforth | Weekends | Leeds | 07714213339 |
| John Ellison | Various | Gargrave | 07791 887693 |
| Noel Whittall | Various | Leeds | 01132 502043 |
| Alex Colbeck | Various | Harrogate | 07717707632 |
| Steve Mann | Weekends | Kirkby Moorside | 01751 433130 |
| Pete Logan | Various | Shipley | 07720 425146 |
| Peter & Sara Spillett | Weekends | Skipton | 01756 760229 |
| Tony Pickering & Zena Stevens | Various | Otley | 01943 466632 |
| Kevin McLoughlin | Weekends | Lancaster | 07767 652233 |
| Martin Baxter | Weekdays | Skipton | 01282 841060 |
| Ronald Green | Weekends | Hartlepool | 01429 864229 |
| Fred Winstanley | Various | Higher Bentham | 0777041958 |
| Richard Shirt | Weekends | York ? | 07786707424 |
| James Watson | Weekends | York ? | 01132 825827 |
| Kate Rawlinson | Weekends | Colne | 07976510272 |
| Andy Bryon | Weekends | Keighley | 07796 421890 |
| Dave Couthard | Weekends | Leeds | 07845025853 |



David Barish, aeronautical engineer and inventor of the paraglider

Published Date: 04 January 2010

Born: 10 July, 1921, in Passaic, New Jersey.

Died: 15 December, in New York, aged 88.

For decades, thousands of enthusiasts have scaled peaks around the world or climbed hills above rolling meadows to experience the thrills and joys of paragliding. They owe that experience in large part to David Barish.

Barish the forgotten father of paragliding, invented a single-surface airfoil that, along with a similar version by another designer, evolved into the paraglider of today. He was an enthusiast himself, and went on his last flight last year.

Paragliding and its sister sport, hang gliding, are the fruits of the work of three aeronautical engineers who competed in the early 1960s to design a parachute-like device that could lower the Apollo space capsule to earth, gently and on an angle but in the space race with the Soviet Union, Nasa decided in 1964 to go with an old-fashioned parachute and accept the bump that came with the splash when the capsule hit the ocean. That ended the competition. One of the competitors, Francis Rogallo, invented the hang glider, which differed from the paragliders designed by Barish and Domina Jalbert. Paragliders have no frame connecting the canopy to the flyer's harness. That allows them to be more easily taken by backpack into remote, rocky regions.

Barish's original single-surface airfoil was made from one sheet, sewn from a boat's spinnaker sail.

They were not small contraptions. Barish's model was 90ft long and 27ft wide. He tested it by air-towing armoured personnel carriers.

Testing methods Barish later devised for a far smaller model – 27ft long and 9ft wide – eventually made it possible for more than 200,000 people around the world to become paragliders.

For the first flight, on 15 October, 1965, Barish slipped into the harness and flew about 200ft down a slope at a ski resort in the Catskills. The current distance record for a paraglider is 311 miles.

In the summer of 1966, he and his son Craig toured ski resorts from Vermont to California, demonstrating that "slope soaring" could be a viable summer activity for the resorts. His barnstorming tour laid the groundwork for the sport.

Barish's fascination with flight was kindled by the landing of a JN-4 "Jenny" biplane across the road from the family's New Jersey home.

When he was 18, he enrolled in a federal training programme that led to him being hired as a co-pilot for Trans World Airlines. His brother, Steven, a bomber pilot, had been killed during the Normandy invasion and Barish signed up for training as a fighter pilot. But he graduated on the day Japan surrendered.

He enrolled at the US Air Force Institute of Technology where, in 1948, he received a bachelor's degree in aeronautical engineering. After four years as a test pilot, he left the service and became a consultant to the air force and, eventually, to Nasa.

He once said the full realisation of what he had helped start struck him only in 1993 when he was driving in New York State and spotted more than 30 paragliders circling a hillside like a flock of birds.

Visit to RAF Leeming ATC - February 5th

Following Kevin Waltons brilliant talk about Air Traffic Control at a recent Club Night; we are invited to visit ATC at Leeming.

The date is as stated above on **Friday, 5th February**. Not quite sure what time but it will be during a normal working day, so I guess during the afternoon. I will let you know the time later.

To go this trip, you will need to log on with me in advance and let me know the names of the folk in your car and your car reg number.

So email with your details to log in on this trip..... trev.birkbeck@virgin.net

Don't miss this trip - it will be a good one!

Membership Renewals

It's that time of year again and subscriptions are due to renew your membership of the DHPC (that's hang gliding and paragliding for those of you - including myself - that have forgotten what the large bag taking up space in your spare room/garage is for). All memberships expire on the 1st February and subscriptions should be paid by the end of February. I have it on very good authority that paying subscriptions on time will guarantee an epic flying year but that paying late will ensure the current weather continues.

You will all be receiving your renewal forms by email by the end of January (if I have a current email address for you) and you can now make payments electronically (see the form for details). Those of you for whom I do not have a current email address will receive forms by post during February but I would

encourage you to let me have your email addresses because you will be missing out on the regular newsletter and other news which we distribute by email these days. And it saves the club a not insignificant amount of money.

Thanks, Neil.