

SKYWORDS

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

Kate X



CHAIRMAN'S CHAT

I seem to have been heavily involved with the club recently, without doing much flying – although I did manage a sneaky day out to

Wherside yesterday -

<http://www.dhpc.org.uk/forum/viewtopic.php?f=22&t=289>

Last Saturday was the Farmers' Dinner; Wednesday night was Club Night with Melise repeating her excellent presentation on the ascent of Aconcagua, and our annual presentation of trophies; and last night was the committee meeting.

Alex Colbeck has been commissioned to take over the website and I hope you will see some changes in the very near future. We think that we have also secured a super function room for Club Nights from September onwards. Details to follow...

I hope you will forgive me if I don't write anymore – I'm leaving for a 10 day paragliding trip to Hotel California in Spain tomorrow. Must get on with some packing!

Fly safely,

Martin Baxter
Chairman

Hi All

We have a very interesting talk this coming Club Night, Wednesday, April 7th.

(VOL) BIVOUACING IN THE ALPS

An illustrated talk by **BEN KEAYES**

on his 2009 trip up the east side of the Ecrins

- * on sight mountain flying
- * planning a trip
- * choosing equipment
- * navigation

Don't miss this great club night on April 7th at the Ilkley Moor Vaults 8pm

Trevor Birbeck Social Secretary





The Dales Club Farmers' Dinner 2010

This annual event took place on Saturday 27th February 2010 at The Devonshire Arms Cracoe, and was a huge success. The committee, members, farmers and guests, 45 in all, sat down to a superb 3 course meal of huge proportions. In true tradition balloons flew in all directions but we managed not to break anything.

The Farmers' Dinner is an opportunity for us, as a club, to thank the farmers for their ongoing support of our sport, because without them we wouldn't have the use of such brilliant flying sites like Wether Fell.

The evening began with drinks in the bar, followed by the meal, Raffle and Chairman's speech. It was great when farmer Andrew Pratt stood up to thank the club for the meal and say how he and other farmers enjoyed watching us fly and that he hadn't had any incidents where members had left gates open, blocked gateways or landed in wrong fields etc. This is great as it ensures we keep these sites for the future. It was great to see so many there, especially Liz Addy who somehow still manages to look fantastic even though she helps partner Dave run a farm and look after 1 year old twins!!!

Many thanks to Trevor Birbeck and Tony Pickering for organising the evening and to Juli Boocock at The Devonshire Arms for her hospitality.

Enjoy the pics *Kate x*



2009 Annual Trophies

'The following trophies were presented at the DHPC Club night on 3 March 2010'. Trev took some photos.



Title	Criteria	Winner	Achievement (km)
HG XC Shield	1 st place XC league	Steve Mann	159.6
PG XC Shield	1 st place XC league	John Ellison	456.4
	2nd place XC league	Jake Herbert	381.6
	3rd place XC league	Dean Crosby	192.0
Founders Trophy HG	Longest XC from the Dales	Steve Mann	Wether Fell - 80.5
Founders Trophy PG	Longest XC from the Dales	John Ellison	Stags Fell - 163.1
Baildon Sod PG	Fun Glide Comp	Alex Colbeck	Well beyond the fairway!
Baildon Sod HG	Fun Glide Comp	Not contested	
Northern PG Trophy	Best total distance in first ¹ year of XC	Rob Boyle	30 (19.6 and 10.4)
Active Edge PG Cup	Best first ¹ XC	Paul Whiteside	Wether Fell – 15.6
Cock of The Dales	Most enthusiastic pilot	Mark Elliot	164 in the Dales XC League
Cockcroft Cup	Most improved pilot	Richard Shirt	
Fairbrother Trophy	Pilot's Pilot	Hamish Tsai	
Mark Sellen Trophy	Services to the club	Ogi (Sean Hodgeson)	For re-instigating club coaching
War of The Roses PG	Dales vs Pennine	Pennine ☹	
War of The Roses HG	Dales vs Pennine	Not contested	
Northern Paragliding XC cup	Best triangle, out and return or flight to goal made in the Dales.	Jake Herbert	Triangle - 54.2km Hawkswick - 12/4/09
Paragliding 100K XC Challenge	Best first ¹ 100K total from 6 best flights.	Alan Shield	180km

1. Based upon performance in this year's XC league with no entries in previous years.
2. Additional PG XC league prizes were awarded by Northern Paragliding as follows:

1st – £100 shop voucher + Tandem Flight Voucher (£75)
 2nd – £30 shop voucher
 3rd – £20 shop voucher

Dales Accuracy Landing Competition



Can you land anywhere you want?

The answer is no, but in the Dales we have large landing fields and lots of options which make it easy when choosing a place to land. This can lead to a lazy attitude in setting up a suitable approach and landing.

Selecting a place to land, and actually landing at the same spot is a valuable skill to learn which really pays dividends when flying abroad, when going cross country, or flying any sites with small landing fields.

The first Dales Club Spot Landing Comp will be held on 17th or 18th of April weather permitting with a fallback date the following weekend 24th or 25th. Tony Blacker British accuracy team member will be on hand to help and advice, as will our own coaching team. The intention of this event is to improve the landing accuracy skills of all club members whilst enjoying a fun day out on one of our wonderful flying sites.

There will be a trophy awarded to the best performer, and a range of “spot prizes” awarded during the day.

This event is open to all dales club members, flying any certified glider. Please support your club events

For an application form please send an email to kevin-mcloughlin@tiscali.co.uk



PARAGLIDING ACCURACY TARGET APPROACH

Andy Webster explains how he makes a paragliding accuracy target approach on a flat landing field.

Aim

The aim of an accuracy target approach on a paraglider is to have a long and smooth final glide on to the target with an approximate half brake setting. Big brake movements on finals or low level turns are not good for a target approach and will probably end in a big distance score. Paragliding accuracy is about setting up at altitude and getting on to the correct final glide in good time. Paragliding accuracy is not about flying in deep brake although this can be a useful 'get out of trouble' technique for experienced pilots when matters do not go as planned.

Terms

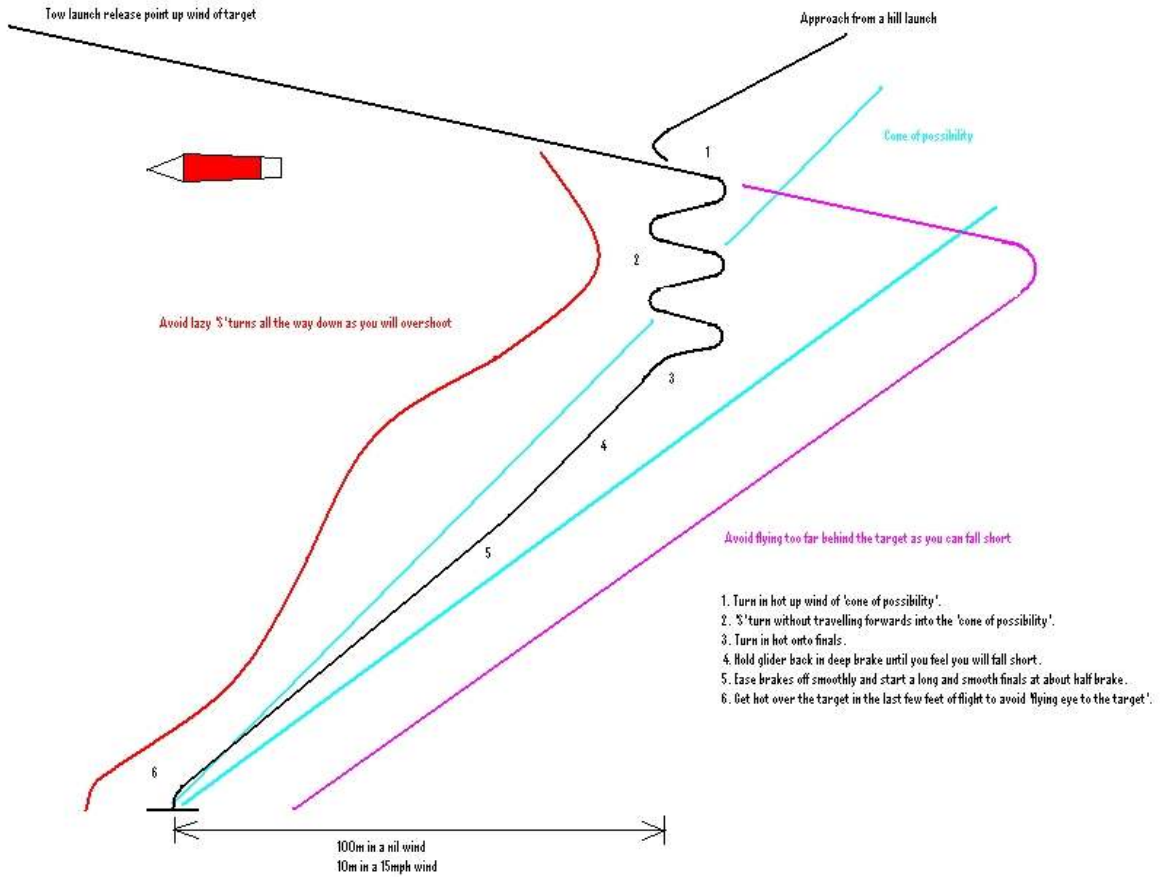
A term used a lot in accuracy is the 'cone of possibility' and this is marked out by two glide angles. One glide angle is the steepest possible glide angle that will get you on to the target using a maximum amount of brake without stalling; the second is the shallowest possible glide angle that will get you onto the target with no brakes applied. If you can place your paraglider in between these two glide angles and hence in the 'cone of possibility' you have a good chance of hitting the target. It should be noted that the angle of the cone of possibility is bigger in high winds than low winds and therefore pilots find it harder to hit the target in lower winds. Another way of looking at this issue is that in low / nil wind conditions, it does not seem to matter what amount of brake you have on you still end up landing at the same point.

The terms 'hot' and 'cold' are used a lot in accuracy. Hot means that you are approaching or have passed the steepest possible glide angle that will get you on to the target and the chances are that you will have a lot of brake on. Cold means that you are probably going to fall short of the target and you need to get the brakes off. In terms of accuracy it is better to be hot than cold as you can possibly do something about being too hot, but if you get too cold there is nothing you can do about it and you will fall short of the target. Judging when you are hot or cold comes with practice and experience. For beginners there is the 'head up brakes up, head down, brakes down' philosophy, whereby if your head moves up as you are looking at the target you are getting colder and if your head moves down you are getting hotter. But with experience you can tell very quickly if you are hot or cold.

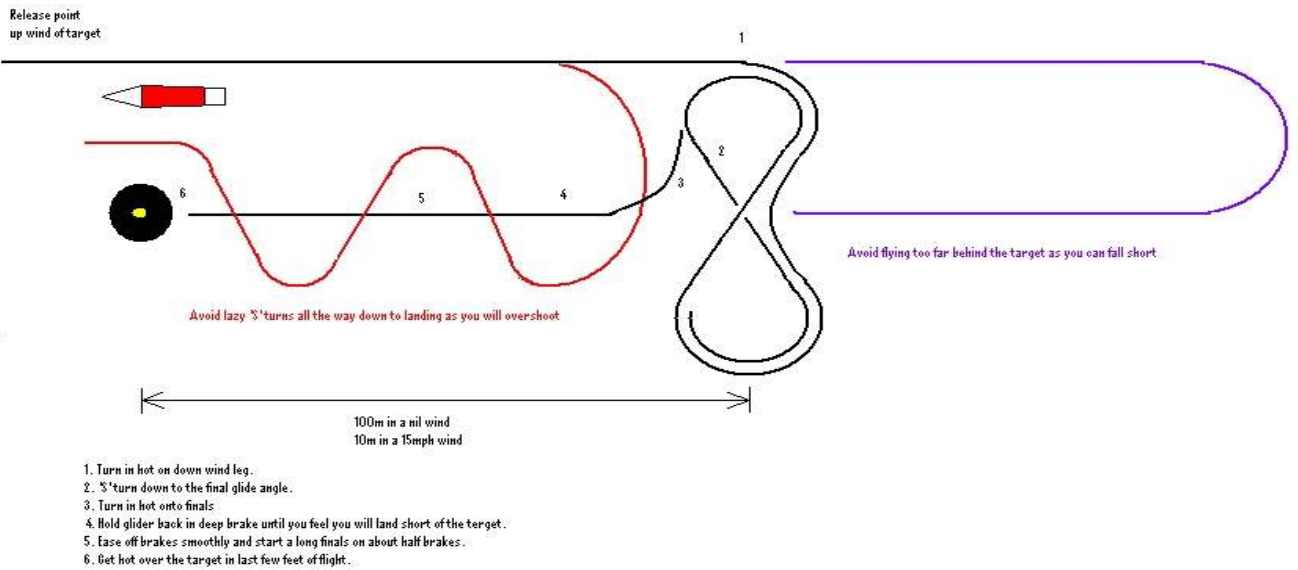
Approach Plan

Assuming that you have sufficient height a six stage target approach plan can be used whether the approach is from a tow launch or a hill launch. The first stage is to turn to face the target in a hot position up wind of the 'cone of possibility'. By doing this you can be certain that you have not gone too far down wind and got into a cold position that you can not get out of. Also you have some tolerance if you have misjudged the wind speed or the wind chooses to pick up during your flight. Choosing the distance down wind of the target to turn to face the target is generally dependant on the wind speed. Assuming that you have sufficient height you can turn into wind about 100metres down wind of the target in nil wind conditions and if there is a 15mph wind you can turn in to wind about 10metres down wind of the target. Even if you have lots of height, and in theory you could go a lot further back, than the above distances, it is best not to as it is easy to loose concentration and drift into a cold position.

PARAGLIDING ACCURACY TARGET APPROACH (ELEVATION VIEW)



PARAGLIDING ACCURACY APPROACH (PLAN VIEW)



The second stage is to 'S' turn down into the 'cone of possibility'. Every time you face into wind you can assess how hot you are and you can leave the 'S' turns for finals at any point and not necessarily into wind. The essential aspect of 'S' turns is not to travel forwards towards the target. This means that in low winds the 'S' turns have to be big sweeping turns. If you perform lazy 'S' turns and allow your glider to travel forwards towards the target you will most likely overshoot.

The third stage is to turn hot onto the final glide, 'finals', but within the 'cone of possibility' i.e. close to the steepest possible glide angle. The fourth stage is to apply brake that will take you into a colder part of the 'cone of possibility'. With this brake setting you will get to a point where you feel that you will fall short of the target if the brakes are maintained. Stage five is to slowly ease the brakes off to get the glider flying faster and by doing this you should have achieved the aim of a target approach i.e. gliding towards the target on a long and smooth finals with small brake movements from approximately half brake position.

Stages three to five may seem to over complicate the target approach, however, it gives you confidence that you can control your destiny on brakes alone without further turns, and it also overcomes the problem of pilots hunting for the correct brake setting. You can often see pilots going through cycles of applying brake then letting it off again, when one brake position would have done.

In stage six it is best to allow the glider to get hot over the target in the last few feet of the flight so that you can flare on to the target and preferably on to the electronic pad. Stage six avoids you 'flying your eye to the target' whereby you forget that your undercarriage is approximately five feet below you line of vision and your feet touch down short of the target.

As stated earlier the above six stages are only appropriate if you have sufficient height. If you have little height to set up then you have no option but to go straight to stage three which is to turn in hot within the cone of possibility. This requires a good assessment of the wind speed and good judgement of when to turn into wind, again this becomes easier with experience and practice. The wind speed can be assessed before you take off, but during your flight there are other indicators of wind speed that you should be looking out for. On a tow launch the rate of ascent on tow gives a good indication as well as your down wind ground speed after release. Wind socks and streamers also give a good indication of wind speed and you need to familiarise yourself on how these direction indicators react with wind speed.

The above approach plan describes the basics of a target approach on a flat landing field and in a constant wind. However, wind gradients, thermals and hill airflows can introduce further complications and need to be considered by an accuracy pilot



Mark Elliot (Cock of the Dales) shows us how it's done!



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Because there was no NEC show last November, many pilots and traders have asked us if we could host a simple affair where importers of New Products could show off their new gear and pilots could get their hands on it to try. SO, here is an invitation to all members of the DHPC to come for free (please register then we can cater for numbers), park for free, Camp for free, meet all their mates and play with the new toys. Below is some blurb that I am sending out for club magazines and websites to whoever will publicise this Free event – Airways are not making money from it and all the costs of any facilities that have to be put in place e.g. extra food places, toilets , electric etc.. have been agree to be shared by all the Traders who attend. It's back to grass roots flying where we all meet up in a field, have a laugh and find out what the new toys are!

Getting your hands on the new seasons toys is going to be a lot easier this year with the " Airways New Products Weekend" on the 24 -25 April based at Darley Moor Airfield in Derbyshire. All the major importers and distributors will be there and demo flights can be booked directly with them for their new and current toys. There will be wings from Ozone, Nova, Gin Airwave, Skywalk, Advance, Firebird Windtech, Dudek, Paramania, Icaro, Avian, Atos, Wills Wing, Moyes and new goodies from major brands including Woody Valley, Crispi, Fly Products, Bailey, Parajet, CloudBase, the list goes on.

FREE Entry Voucher worth £3 – Confirm Your Attendance Today & Claim Voucher by:

1. Becoming a fan of the event on "Airways Airsports" on Facebook
2. Emailing office@airways-airports.com (Subject = "Send me Free Entry to April Event")

Join Us on Facebook@"AirwaysAirsports"

We will email the free entry coupon or issue it via Facebook.

We may need to put MAX number on attendees – this will help manage the event so there is urgency for people to signup & confirm attendance to receive free entry.

Dales Reserve Re-Pack



The annual reserve repack took place on 13 March, with 26 members and non members (including 5 paramotorers from the Yorkshire Owls club) attending.

There were no major problems uncovered - apart from one member who had a reserve so old that not even the venerable Bill Morris (BHPA re-packing guru) could figure out how to re-pack it. The advice to the owner of the antique parachute was that 20+ years is too old for a reserve to be considered safe and that a new one was needed.



Even though there were no major issues, the event gave plenty of reminders that a regular repack is a very good thing. Everyone had a practise throw, and more than a few took a great big heave to free up velcro that had been quietly meshing together for a year or two. At least the same number saw an agonisingly slow unfold as impacted reserves took a long,

long time to catch the air and pull into shape.

It's not too late to get to a repack in another part of the country - or to have your reserve professionally repacked. If there is any chance that you will need to pull it during the coming season (and if you fly, even once, there is a chance!), then you won't want sticky velcro and slow, slow openings.



Neil Swanborough

We have only just realised that Neil Swanborough (52) was a member of the DHPC. Neil died in a paragliding accident at a site called Nigel's, near Aglou in Morocco, on 5 Nov 09. Neil, a CP rated pilot, lost control of his glider whilst ridge soaring and impacted the slope. He was taken to hospital but died soon after arrival. A BHPA Formal Investigation has been convened.

Neil's cousin Peter sent us the following message: "Unfortunately it is with great regret that I have decided to retire from paragliding due to my cousin, Neil Swanborough, suffering a fatal PG accident in Morocco in November. It has had a profound effect on my family and obviously influenced my decision. I have had 11 great years flying as a member of the DHPC and will miss the many friends that I have made over the years. Please send my regards to all. Fly safe. Pete."

We offer our sympathies to Neil's family and friends.

Standardised European Rules of the Air

Hang gliding and paragliding is once again under serious threat. Eurocontrol, the 'European Organisation for the Safety of Air Navigation' has produced for consultation its draft version of its proposed Standardised European Rules of the Air (SERA). Whilst the aim of having one single set of Rules of the Air that applies right across Europe may seem attractive, unfortunately whoever has written the draft has clearly not given a single thought to hang gliders and paragliders. Some of the proposed rules will have a massive detrimental impact on our ability to go and fly. (E.g. 4.6 bans flight below 500 feet – so ridge soaring will be effectively outlawed!)

Unfortunately, the consultation period is very short, hence this email direct to each member. The BHPA will submit a response and the EHPU is also submitting a response both directly and through Europe Airports. But we feel that Eurocontrol should also get a feel for the strength of our feelings on this matter – and therefore ask each of you to make your own response to Eurocontrol. Depending upon the outcome of this consultation, we always have the alternatives of going down the political (MEP etc.) route. But at this stage we just want members to complete and return consultation response sheets.

ACTIONS:

1. Go to this Eurocontrol webpage and download a copy of each of the four consultation documents: http://www.eurocontrol.int/enprm/public/standard_page/enprm10002.html

2. Refer to the document entitled 'BHPA Comments on SERA Draft - V on the BHPA web site.

3. Choose some of the points outlined and, in your own words, complete the 'Consultation Response Sheet – Enclosure 3' that you downloaded. Ideally you should express dissatisfaction with the SERA proposals along the lines of 'the current safe, entirely legal activity would be made illegal by this change'. (The BHPA response will suggest alternate wordings – and it may be counter-productive if you try to create 'in your own words' alternatives to our proposals.)

4. Please email us any further issues that you identify in the proposal, for possible inclusion in the BHPA's final submission. Use the subject line SERA.

5. Send your completed comments to Eurocontrol before the closing date of 12th April 2010 to;

Mr Olivier MROWICKI

SES Mandate Manager SERA

EUROCONTROL

Rue de la Fusée, 96

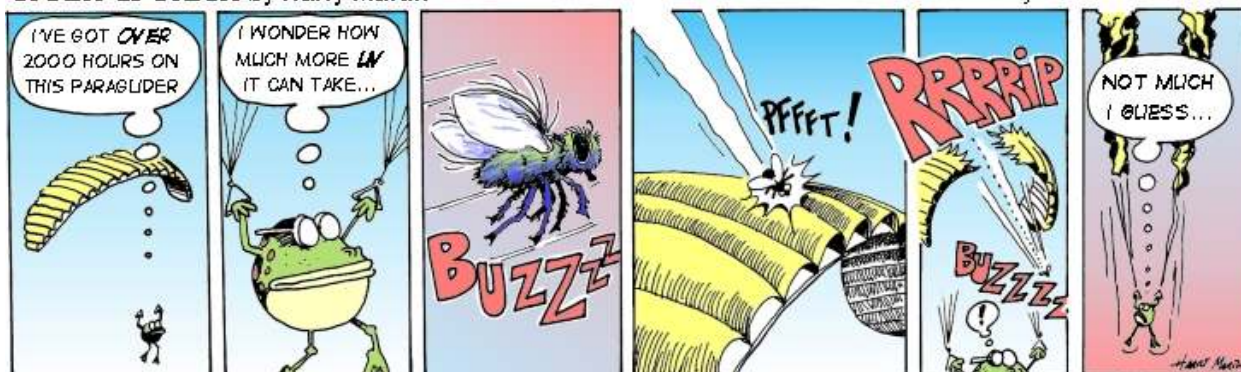
B-1130 Brussels, Belgium

E-mail to sesframework@eurocontrol.int or Fax to +322 729 5190

Martin Heywood

Croak & Cluck by Harry Martin

www.HarryMartinCartoons.com



Dales Hang Gliding & Paragliding Club

Hang Gliding Coaches

Name	Availability	Location	Contact Telephone Number
Trevor Birkbeck	Various	Ripon	01765 658486
Alistair Irving	Various	Huddersfield	01484 844898
Steve Mann	Weekends	Kirkby Moorside	01751 433130
Ed Cleasby (Hg and Senior power coach)	Various	Ingleton	07808394895

Paragliding Coaches

Name	Availability	Location	Contact Telephone Number
Sean Hodgson (chief coach) Ogi	various	Haworth	07999606084 sean@ogi.me.uk
Rob Burtenshaw (senior coach)	Sun+various	Oxenhope	01535 643872
John Lawson (Saftey)	Various	Leeds/Horsforth	077470819678
Peter Balmforth	Weekends	Leeds	07714213339
Noel Whittall	Various	Leeds	01132 502043
Alex Colbeck	Weekends	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 (treasurer)	Various	Otley	01943 466632
Kevin McLoughlin	Weekends	Lancaster	07767 652233
Martin Baxter (chair)	Weekdays	Skipton	07814 599754.
Ronald Green	Weekends	Hartlepool	01429 864229
Fred Winstanley	Various	Higher Bentham	0777041958
Richard Shirt	Weekends	York	07786707424
James Watson	Weekends	Leeds	01132 825827
Kate Rawlinson (news)	Weekends School Hols	Colne (Laneshawbridge)	07976510272
Andy Bryon	Weekends	Keighley	07796 421890
Dave Couthard (sites)	Weekends	Leeds	07595895149
Ed Cleasby (pg coach)	Various	ingleton	07808394895
Peter Rodgers		Barnard Castle	07872 144549
Wendy Griffiths	Weekends	York	07545 493634