

Skywords

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

Kate X



CHAIRMAN'S CHAT

Last month I forgot to pay tribute to Ben Keayes for his excellent presentation at the club night on 7 Apr. His 2009 experience of Vol Bivouacing

in the Alps was somewhat more successful than the previous year, when he had crashed and hurt himself on day one. He explained that this time he was more 'in the zone'. This got me thinking: what does 'in the zone' mean and how do you get there?

It has got a lot to do with being well prepared. Physically you have to be in the right place, at the right time, with all the correct gear.

Mentally you should have checked the weather/NOTAMs/sites guide/etc and this should give you situational awareness. In short there are no nagging doubts in the back of your mind. (Is it too windy? When was my reserve last re-packed? Did I lock the car?) This should boost your confidence.

I find that mentally rehearsing the flight plan, and what could go wrong, also helps boost my confidence. A flight plan is pretty important at whatever level you are, but also think through what could go wrong. If I bomb out where can I land safely? If the wind picks up what are my options? Who knows where I

am if I have an accident? Whilst not wishing to dwell for too long on the negatives; having answers to all these sorts of questions, rather than just pushing them into a dark corner (where they will fester), can make you justifiably self confident. This should allow you to relax and to channel your enthusiasm into good decision making rather than simply overcoming your fears. Being 'in the zone' means you are justifiably self confident and able to have fun.

Fly safely,

Martin Baxter
Chairman

Ilkley Moor Baht 'at

The Dales Club welcomes all visiting pilots but we reluctantly have to announce that our sites at **Ilkley Moor and Baildon will become members' only from 1 June 2010.** We hope this will only be a temporary restriction.

Both sites lie within the Leeds Bradford International Airport (LBIA) Control Zone. Over the last year we have been negotiating a local agreement with LBIA and this will come into force on 1 June this year. Whilst I don't want to bore you with the details there are

new rules stipulating the vertical and horizontal dimensions of both sites, and we now have to telephone the LBIA duty controller to activate and de-activate each one.

One of the conditions of the agreement is that we have to ensure that all pilots are fully briefed, prior to flight, on the local agreement. We also have to maintain a list of who has been briefed. Unfortunately we don't yet have an up to date online sites guide so our intention is to distribute the new sites information via our newsletter, allowing us to rely on our membership database to confirm who has been authorised.

We are still finding our way with LBIA ATC who have been extremely helpful to date: we'd like to keep it that way. The agreement comes up for renewal in a year and armed with an up to date online sites' guide and a problem free year we may be able to review the restriction. Please help us to avoid any infringements.

Neither Ilkley Moor nor Baildon have XC potential (obviously!) but if you do find yourself in our neck of the woods and can't resist the novelty value then please get in touch with us either via our website www.dhpc.org.uk or the contact in the back of Skywings for an update on the current situation.

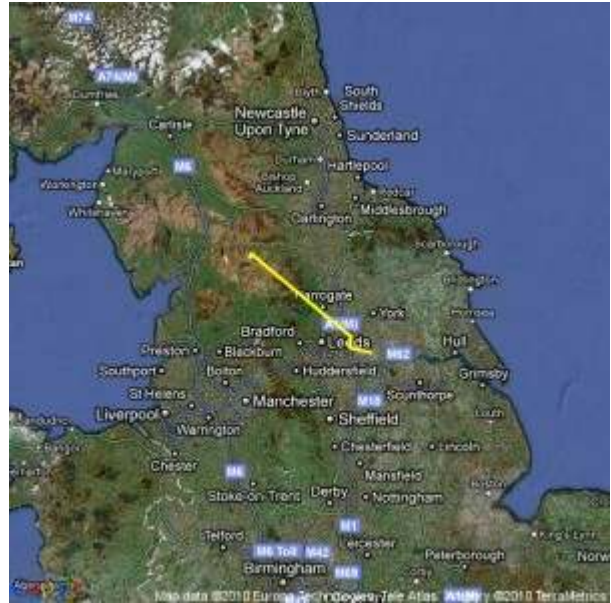
Who knows, we may even find someone to accompany you. Don't forget your hat!

Martin Baxter
Chairman DHPC

Paragliding Frenzy for Jake

Last week I managed to get out paragliding. It turned out to be a epic few days.

A good patch of weather meant I could get out on Wednesday. 3 great days of Cross country flying followed.



Flight Map for Wednesday

On Wednesday I flew from Wether Fell in the dales to nr. Selby in York. This was a great flight and I almost made it to the 100km mark. (100 km is the benchmark for a "massive flight") The flight lasted for 4hrs.

On Thursday things just got better and I had my camera with me. I took off at 10.30am. Straight away the air was thermic and I soon climbed out to 4 thousand feet. I knew the weather was set to deteriorate so I went XC right away.



Greenhow Quarry

The next climb was a bit of a gamble, but I made it up again and spend the next 1hr slowly exiting the Dales. I got lowish at Patley Bridge then got a great climb from Greenhow quarry.



Looking down at harrogate

The next few hours saw me cross Harrogate, Wetherby, Tadcaster then South of York. Conditions were fantastic and I rarely got low. I had the pleasure of climbing up with sailplanes too.



Toward The Humber Bridge

I finally made the outskirts of Hull wher I got an amazing series of climbs over the city. Finally I eeked the day out long enough to make it down toward Spurn Head. The light at this point was amazing with great views up the Humber and out to sea.

I landed after 6hrs and 163km distance point to point. That is a personal best flight for me, and a new record distance for a paraglider flight from the Dales.



Flight Map for Thursday

On Saturday I also got a 49km flight in from Staggs Fell. This was great fun as I flew with a big gaggle of other pilots. Landed in Weardale.



Flight Map for Saturday

So 3 days and 310km in distance. Amazing. Those 3 flights took me to 11th in the 2010 UK XC league and 7th in the UK All time XC league. Can't wait until it gets really good in June!

Jake Herbert

Learning From Accidents

As reported in the last Skywords, and in Skywings, that the BHPA Incident Report into the accident at the BCC at Long Mynd has been published. The full report can be accessed at www.bhpa.co.uk/members/safety/inquiry/index.php.

Andy Wallis, writing on the Derbyshire Soaring Club forum said:

"I would say that is the duty of every pilot to read this report, fully digest its contents, learn its lessons, and make sure that they never allow themselves to get too close to any other glider. How close is 'too close'? That depends largely on your level of experience. Whilst there are a lot of very competent pilots in the DSC who can happily share a thermal in close proximity with others, no-one should underestimate the degree of skill, airmanship, acute observation and razor-sharp instincts they are using to work co-operatively and safely with the pilots with whom they are sharing the thermal.

Anyone who is in any doubt about their ability to neatly, courteously and safely fit in with other pilots should not attempt to join a crowded thermal - there will usually be plenty more, less crowded thermals!"

In reply, Grouse said:

"If I fly too close to you tell me - I'd prefer to hear you say that my airmanship's rubbish than to watch you do some wild manoeuvre to avoid me. Think that goes for most of us"

The accident report raised several issues, all of which bear reflecting on. I'll try and write something in the next few newsletters to tease out the issues – with the intention of stimulating thought & debate rather than giving any easy answers. The first issue to take a look at is flying in company – especially in thermic conditions.

Writing before just after the Dales round of the BP Cup, David Thompson wrote some the following advice on thermalling in company. I think it, and the BP Cup article it links to, are spot on

Gaggle Thermalling

One of the striking differences of flying in big competitions is the speed and efficiency which pilots "get organised" when thermalling in a gaggle. If we can develop our skills in this area, it would be a great advantage to everyone.

Thermalling in gaggle introduces a whole load of new issues. Primarily you gain a lot of extra visual information on the position of the thermal, which is a huge advantage - but the downside is that you can't always go exactly where you'd like to (assuming you want to keep other pilots' boots and things out of your glider).

We are all used to concepts of "turn the same way" and "come in from a larger circle into the core " (I presume everyone has read the excellent article in the BP Cup website <http://www.bpcup.co.uk/thermallling.php>.)

This note is intended to supplement that with some ideas on how to "get organised" more efficiently.

When you are thermalling it can feel that you are centred on the core as you circle evenly in lift - but in fact you are quite probably in a much larger area of lift. If you see another pilot quite close and going up at about the same rate but on a different centre - it is much better to both adjust their position so they are turning round the same centre. There's no point in saying to yourself "I'm in the core so I'm not moving ", it really is better for us both to move. A bit of eye contact, or a wave, and you can efficiently join into one circle. Only when that has happened can you move onto the next stage.

As everyone is circling on the same centre, the risk of collision reduces significantly, and everyone can concentrate more on climbing efficiently using your vario AND this new source of information - The glider in front! It's really quite simple, if they are going up

(relative to you of course), keep following them.

The whole gaggle situation is a balance between turning tightly in the strong lift, but without turning inside the glider in front. The only time it is acceptable to turn inside another glider is when the glider in front really drops away from you. In that case, it would make no sense to follow them into the sink. If you turn smartly then you will be way above him when you come round again - and you are helping to lead the gaggle towards the core.

This leads to another issue. Its always better to begin a climbout from as far forward as possible, so if a glider is pushing out and going up, its better (for everyone) to follow them, however, it is important to leave them somewhere to turn - so if its a Right hand day, push out directly behind or Left of them.

The key word for successful gaggle thermalling is CO-OPERATION. There's no point in competing in a thermal. If we can all get up, it's better for everyone.



John Lawson
Safety Officer DHPC

Dales Bash

(Northern 54 Round)

3-4 July

The Green Dragon INN

Hardraw Village | Upper
Wensleydale, Hawes DL8 3LZ

Camping – payable at the bar on arrival
– New shower block now open!!

BBQ & Band – Saturday Night – Burgers, Sausage, Veggie Burgers with a selection of rice and coleslaw etc £4.95 per person, pay at the bar to receive a ticket. Please request veggie option when purchasing ticket.

This weekend will host **The Northern 54 Series** entry level competition. Come along to experience some good sites you may not have flown before and get some good flying in.



Please contact Kev
Kevinmcloughlin@hotmail.com
if you want to join in.



Whoops, not the best landing spot.



DALES TAKE THE LEAD

The first round of the brand new Northern 54 Series completion was held over the weekend 22/23rd May, and the dales team came away with the lead. The site for both days was Cross Fell, a good site with loads of space, basically it's a long hill broken by various gully's, spurs and ridges. Saturday looked promising but the sea breeze arrived soon after the task opened, which made launching difficult and the lift in front of the hill poor. A few who got off early were rewarded with a climb to base, but I was stuck on the hill. I waited until the wind sock looked like it was coming back onto the hill, only to manage two beats and a slope landing. Dohh! That was it for Saturday, we all waited at launch for conditions to improve but eventually called it a day.

Back to the campsite, across the road from the Fox Inn in Ousby, great little pup good food and excellent craic with fellow flyers, and a dog that can play pool.



Sunday we headed out a little earlier hoping to beat the sea breeze, the task was set , down the ridge to the sheep pens for the B team, and back to launch for the A team. The wind was strong by the time I got to the sheep pen and I had just flown the downwind leg, so I chose to land, thinking it would be impossible to get back to takeoff. Dave Wrigley followed me into land at the pens, and bagged us the points he was the first of the B comp pilots to goal on his U turn Infinity 2. See website for details of next round, and if you fancy a

try come and join us, we will be flying a Pennine club site.

Kev McLoughlin - DHPC Comps

Neil Pant our membership secretary and roving reporter recalls his weekend below.

The Northern 54 Series got off to a good start at Cross Fell. Even though the flying wasn't epic, almost everyone flew both days and the B-comp task was validated on Sunday.

Saturday saw us get sea-breezed pretty early. I took off after the first gaggle and joined at the bottom of the thermal they were climbing out in as it drifted back up the gully. I'm told that the wind turned NW shortly after I launched which sort of explained why, relatively low and now in the lee of the next ridge along, I was surprised that my wing could get into certain attitudes without collapsing! Bravely I turned and fled to the front of the hill where Dawn Westrum and I climbed up to 3500' in a nice gentle thermal. I took off on a death-glide, into wind towards some likely looking ridges en-route to the turnpoint, none of which had the decency to reward me for my efforts. It was about this time that I realised I would have

a 2.5km cross country walk, crossing three deep gullies to get back to take off. My feet are still hurting.

Sunday looked very similar to Saturday so the organisers set a task crosswind and tracking the front of the ridge. The Dales team all chose to wait until people were



actually above take off before launching. Dave Wrigley and Kev McLoughlin were the first to go with Kev barely getting above take off before flooring it across to a more promising ridge to the east. And off he went to the B-comp turnpoint.

As he said to me later (apologies for the pseudo-Lancashire accent), "Ah luv it when a plan comes together!". Bill Foster made some game attempts but as the wind picked up he was hampered by the relatively low trim speed of his wing. Sensibly, he top landed whilst still being able to go forward.

I was a bit luckier getting in some decent climbs when the sun came out but the wind had also picked up so every 360 took me

back a long way towards the top of Cross Fell. Sticking in front of the hill seemed a good plan as one SGCSC pilot ended up landing on the top going backwards at a fair lick. As I crabbed towards the B-comp turnpoint I passed Ed Cleasby on his Ozone rocket ship going the other way (and flying for ANOTHER club), giving the A-comp return journey a go. On the ground below us you could see the scattered wings of less fortunate pilots who hadn't found the lift. By the time I got to the B-comp turnpoint the wind was roughly equal to my airspeed and, not wanting a walk like the previous day (which would be the likely reward for trying to attempt the return journey) I landed at the turnpoint. I was glad to see both Kev and Dave there and Dave's early arrival meant we had bagged first place!

Even though the task was relatively short only 9 pilots got to the turnpoint (and only three from the B-comp, I think) so it had been quite tricky. The good weather, flying to be had, an excellent campsite (with pub over the road) made the weekend a good one. None of us had flown Cross Fell before so it's another site to add to the list (although I don't fancy the walk again).

The next round will be in June at one of the Pennine Soaring Club sites. It'll be a good opportunity to try a different type of flying and experience sites outside of the Dales. Get your names to Kev and give it a go.



Cross Fell, Cumbria

Neil Plant – DHPC Membership Secretary

Dales Site XC Paragliding Records

Could you contact me if I have anything missing or If you can help me create the Hang Gliding entries please [let me know](#)

Thanks Pete Logan
Secretary DHPC

Dales Site XC Paragliding Records

Sites	Pilot	Wing	Date	Distance	Landing
Addingham Moorside	Pete Logan	Airwave Sport2	26th April 2007	20.1 km	Laneshawbridge
Barkin Fell	Burkitt Rudd	Gradient Avax SR7	20th May 2008	94.7 km	Chapelknowe
Bishopdale	--	--	--	--	--
Brant Side	Jake Herbert	Apco Allegra	2nd September 2002	82 km	Hexham
Cow Close Fell	--	--	--	--	--
Cowling & Sutton	--	--	--	--	--
Dodd Fell	Jake Herbert	Nova Tattoo	24th August 2006	82 km	Garforth
Grove Head	Jake Herbert	Apco Allegra	1999	58 km	Blackpool
Hawswick / Knipe Scar (SW)	Jake Herbert	Apco Allegra	4th September 2003	87.9 km	Easington Lane
Hawswick / Knipe Scar (E)	Jake Herbert	Nova Ra	19th May 2008	78.4 km	North Ulverston
Humesett	--	--	--	--	--
Nappa Scar	Jake Herbert	Apco Allegra	14th June 2003	42.8 km	Wilton-le-Wear
Nont Sarahs	Mark Day	Swing Minoa	April 1997	16.4 km	Heptonstall
Pule Hill	--	--	--	--	--
Semer Water	--	--	--	--	--
Stags Fell	John Ellison	Niviuk Ice Peak XP	11th April 2009	163.1 km	Lowick
Sutton Bank	--	--	--	--	--
Tailbridge Hill	--	--	--	--	--
Wether Fell	Dean Crosby	Nova Tycoon	13th July 2006	171.4 km	Selston
Whernside	--	--	--	--	--

Dales Site XC Hang Gliding Records

Site	Pilot	Wing	Date	Distance	Landing
Addingham Moorside	dddd	dddd	dddd	dddd	dddd
Barkin Fell	dddd	dddd	dddd	dddd	dddd
Bishopdale	dddd	dddd	dddd	dddd	dddd
Brant Side	dddd	dddd	dddd	dddd	dddd
Cow Close Fell	dddd	dddd	dddd	dddd	dddd
Cowling & Sutton	dddd	dddd	dddd	dddd	dddd
Dodd Fell	dddd	dddd	dddd	dddd	dddd
Grove Head	dddd	dddd	dddd	dddd	dddd
Hawswick / Knipe Scar (SW)	dddd	dddd	dddd	dddd	dddd
Hawswick / Knipe Scar (E)	dddd	dddd	dddd	dddd	dddd
Nappa Scar	dddd	dddd	dddd	dddd	dddd
Nont Sarahs	dddd	dddd	dddd	dddd	dddd
Pule Hill	dddd	dddd	dddd	dddd	dddd
Semer Water	dddd	dddd	dddd	dddd	dddd
Stags Fell	dddd	dddd	dddd	dddd	dddd
Sutton Bank	dddd	dddd	dddd	dddd	dddd
Tailbridge Hill	dddd	dddd	dddd	dddd	dddd
Wether Fell	dddd	dddd	dddd	dddd	dddd
Whernside	dddd	dddd	dddd	dddd	dddd

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
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