

Skywords

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

Kate X

First Club Night of our Winter Season Thursday 2nd September 8.00pm

The Dyneley Arms, Otley Road, Pool in Wharfedale, OTLEY, LS21 1ET

<http://www.viewleeds.co.uk/pubsandbars/dyneley-arms-maps-38906.html>



Jocky Sanderson

Technical Developments, Safety and XC issues



Chairman's Chat

As you may know we now have a Local Operating Agreement with Leeds /Bradford Air Traffic Control (ATC) allowing us to continue flying at Baildon and Ilkley Moor, even though they both lie within controlled airspace. When we book in our ceiling is extended to 1,500' QNH and ATC will give us a QNH pressure setting. I had to remind myself about pressure settings so I thought you might appreciate a quick refresher too.

Pressure varies with height; the higher you get the lower the pressure. Your vario/altimeter measures the pressure and converts it into altitude. Unfortunately the pressure also changes with the weather (air mass). Most modern varios allow you to set either the pressure or the altitude to any datum.

With your vario set to zero height at take off you are flying on what ATC would call QFE. It shows your height above that specific point but, although it may represent an interesting statistic for your log book, it isn't really much use unless you need help landing back at the same point.

If to are flying near to upper airspace, expressed as a Flight Level (FL), then you need to set the Standard Pressure Setting (SPS) of 1013millibars(mb). This airspace will actually move up and down as the air mass changes but, with plenty of separation from the ground, this doesn't really matter as long as everyone is on the same setting.

QHN is the setting that ATC use to de-conflict aircraft in airspace closer to the ground. By applying that pressure setting your altimeter should show your altitude above mean sea level (AMSL). Most of us set our varios to QNH by adjusting the altitude to that taken from a map, site guide or GPS, and this is generally OK with 2 exceptions:

- Pressure changes over time and each mb of change represents about 30' in altitude. We tend to operate in relatively stable conditions: the tightly packed isobars

associated with significant pressure changes also indicate that it is probably too windy for us to fly. However pressure changes on a long XC are worth considering. It may be useful to remember that in conditions of falling pressure your altitude will reduce (safe) but in rising pressure your altitude will increase (as will your chance of busting into controlled airspace!). If you fly for a long time without landing it is worth leaving a margin of about 30' per hour, especially if you know the pressure is rising.

- It's also worth noting that away from airfields ATCs use an en-route setting called the Regional Pressure Setting (RPS). This is the lowest forecast pressure setting throughout the region over the next hour. So it may be different to what you have, either because of time or distance or both.

So if Leeds/Bradford ATC offers you the airfield QNH you can at least pretend you know what they are talking about. Repeating it back will give the impression of a professional; whereas asking, "What's that?" will indicate a certain degree of muppetry. If you are flying a while after making a booking re-set your vario at take off, and allow a 30' per hour safety margin thereafter.

Fly safely,

Martin Baxter
Chairman

From a By-stander My recollections of Pete Roberts.

I first met Pete when I went to Dunstable with Bill. I always knew him as the man who would fly long distances, and in strong winds.

It took a long time to get to know Pete a bit – he was a private man, and quite shy, but his passion for flying was always evident, and latterly I felt I had begun to get to know him a bit. He was always on the hill with his glider already rigged when Bill and I arrived.

He wasn't so keen on just ridge – soaring, he always wanted to go somewhere. “His” site was Sharpenhoe – he flew to Somerset – over 100miles - from there in a very strong wind (over 20mph), some years back now. I'm still not sure how he ever did get back from there! He also holds the record for the Dunstable club flying from the Long Mynd to Cambridge – his brother had to collect him from the MOD where Pete had landed, but in order to prove his identity and get him released, his brother first had to go and collect Pete's passport from his house!

All the gliders that Pete had (which were collected by his family) had been flown at every possible opportunity – they'd all seen plenty of action and plenty of miles on them – that's the way he wanted it and obviously enjoyed putting those miles on the gliders.

Even a year ago, I saw Pete flying at Dunstable – in a strong wind – (the others were waiting for the wind to drop) – unfortunately on this occasion he bottom landed – I was about to get in the car to collect him, when we saw him walking up the front of the hill with his glider. Bill and Murray (Brown) went to help – this was just typical of the Pete I knew – never giving up, and his passion for flying always evident. His presence on the hill at Dunstable will be missed, and also, I'm sure on the other hills where others of you have watched him, and flown with him.

Sue Brooks

Stanage to Lund – Hamish Tsai

Got to Stanage at 10 am thinking we should go to Eyam instead, but Richard is already in the air so joined him. It was hard work with no sun and just ridgy stuff. Eventually I picked up an unpromising thermal but kept faith with it and eventually



topped out at base a cold 4000 ft. A long glide over Grenoside and a good climb over the M1 and I was over the outskirts of Barnsley. Here I flew N to avoid RHADS airspace as long as possible. There were streets forming and allow for fast flying on this section. Finally I was happy to glide all the way towards Eggborough power station.



Things got a lot slower beyond the M62. I was climbing on less than 1 m/s lift and going nowhere fast. Patience was rewarded and soon I was at base, thermalling with a glider over Selby. More slow lazy thermalling before a glide to Market Weighton, thinking this will be my last glide. I could see a few birds thermalling over Lonsdesborough so head towards it to find some really snotty stuff. But any lift is worth taking and as I climbed out I could see the sea. Shall I fly home to Beverley or try to get to the coast? Sadly no more thermals were on offer and I glided down to Lund south of Driffield. 102 K all told.

Nice to be back home for tea!
HH



Dales Bash 2010

3/4th July

Unfortunately the weather wasn't on our side for the Dales Round of the Northern 54 Series more than 20 pilots met in The Green Dragon on Saturday morning and try as we might to find a decent weather forecast we eventually admitted defeat and called off the whole weekends flying, a big thanks to all pilots who travelled to the briefing and to Kev Mcloughlin our Comps Secretary for all the organisation.

The Dales Bash still went ahead on the Saturday night with a BBQ and live band those who left missed a really entertaining evening and a dip in the waterfall, cant' believe I didn't have my camera! The band played till the early hours and we were kept entertained by Northumberland's finest Neil and Gary, how many pints Neil!!!!

Next year we are having a re-think we don't seem to be able to attract members to any club event without flying weather, the Dales Bash will run next year but will be called over a flyable weekend possibly with only a few days notice. I would be interested to know what members think, drop me a line at katerawlinson@hotmail.co.uk

Kate x

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 Wendy Griffiths	Weekends	Barnard Castle York	07872 144549 07545 493634

