

Skywords

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

Kate X

October Club Night
Thursday 7th October 8.00pm



Pat Dower
Pilot Skills, Safety
and SIV

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

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

All Welcome

November Club Night
Thursday 4th November

AGM

Invite for club AGM proposals

If you have any proposals about changing something about the club please let me know by sending to contacts@dhpc.org.uk as soon as possible and I will include it in the agenda for discussion and voting at the AGM.

Also, any club member is welcome to stand for one of the following posts which are always up for re election at the AGM. The club would particularly be looking for someone to help out with sites (north or south) and chief coach this coming year.

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

The AGM will be held at The Dyneley Arms

Free Drink





Chairman's Chat

As the weather deteriorates turning increasingly autumnal, our thoughts turn to the AGM in early

November. Well, mine do anyway! It's one of my jobs as Chairman to try to ensure that I am surrounded by a group of committed pilots who can run the club in a competent manner on your behalf.

The good news is that we have willing volunteers to fill the vacant posts of Chief Coach and Librarian; the bad news is that we desperately need Sites Officers. We split the sites into two groups: those north of Kettlewell and those to the south. It helps if you live near to those areas but it isn't essential. The job involves dealing with the farmers who allow us to fly over their land on behalf of the club, and unless there are any problems, that doesn't normally amount to much more than taking them a bottle of whisky at Christmas.

Imagine a scene from 'All creatures great and small' and you get the picture... If you feel able to put something back into your club, or if you just want to know a little bit more, then please get in touch mrbaxter@hotmail.co.uk

Make the effort to come to the AGM on 4 Nov and you will be rewarded with a free pint (or soft drink). You'll also get the opportunity to hear about how **your** money has been spent, have a say in where it goes next year, and help us to decide whether it is appropriate to change the current rates of membership.

It's also your opportunity to tell the Chairman what a crap job he has been doing, or even better to stand against him! See you there.

Fly safely,

Martin Baxter
Chairman

Residents in awe as rare cloud rolls through



A RARE cloud formation above Warrnambool yesterday mesmerised residents but frightened children.

The roll cloud, also known as an arcus cloud, moved over the city between 8am and 8.30am.

Lyndoch resident Leigh Fawcett managed to grab his camera and shoot some photos of the cloud but was disappointed it moved through the city so quickly. East Warrnambool mother Kelly Lynch also captured the spectacle from her backyard with some amazing photographs. "Our seven-year-old daughter Georgia thought it was very scary and ran inside," Mrs Lynch said "She's seen shows about tornados on the television." However, her two young sons, Charlie, 5, and Cooper, 2, were awe-struck. "They thought it was cool."

According to the Bureau of Meteorology, long cloud formations like roll clouds are rare as they require uniform cloud formation along an extended front. "Roll clouds usually form near advancing cold fronts, whose down-draft causes moist warm air to rise, then cool below its dew point and thus form a cloud," the bureau's technical officer John Cornall-Reilly explained.

Air show crash drama: Pilot's amazing escape as stunt glider smashes into runway as 15,000 fans look on



This is the moment when a stunt glider slammed into a runway in front of 15,000 horrified fans at an air show.

Amazingly pilot Mike Newman, 35, crawled out of the wreckage of the high performance Swift S-1 aircraft after the cockpit broke up on impact.

The former racing driver suffered three broken vertebrae in the accident, but doctors expect him to make a full recovery.

Mr Newman crashed while performing for the Swift Aerobatic Display Team at the Royal Air Forces Association air show at Shoreham, West Sussex.

Amateur photographer Rob Yuill, 62, of Hornchurch, Essex, who took the amazing sequence of pictures, said: 'He had a very lucky escape indeed.'

The glider was supposed to perform an aerobatic display with two powered aircraft - but it was a very overcast day with low cloud. The glider only performed for a couple of minutes before being released from its tow line. Then it flew downwind and turned to make its final approach to land.

'As he turned, I realised the glider was at the wrong angle as its nose went down. He had lost air speed and headed straight into the ground.'



'It was not far off vertical when it hit the runway. The nose section just crumpled. It was an awful thing to see.'



'There was an silence from the crowd as people took in what had happened around 400 ft in front of them.'



'I felt a real sense of relief when the pilot crawled away. I had feared the worst because it was such an awful crash.'

'Two ambulances and a couple of fire engines were on the scene very quickly and he was taken away on a stretcher.'



Mr Newman who was the UK unlimited aerobatic gliding champion in 2008 and 2009 was taken to Worthing Hospital after the accident, which took place on August 23rd he suffered three cracked vertebrae.

[DHV safety advice for users of cocoon-type paraglider harnesses](#)

There have been several fatalities lately caused by paraglider pilots taking off with their harness leg straps open, or by misjudging their altitude over water. Following investigation into these cases, the DHV have issued the following safety advice for paraglider pilots.

On 11 July 2010 a fatal paraglider accident occurred in the Tegelberg area, Germany. A 19-year-old pilot forgot to close the leg straps of his race harness prior take off. He was able to hold on to the harness with his arms until he flew over the lake Forgeensse. There he lost his grip and fell out of the harness into the lake. The fall from 60 to 80 metres height was fatal.

The DHV tested the harness in respect to restraining safety. It showed that the restraining safety function, to prevent a take off with open straps, is not always given with race harnesses in combination with a speed bag.

Below is an excerpt of the accident report.

The complete report in German language is posted in German on the [DHV's website](#).

Further examination results

1. Race harness with speed bag

The [Gin](#) Gliders [Genie Race](#) is an aerodynamically-optimised harness for competition pilots and performance oriented cross country pilots. It is in some features significantly different from common harnesses. Additional features, like speed bag and front cockpit with according latches, do create a relatively complex operation situation. The harness has a leg-breast strap combination with two latches on the breast strap. As soon as at least one of the breast straps is locked,

there is a restraining safety against falling out given.

With common harnesses that incorporate the same restraining mechanism of the straps as the accident harness (a so called "Get-Up System"); a take off with open leg straps is not possible. First of all, the pilot would physically feel that the straps are not locked; second the launching paraglider would simply pull the harness up away from the pilot.



Picture 1: A common harness with Get-Up System correctly locked.



Picture 2: With this type of harness, a take off with open latches/straps, as shown, is almost impossible.

On the contrary, race harnesses like the Genie Race with closed speed bag and front container can mean the pilot feels locked into the harness even with leg and breast straps open. The pilot's view of the locking mechanism is almost completely blocked by the cockpit and the speed bag, and he is unable to see or feel if his latches are open or closed. It is also obscured to bystanders,

so other pilots are unlikely to notice. The straps are not visibly hanging down between the legs, as with common harnesses (pic. 2) but they are hidden inside the speed bag.



Picture 3: Genie Race with open latches but closed speed bag.

The relatively tight neoprene speed bag gives the pilot a feeling of being closely connected with the harness, even with a completely open restraining mechanism. The pilot in the picture is an experienced XC pilot and was not able to feel whether his latches were open or closed.



Picture 4: Genie Race with open straps but closed speed bag and locked in front-cockpit

The attached cockpit enhances the impression that everything is correctly locked in place, for both the pilot and for third parties that may check him over visually. The open restraining straps are barely visible inside the speed bag and are hard to notice.

2. Altitude judgment over water.

The judgment of flying altitude over water is a lot more difficult than over land. The relations of natural environment versus buildings do allow a rough judgment of altitude over land. This is different over water. There are no clues for an altitude judgment. A deadly accident happened in fall 2009 in Nepal with a deputy flight instructor. He intended to jump out of his harness into a lake at low altitude. He misjudged the altitude big time. The impact on the water surface from a 15 to 20 metre fall was so intense that he drowned immediately and was found dead some days later.



Picture 5 (Photo: Martin Scheel, www.azoom.ch): The magnitude relation of trees and buildings allow a judgment of altitude over land.



Picture 6: It is different over water. It is difficult to tell whether you are 20, 50 or 100 meters above the water.

For all paraglider pilots

- No take off without 5 step take off check.
- If you put on your harness, lock all straps completely – never close it only partially.
- Taking off with open leg straps does need immediate action! Try to steer your glider sideways into the mountain, even if risking a possible injury.
- “Abdominal Pull Up” is a possibility to get back into the harness. But during tests only 50% of the pilots were able to perform such an exercise.

All of these points can be seen on [this video](#)

Water landings:

Never jump out off the harness. After opening the straps, wait for impact on the water to get away from the harness.

Pilots with race harnesses with speed bags / cocoons:

During the accident investigation we learned of some other happenings with unlocked straps/latches with harnesses of these types. The potential danger seems to

be a lot higher than with common harnesses due to the fact that the pilot gets a feeling of being correctly locked in by the closed speed bag. User of race harnesses should be aware of this danger.

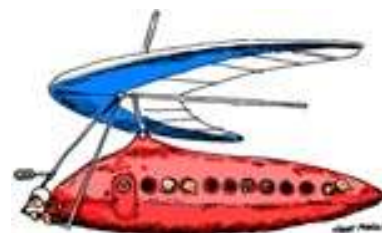
- The leg and breast straps have to be closed prior connecting the cockpit and closing the speed bag.
- When performing the checks, the point: „straps locked” should be performed by physically touching the barely visible latches.

Request to manufacturers and test centers:

This accident showed that proven and tested locking mechanisms with restraining safety features, like the Get-Up System could fail on race harnesses with speed bags and front cockpits. The safety of the Get-Up System is based on an impossible take off with open straps. This feature is impaired with race harnesses with speed bags due to the fact that the closed speed bag (that attaches the harness like a breast strap) enables a take off without pulling the harness away from the pilot.

We encourage the harness manufacturers and the test centre’s to meet the concerns of these findings and incorporate them into the construction process and test procedures of harnesses.

Article from Cross Country mag



Passenger Harness

Dales Hang Gliding & Paragliding Club
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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