



# Skywords

Email [katerawlinson@hotmail.co.uk](mailto:katerawlinson@hotmail.co.uk) if you wish to submit anything for next month's mag

*Happy New Year Katex*

**January Club Night  
Thursday 6th January  
8pm**

## Instrument demo/talk

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

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

Have you got gear trauma? Does trying to wade through the list of features cause tense, nervous headache?  
Then January 6th club night could cure all your problems\*\* Yes in one easy blah blah blah.

We're aiming January's club night at people wanting to get honest opinions on what instruments are actually useful, and when they have them what settings are going to be

helpful. Whether you're a new pilot just thinking about a GPS or want to start comps but would like inside info on what to get or how to use what you have then we'll be pooling knowledge and showing typical setups through the evening. Bring along you kit and we'll show you how it's used. No promises though, we haven't seen everything. Ed, Martin and Pete will be on hand to help out.

\*\* Subject to availability, batteries not included, your mileage may vary, the club accepts no liability for anything said ever, by anyone, anywhere, failure to keep up payments may cause your wing to be repossessed at any time.

## Chairman's Chat



Winter flying can be very satisfying, but there are additional hazards to consider. I recount my experiences of a few years back by way of illustration...

*The forecast was for a light NNE wind and no precipitation – perfect for an afternoon's flying at Grove Head I thought. There had been some snow, but the roads around where I lived were pretty clear. So I set off.*

*The roads were OK all the way to Hawes but only as I climbed the hill going past Wether Fell did it dawn on me how much snow there really was on the ground. The farmer had cleared the Cam High Road leading towards Grove Head but it was very narrow with vertical walls of snow at the sides up to 6' deep. There were also a couple of inches of snow remaining on the track. But I was enthusiastic so I thought I would give it a go. As I drove along I started to wonder if I had bitten off more than I could chew. What if I got stuck? What if I met the farmer coming the other way? I had this horrible feeling of panic rising in my stomach as I realised that what I was doing wasn't really very sensible. I hadn't gone far when I made the first good decision of the day. I stopped and reversed back to the road. And that wasn't easy.*

*The snow ploughs had used this as a turn around spot so there was plenty of space to park. I did what any self respecting paraglider pilot would do: shouldered my kit and started walking. Now that track to Grove Head is pretty long, even when you drive; and it's even worse carrying all your gear in the snow. So I was relieved when I passed through the third gate and walked towards the front of the hill in knee deep snow. And the wind was spot on. I quickly unpacked my glider and made ready to take off.*

*But that's when the doubts returned. No mobile signal. No-one knows where I am. It'll be dark in an hour or so. Is that cloud going to develop into a snow storm? 'They' might find my car but how long would it take 'them' to find me? What if something happens? Even if I just sink out it will be a serious challenge to get back to the car. But with a broken leg (or worse) I'm probably going to die of hypothermia. I made my second good decision of the day: packed up and slogged all the way back to the car. It seemed further on the way back.*

Remember that everything takes longer in winter: from defrosting your car, getting to the site, and rigging your glider. Flying isn't just about precipitation, wind speed and direction. Consider the roads and in particular the temperatures (remember 2°C

per 1,000'). Is it really sensible to embark on a journey into the Dales? Consider the implications of having an accident (car or flying). Always try to fly with at least one buddy and keep an eye on one another. The cold can also numb your brain and slow your decision making – just when you most need your wits about you.

Don't get me wrong. I'm not saying don't go. Do try to fly over the winter months if you get the opportunity, and have fun. Just make sure that you only take acceptable, not unacceptable, risks.

Fly safely,

Martin Baxter  
Chairman

### **Interested in sharpening your canopy handling skills in Annecy in from 23-30 April 2011?**

The Dales Club is planning to organise a three day course with Flyeo, with an orientation /flying day before hand and two days afterwards for free flying (with or without a local guide).

<http://www.flyeo.com>

Anyone who's heard Pat Dower talk about Pilotage (as opposed to old school SIV), will have an idea what to expect - possibly the best way of improving your all round flying skills, to make the most of any given conditions, and to do so safely.

For pilots of all levels of skill and confidence - 1:1 radio coaching, video analysis, group and personal debriefing.

We'll probably stay at Irwyn Jehu's self catering accommodation:

<http://www.maison-du-moulin.co.uk/>

Costs will be about €120 per day (Pilotage course - maximum three days, no fly, no pay)

€125 accommodation

Travel - cheapest if we share lifts, possibly a minibus, say £100.

We need to have an idea of numbers - if

you are interested, please let me know at [johnklawson@googlemail.com](mailto:johnklawson@googlemail.com) by 14th December. Ideally we need 8 pilots....

John Lawson

### Glider/Reserve/Harness Servicing



The club is planning to offer the same service as last year, namely the provision of free transport to and from AeroFix near Keswick. The deal is that you drop off your glider/harness/reserve at the club night on 6 Jan 2011 at the Dyneley Arms, and then collect it again at the next club night on 3 Feb. That saves you a total of £26.50 in parcellforce collection/delivery fees, or even more in petrol. Simple?

The only proviso is that you need to label you kit with your name and contact details. Payment (by credit card) and any negotiation is entirely your responsibility; if it isn't paid for we won't collect it. Oh yes, and in this horribly litigious society that we live in I probably ought to point out that if my car bursts into flames (or anything) with your glider in the back please don't expect me to replace your pride and joy.

Our experience of Kirsten & Nick at AeroFix is that they provide a thoroughly professional service. Check out their details at:

<http://www.aerofix.com/index.php>

Regular users should be aware that they are off to Nepal, and will be closed for most of December and the first week in Jan 2011.

My car is only so big, so if you want to take advantage of this service please book a place by email to [mrbaxter@hotmail.co.uk](mailto:mrbaxter@hotmail.co.uk) I need to know your name, what items you want servicing and a phone number.

Martin Baxter

### **Aerofix Paragliding Service Centre**

**AEROFIX WILL BE CLOSED FOR A TEAM NEPALESE TREK (HURRAH) FROM DECEMBER 17th UNTIL MONDAY, JANUARY 10th. WE HOPE YOU ALL HAVE A GOOD HOLIDAY AND LOOK FORWARD TO SPEAKING WITH YOU IN 2011!**

*HAPPY NEW YEAR!*



Just a little ditty put out by our meathead, Pete Coad.

BOS entry forms are now on line.  
But paper version will do fine.  
To ensure you get your place.  
Cheques to me in utmost haste.  
Places sure to fill up fast.  
Make sure you're not the last.  
Festive cheer to one and all.  
Any problems please just call.

This drew an instant reply from Dave Shields, one of our top pilots and bit of a comic.

I fear these won't get filed this week,  
Unlikely that I'll take a peek.  
Far too cold to think of flying.  
Nose is running, feel like dying!  
Gifts to buy for folks I hate,  
Cards to write and post is late!  
Christmas time is such a farce!  
I'm off to OZ so KMA!!!!

## TROPHIES

To all 2009 winners - I will be collecting the trophies in from the 2009 season in January. Please either bring them to a club night, pass to a member of the committee or if struggling give me a ring and we can arrange to meet half way between houses, 07976510272.

Thanks Kate ☺

## Nominations for 2010 Season

If you would like to nominate any Dales pilots for the following awards please email me at [katerawlinson@hotmail.co.uk](mailto:katerawlinson@hotmail.co.uk)

Cock of the Dales: Most enthusiastic pilot

Fairbrother Trophy: Pilots Pilot

Mark Sellen Trophy: Services to the club

# Library News

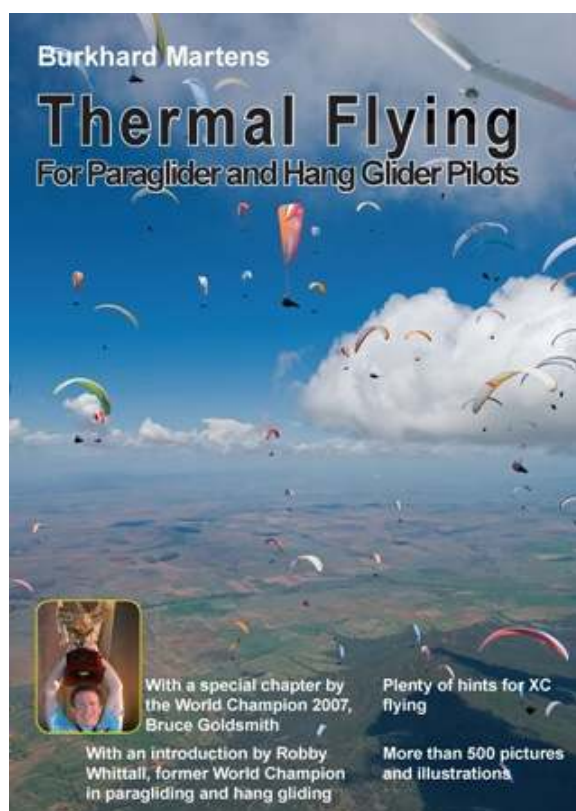
**You won't have noticed much difference in the library so far but we are still working away in the background to improve it. In the mean time here is our first book review kindly done by Pete Logan, many thanks.**

## Book Review

Thermal Flying : For Paraglider and Hang Glider Pilots

By Burkhard Martens

Reviewed by Pete Logan



Normally in flying there are plenty of videos being produced that are must see and do the rounds. Some skygod will be doling out tips and advice via harness cams etc which is all well and good. But up until now there's been very little in the way of the written word that pretty much captures all you need to know. As you start to go XC you (should at least) pretty much know most of Touching Cloudbase and the BHPA's Pilot Handbook is largely there for providing what you need to know to pass exams. This leaves a big gap for something to explain the art and science of cross country flying.

Thermal Flying attempts to cover this area and the consensus is that it's the best attempt to date. Originally written in German, its 250 odd pages of wisdom drawn from the author's own flying experience and comp flyers he's talked to in his twenty or so years of flying. The hard back book breaks down into a few sections. It starts with



four (ish) chapters on thermalling, technique, strategies, finding them etc. The rest of the book deals with the background to forming thermals and the science of getting between them efficiently and weather systems. Bruce Goldsmith is the contributor of the last chapter and adds a lot of extra knowledge based on designing and flying wings for comps.

The actual style of the book I find to be a little bitty. This doesn't promote long sessions reading it and you'll start to find yourself darting about the page between text columns, hint and tips boxes, photos and diagrams. On the other hand the sections are short and to the point, which means the playstation generation won't lose interest in reading a section before they get to the end of it. This style is also great for times when a bloke needs to contemplate life for a while in the "small room".

Just on the photos and diagrams, you're not short changed, there's a minimum of three on each page as far as I can see and this really helps visualise what's being put across. And what's being put across will be genuinely helpful. You may not appreciate or remember all that was said about the polar curve but he's taken the trouble to simplify it to basic rules to follow e.g. if you're going cross wind to the next cloud a touch of bar will help since you'll be crabbing slightly. Hit 2 to 3 m/s sink on the way and you'll probably need about half bar for that. There are similar simplifications for thermal centring and lots of other stuff.

What you may think is not going to be useful is the way the book concentrates on Alpine flying. Well if you only spend a week in the Alps a year then you'll be a better flyer for knowing this stuff anyway. But also a lot of valley affects are felt in the Lakes and Scotland as well just perhaps less so than the bigger stuff. Most of the thermal advice is going to translate well since the physics is the same, just the setting changes and will need adjusting for. One minor area that's missing is sea breezing and associated convergence which is certainly something we have to worry about from time to time.

The only major thing it's missing I'd say are the words "Don't Panic" written in large, friendly letters on the outside cover.

Order your copy from Melise's library now.



**DHPC Library**  
Last updated 10/11/10

## BOOKS

### Title

Air Riders Weather  
And the World Could Fly  
Clouds and Weather  
Cloud Spotters Guide  
Flying Conditions (book 2)  
Flying With Condors  
HG for Beginner Pilots  
HG Training Manual  
Kite Surfing  
Meteorology and Flight  
Paragliding – from beginner to XC

### Author

Alan Watts  
Noel Whittall  
Longmans  
Gavin Pretor-Pinney  
Dennis Pagen  
Judy Leden  
P Choney  
Dennis Pagen  
Ian Currer  
Tom Bradbury

Paragliding Complete Guide  
 Secrets of Champions  
 The Pilot Handbook 2  
 The Pilot Handbook 3  
 Thermal Flying  
 Touching Cloudbase  
 Towing Aloft  
 Weather Systems  
 Weather Wise  
 Windsurfing

Noel Whittall  
 Dennis Pagen  
 Mark Dale  
 Mark Dale  
 Burkhard-Martons  
 Ian Curren  
 Palen & Bryden  
 Leslie Musk  
 Goldsack  
 Ian Curren

**DVDs**

**Title**

Cloudbase Paragliding  
 East Wind  
 Flying With Eagles  
 Flying the Nasca Lines  
 GB Paragliding Championships 2004  
 Lakes Charity Classic 2006  
 Manila Sky  
 Never Ending Thermal  
 Nova Dynamic Decisions  
 Oludeniz Airgames 2006  
 Over Khumbu 1  
 Over Khumbu 2  
 Ozone DVD  
 Ozone Future Style  
 Paraglider Ground handling and The Art of Kiting  
 Paragliding Ground Handling Techniques  
 Paragliding Learn to Fly  
 Parahawking



**DVDs**

**Title**

Play Gravity  
 Playground  
 Pura Flying  
 The Race 1  
 The Race 2  
 RAD Aviation  
 Red Bull Vertigo No 1  
 Red Bull Vertigo No 2  
 Red Bull XAlps 2005  
 Red Bull XAlps No 1  
 SAT Republic/SAT the Manouever  
 Weather Bites Met Office

**Videos**

**Title**

Champions of the Wave  
 Colonel Basirs Flying Circus  
 First 25 Years of DHPC  
 Fly Away Home  
 Fly Hard  
 Flying Paradise – Greece  
 From Nowhere to the Middle of Nowhere  
 HG Extreme  
 Higher Calling  
 SAT Republic Safety Acro Team  
 SAT Maneuver Safety Acro Team  
 Security in Flight  
 Speed to Fly  
 Stall Point  
 The Pilot's Sky  
 Touching Cloudbase  
 Weather to Fly  
 Windborn



*The Dales Club*  
*Farmers' Dinner*  
*Saturday 5<sup>th</sup> of March 2011*  
**The Devonshire Arms, Cracoe**

[www.devonshirecracoe.co.uk](http://www.devonshirecracoe.co.uk)

*Dress code smart casual, 7:30 for 8pm*

***Following last year's success we intend to stick with the winning formula, with 2 small changes. The good news is that we may be able to offer a minibus service for the farmers from, say, Hawes - if there is sufficient interest. The bad news is that the function room only seats 46 and to cope with the expected demand each farmer/member will be strictly limited to 2 tickets (although we may run a reserve list).***

***The evening will consist of a scrumptious 3 course meal and a well stocked bar. If the food is anything like last year then you had better start your diet now! Speeches will be strictly limited to thanking the farmers and the club will be donating a substantial amount towards the raffle with tickets available to buy on the night. Oh and there may be the odd balloon/helicopter as well...***

***The Devonshire Arms has limited accommodation so if you want a room there book early. There are also a number of B&Bs within a short distance if that is more your style. You could even consider camping...***

***The club will be paying for the farmers. The cost for members is £22 each.***

# **Menu**

***Please select the menu of your choice from below (by 19 Feb) – one starter, one main and one pudding for each person – see booking form on next page***

## **Starters**

***Homemade Sweet Potato and Roast Red Pepper Soup – served with crusty roll***

***Smoked Salmon and Dill Roulade – accompanied with a horseradish dressing***

***Duo of Melon and Pineapple – drizzled with a raspberry coulis***

***Breaded Brie – served with an orange and cranberry dipping sauce***

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## **Main Courses**

***Medallions of Lamb – served with a minted Madeira gravy and fondant potatoes***

***Pan fried Cod Chunk – accompanied with tuscan potatoes and a sundried tomato pesto***

***Chicken – pan seared served in a wild mushroom cream with dauphenoise potatoes***

***Tartlets of Goats Cheese and red onion marmalade – with crisp rocket***

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## **Desserts**

***Crème Brulée***

***Chocolate and Raspberry Torte***

***Ginger and Sultana Sponge***

.....

***Fresh Tea and Coffee***



# The Dales Club Farmers' Dinner 2011

## Booking Form

First and Surname	Starter			Main Course			Pudding				
	Soup	Salmon	Melon	Brie	Lamb	Cod	Chicken	Goats Cheese	Crème Brûlée	Torte	Sponge

Contact Name: \_\_\_\_\_ Email: \_\_\_\_\_ Tel: \_\_\_\_\_

Please enclose a cheque made payable to 'DHPC' and post to (**deadline 19 Feb**):

DHPC Farmers' Dinner, c/o 48 The Whartons, Otley, LS21 2AG (Tony Pickering - 01943 466632)

I enclose a cheque for £\_\_\_\_\_ for \_\_\_\_\_ people (£22 each).

Please note that tickets are not being issued. A reminder of menu choices will be available on the night.

We may be able to organize a minibus for the farmers if there are sufficient numbers from suitable locations. It is likely that there would be a central pick up (Hawes?) and it will leave the pub on the return journey at 11pm sharp.

I would be interested in using the transport provided: Yes/No. Preferred location \_\_\_\_\_

<b>Dales Hang Gliding &amp; Paragliding Club</b>
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### Hang Gliding Coaches

<b>Name</b>	<b>Availability</b>	<b>Location</b>	<b>Contact Telephone Number</b>
<b>Trevor Birkbeck</b>	Various	Ripon	01765 658486
<b>Steve Mann</b>	Weekends	Kirkby Malzeard	01765 650374
<b>Ed Cleasby ( Hg and Senior power coach )</b>	Various	Ingleton	07808394895

### Paragliding Coaches

<b>Name</b>	<b>Availability</b>	<b>Location</b>	<b>Contact Telephone Number</b>
<b>Sean Hodgson (chief coach) Ogi</b>	various	Haworth	07999606084 sean@ogi.me.uk
<b>Rob Burtenshaw (senior coach)</b>	Sunday +various	Oxenhope	01535 643872
<b>John Lawson (-Saftey)</b>	Various	Leeds/Horsforth	077470819678
<b>Peter Balmforth</b>	Weekends	Leeds	07714213339
<b>Noel Whittall</b>	Various	Leeds	01132 502043
<b>Alex Colbeck</b>	Weekends	Harrogate	07717707632
<b>Steve Mann</b>	Weekends	Kirkby Moorside	01765 650374
<b>Pete Logan</b>	Various	Shipley	07720 425146
<b>Peter &amp; Sara Spillett</b>	Weekends	Skipton	01756 760229
<b>Tony Pickering &amp; Zena Stevens (treasurer)</b>	Various	Otley	01943 466632
<b>Kevin McLoughlin</b>	Weekends	Lancaster	07767 652233
<b>Martin Baxter (chair)</b>	Weekdays	Skipton	07814 599754.
<b>Ronald Green</b>	Weekends	Hartlepool	01429 864229
<b>Fred Winstanley</b>	Various	Higher Bentham	0777041958
<b>Richard Shirt</b>	Weekends	York	07786707424
<b>Andy Bryon</b>	Weekends	Keighley	07796 421890
<b>Dave Couthard (sites)</b>	Weekends	Leeds	07595895149
<b>Ed Cleasby (pg coach)</b>	Various	Ingleton	07808394895
<b>Peter Rodgers Wendy Griffiths</b>	Weekends	Barnard Castle York	07872 144549 07545 493634

# Electronic Incident Reporting

Martin Baxter wrote:

Dear Martin,

I am writing to you as chairman of the Dales Hang gliding and Paragliding Club. I have been getting quite an ear bending recently from members about the need for an electronic Incident Report Form.

We appreciate the need to encourage members to report incidents so that we can all learn from them. The easier we make it, the more incidents will be reported. The current IRF is downloadable from the BHPA website, but only in PDF format. That means that it has to be printed out, filled in in manuscript, put in an envelope (with a stamp) and taken to the post box. I'm sure you have heard the argument before...

But we are also concerned that even if the pilot does report the incident to you, it takes twice the effort to send another copy to the club safety officer. We believe that one of the key jobs of any club safety officer is to chase up incident reports and ensure that they get sent in. We get to hear about lots of incidents, and have recently adjusted our rules mandating pilots to copy their IRFs to the safety officer, but ensuring they have been completed is very difficult without an electronic version. If the club does not get a copy of the IRF it also makes it very difficult for us to mitigate against something that we have control of (the site for example).

Would it be possible to have an electronic version please? It doesn't have to be some fantastic thing with drop down menus etc (although that would be good!): a basic version in Word that can be edited and attached to an email would be a great help.

Of course there may be a very good reason why this hasn't been put into practice already? Data Protection, confidentiality or perhaps even just a lack of time and resources? I thought that I would sound you out by email first, but if you can think of a better approach; perhaps seeking the views of other clubs by publishing a letter in Skywings then we would be delighted to help.

Best wishes,

Martin Baxter  
Chairman  
DHPC

*Learn from the mistakes of others. You can't live long enough to make them all yourself. ~ Eleanor Roosevelt.*

## **Response from Paul Dancey BHPA**

Hi Martin

We are planning to introduce an electronic submission form for incident reports on the BHPA web site, and I had originally hoped to have one in place by now. Unfortunately "real life" has caught up with me this year, and I've not had the time to develop and implement this yet. I should also perhaps mention that our requirement is not quite as straightforward as it might at first appear.

The submitted and processed incident reports displayed on the BHPA web site are pulled from a database held on the BHPA office server. What we now need to do is develop a secure system that allows new reports to be submitted to a database on our web server and from there be securely transmitted to the office server in Leicester, for processing and approval by Technical staff before being returned to the web server for display. Given the nature of the data being moved around this has to be done with some care to ensure security.

I am hoping to have such a system in place in time for the kick off of the flying season next year if all goes well, and we don't encounter any unforeseen problems.

Unfortunately following the move to new premises we have encountered issues with the configuration of existing automated uploads between the office server and the web server, made worse by the lack of an available broadband connection at the new premises, and delays in getting one installed. So I'm afraid sorting out existing systems has to take priority over developing new ones, but once this issue is resolved, I hope we can move forward with developing a new Incident submission process.

As you know the incident report form can currently be downloaded as a pdf file. I'm not sure why that format was chosen over a word file, but suspect it was probably because it's more secure and the average person can't modify the format of the form, ie. change or delete wording, sections, etc.

Even when an electronic submission process is in place I don't think you will ever be able to guarantee that a club member always forwards a copy to the club safety officer, but the simpler process should hopefully mean that they have less of an excuse for not doing so.

Regards  
Paul Dancey

# MORT

the skeleton  
in the landing field

by Greg

