

Skywords

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

Kate

Next DHPC Club Night - March 3rd

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

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

Talk by Rod Buck about forthcoming changes in the Wendy Windblows weather reporting system.

Don't miss this, as there are important improvements coming that will be highly beneficial to our flying.



I'm Rod Buck,
Wendy's creator.

Twenty-odd years ago
I decided that Hang
Gliders and

Paragliders needed to know what the winds were on the hills before we left home, so I created Wendy Windblows.

Wendy is a chain of real-time weather stations **on the actual flying sites**. (Or, at least, as close to them as we can get).

You can look at all the free 'forecast' sites you like, but, you still need to know what it's **actually** blowing on the hills before you set off - if you're to avoid wasting time and petrol...

Wendy tells you the ACTUAL conditions at your favourite site! Many of the best pilots have subscribed to Wendy for 15 years or longer!

They Wouldn't Keep Paying If It Wasn't Good, Would They?

Don't miss this really useful and informative club night.

And check out Rod's site on <http://www.wendywindblows.com/subscribe.html>

How Much Is It? You can choose from 3 types of subscription, depending on how long you want to use it for. The longer you join for, the cheaper it is!

Monthly Subscription	£4.95 per month	(min term just 1 month)
Annual Subscription	£46.00 per year	(works out at £3.83 per month equivalent)
Two Year Subscription	£60.00 for 2 years	(works out at £2.50 per month equivalent)

All subscriptions are paid by Credit or Debit Card, and auto-renew. In other words, your subscription carries on until you tell me you want to stop. [More details](#) about this here. The benefit goes both ways, though... in return for continuous subscription, Wendy's policy is:

Your Subscription NEVER Goes Up!

I believe that loyalty should be rewarded. So, as long as you stay subscribed, **your rate is fixed - and never goes up**. Any price rises only affect new members. I have many people on Wendy who have been members since 1996 or so, and are still paying the rate they joined at then (£24!)

If you leave, and come back later, you pay whatever the rate is then. **Stay with us, and your rate is fixed.**

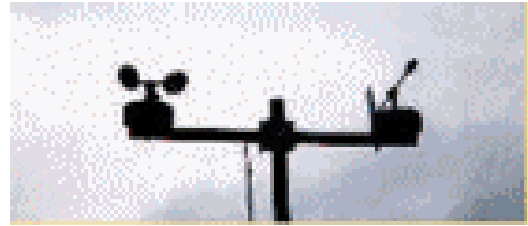
[Join Now!](#)

What Do I Get When I Join?

Weather Data

Access to the Wendy website, where you can easily see the real-time weather patterns over the country, and

check the individual sites you're interested in.



Text/Email Alert Service

You can set up, on the website, the conditions you like at your favourite site, and Wendy will email you or text you when those conditions occur - never miss a good flying day again! (there is a small charge per text for text delivery).

Coming Soon

Major changes are under way at Wendy - I am designing and installing a much-improved set of equipment that will bring major benefits.

More Frequent Updates

There will be weather updates every minute or so to the website (currently it updates every half hour).

Web Cam images

It's not easy to get web cam images from remote hilltop locations, but improvements in mobile broadband means it's now possible, and I think I've cracked it, so Wendy will include webcam sky shots.

Text-Reporting Service

We also plan a text-reporting service. In other words, if you arrive on your local flying site, and wish to post a comment to Wendy, you can text it in to us, and it will be shown to other

members looking at the weather for that site today. Something like:

Ian Curren is at Wether Fell, and people are going XC right now! 11:47 30/9/2010

Forum

There will be a members forum (sort of Facebook for pilots) where you can post and discuss anything you like to do with free flying. XC retrieval messages, warnings about site problems, anything you like. As it will be limited to Wendy members, who pay to join, I'm pretty sure that the idiots that flame other forums and spoil things will be excluded. I will bar postings from anyone who abuses it, anyway.

Free Ads Service

And we also plan to deliver a Free Ads Service for members - like EBay, only free, where you can sell your spare equipment - or pick up a bargain.

Suggestions

There will be a suggestions page, where you can leave your feedback about the service.

All this, for as little as **£2.50 a month** equivalent... got to be a bargain!

[Join Now!](#)

Chairman's Chat

It's club night on the 3rd with Rod Buck coming to give us an update on his plans to re-invigorate Wendy



Windblows. We'll also be presenting club trophies to last year's worthy winners on the same night. Then it's the Farmers' Function on the 5th. Including guests we have 16 farmers, 14 committee members

and 4 non-committee members. On the 12th it's the reserve re-pack, and the following day the coaching season kicks off with the accuracy landing competition. And as if that isn't enough the committee then has a get together on the 21st.

Committee Business Pete has negotiated permission to use Kilnsey (certain months only) and is drawing up a site guide. Dave is working on a map showing the revised parking and route up Bishopdale. Kev made a good spot when he discovered a YouTube link showing Iain Fairbrother's cross on Wether Fell (watch from about 2min 30s):

<http://www.youtube.com/watch?v=cl1QoWVpWlw&feature=related>

As you will have noticed Melise has been putting a lot of effort into the club library recently and we now have a system where you can post items back to her if you can't make it to the next club night. She has also negotiated a 20% discount with the BHPA shop so if there is anything you want I suggest you talk to her nicely. Ed has received more than 12 expressions of interest for coaching and brought our coaching list up to date. His should be able to invigilate AP exams shortly as well.

The numbers for the reserve re-pack haven't been as large as anticipated and John is considering a change of venue to keep costs down. At the last count 8 members of the club were planning to take part in a Pilotage Course in Annecy (as recommended by Pat Dower at a previous club night).

We are still in discussions with the printers over membership cards. The 58 of us that renewed online got our 10% discount as promised, and should receive our membership cards soon. The cards will have space for you to write in your Next of Kin contact details should you want to. Postage and production costs for each card come to less than £1.

We have decided to invest £10K of club funds into the Harpenden Building Society. A return of 2% (variable) isn't fantastic but, without any restrictions, it is the best that

we have been able to find; and it's much better than nothing at all.

Not only is the beer cheap at the Dyneley Arms but the food is pretty reasonable too. I seem to have got into the habit of arriving around 6.30pm and having something to eat before the club night. Why not join me?

Fly safely,

Martin Baxter
Chairman

XC with Jocky Sanderson - Fred Winstanley

It was early May 2010 and I had enrolled on one of Jocky Sanderson's SIV courses. Now I am not a natural flyer, I don't like heights, but I can cope with being ten thousand feet up in a paraglider.

The course is well organised, and well briefed. Initially we are told what to do if it does all go wrong and it's reassuring to know the safety boat is manned by Jocky and an assistant. The first flight consisted of big ears, big, big ears, "B" line stalls, and then wing over's. Nothing too taxing, but I was surprised by a couple of things. The first being big, big ears. I had done big ears before but never big big ears. Big big ears consists of pulling on two out of the three "A" risers (pull down harder on the outer "A" if your canopy only has two "A" lines per side). I was amazed at how little of the canopy was left inflated but more amazed at how well the wing still flew, and gob smacked at how easily the whole thing came out. "B" line stalls didn't install me with fear; I was more surprised at how much physical effort is needed to pull them in. Still they came out no bother at all. I also thought I knew how to do wing over's. Smoothness and timing is the key. Don't lean, pull, swing and release, its more leeeeeaaan, puuuuullllllllllll, swing and reeeellleaaassee, remembering to keep a little pressure in the outer half of the wing at all times.



Asymmetric and symmetric collapses followed, then at full speed bar (That's a bit like flying into an invisible brick wall). Every time the wing would recover, and my confidence in the wing and myself grew. Spins came and went and then came the spiral dives. As I said earlier I don't like heights and the thought of facing the ground as you hurtle towards it did not fill me with anticipation. It's often said that the thought of something is often much worse than the actual event; for me in this case that definitely wasn't true.

Jocky's calm voice came over the radio, "Weight shift in and pull on the brake." I did as I was told. The canopy banked over, and started to accelerate. "A little more brake." The initiating half of the canopy came into my field of vision and locked itself into a horizontal plane facing the ground. I had never experienced speed like it on a paraglider before. Other pilot's on the course commented afterwards that it actually looked as though the wing was flying towards the ground, which it was. I was feeling giddy looking at the wing and so looked down. A small section of sea seemed to be spinning wildly and rushing towards me at a frightening rate of knots, I felt sick. "Very good; and now pull out". I centred my weight in the harness and slowly released the pressure on the brake. The brake line went slack in my hand. I looked at it dumbly; "Shit I've got a canopy that locks into a spiral" was the only thought that went through my mind. "And pull out." Came crackling over the radio. My mind focused on the word "pull" and I yanked on the opposite brake. The result was immediate, and to me violent; the canopy reared up like a bucking bronco

and I shot underneath it, and started to swing upwards with the canopy lagging behind. All that Jocky had taught me so far came instinctively into play. My hands came up to let the canopy start to fly over the top of me, and as it did so I checked the subsequent dive and she flew away as though nothing had happened.

“Nice one. Now turn 90° left and do another one.” I know of no other person who could have got me to do that again. I turned; weight shifted and initiated another spiral dive. Once again the world spun sickeningly around me. The wind noise was amazing. The spinning small section of sea seemed a lot closer now and then I heard over the sound of the wind, “And pull out” Again I centred my weight and released the brake. Once again the line went slack in my hand. This time I was a little

I checked the subsequent dive more relaxed about it. I re-applied the initiating brake and then gently pulled on the opposite brake whilst releasing the initiating brake under pressure. What a difference! I now felt under complete control and the wing came out as if she was on rails. No heart stopping rearing or trouser soiling dives. Amazing. “Good, now turn 90° right and we’ll try one the other way.” My heart rate had slowed to a level where at least it could now be measured. This time I was total control, I knew what was coming and how to deal with it. The rest of the flight, direction changes, and wing over’s held no fears, nothing could wipe the grin from my face; that is until I landed and realised that tomorrow was the dreaded full stall.

“Now the thing to remember about a stall is that a wing will only stall if the pilot makes it do so, you will know it is coming so you can prepare for it. Sit up, cross your ankles and try to brace your knees in the harness.....” Most paraglider pilots are fun people to be around smiling, jocular, and happy. There was complete silence from our group as the truck slowly ground its way, with much grinding of gears, up to the take off. No one rushed to get ready, but

one by one we launched and flew off. Somehow I had ended up near the front.



No one rushed to get ready.....
My mind kept thinking of the words, “Sit up, cross your ankles, and brace your knees...” I was aware of shaking slightly, and then came the command I had been dreading. “And now bury the brakes.” I swear I was sat up, my ankles were crossed and my knees hurt they were braced so firmly. I buried the brakes. The canopy slowed, and then fell back. The next thing I was consciously aware of was seeing my legs spread eagled, silhouetted against the sky, and a horrible sensation of falling backwards. “Hold it, hold it.... And release.” The wing shot forward, I braked the dive and flew away. “Nice one, now in your own time we’ll have another.” I can’t say that I enjoyed the next two any better than I hated the first, but I was in control, at least I felt like I was in control, and if I needed to could stall the wing to get out of trouble. (Some years later I did so having spun my glider to avoid a head on collision).

The whole course was great I learned so much and had had my confidence restored. Words cannot express the feeling of elation, and possibly relief, at the end. Grins, drunken handshakes, and embraces were the order of the night. The XC part of the course was a complete joy, flying with smiling competent pilots is a pleasure I will never tire of.

Fred

"Aerotow Unlimited" New Project

Marcus Dalgetty and Stewart Bond are proud to announce the start of a new aerotow project based in the Haute Alpes region of southern France. "Aerotow Unlimited" will offer you the opportunity to be aerotowed on an unlimited basis. The operation would be "Wallaby Ranch" style with a single aerotow ticket valid for the duration of your stay.

The Haute Alpes region offers magnificent flying with excellent cross country potential. It is particularly suitable for low airtime pilots wishing to spread their wings and learn the art of cross country flying. The area has a Mediterranean influenced climate with wide open valleys and an abundance of large out landing fields next to roads.

Airfield facilities including Bar/Restaurant and pool are available complete with country walks and complimentary bicycles making this a great family event. Flights can be available from two sites, Aspres Sur Buech and Gap Tallard with Aspres as the home airfield and place of stay.

Accommodation is on-site Aspres and comprises bungalow style cabins with facilities nestled away in trees at the base of one of the best flying sites in the area.

In addition the following services will also be available:

- Tandem hang gliding tuition for the purpose of gaining your CP aerotow rating
- Aerotow environment rating for CP/P rated pilots
- Guiding service
- Retrieve service
- Mountain/hill conversions

- Smooth air evening flights available with the facility of landing back at your cabin!
- Microlight training/Air Experience flights to UK NPPL
- Glider and equipment transport to and from the UK (Northampton) and pick up from Marseille Airport included in package cost.

The first dates available are 4th and 11th June 2011 with other dates to be announced dependant on interest. A maximum of 7 places are available per trip.

Cost inclusive of equipment transport to and from the UK, airport pick-up, unlimited aerotow ticket and accommodation is £895 or £650 without equipment transport and airport pickup.

For further information contact Marcus Dalgetty (info@pegasusfrance.com) or Stewart Bond (info@flylight.co.uk)

Reserve Repack

John Lawson



If, like me, you've done very little flying over the winter, it's time to start getting ready for the new season. I read somewhere that we need to get ready mentally and physically.

Mentally there is brushing up on the knowledge - remembering site briefings, re-learning what the weather means for flying on our sites; brushing up on skills - do a bit of ground handling before going flying - and also

getting psyched so that we are in the right frame of mind to get back in the air.

Physically, as well as losing a bit of weight to make the walk up Cow Close less hideous, there is checking over kit. Probably the easiest part of the spring preparation is re-packing your reserve parachute.

The club has organised a repack at 10.15 am
Saturday 12 March
at Ghyll Royd School on the A65 at Burley in Wharfedale
<http://www.ghyllroydschool.co.uk/httpdocs/map.html>

The BHPA's Bill Morris and his team of packers will provide a briefing, supervision and advice. The cost is £15, on a first come first serve basis. Please e-mail johnklawson@googlemail.com, or phone 07747 081975 for more details.

Depending on the weather we might be able to fly (or at least take a look at) the lesser flown Dales sites Addingham Moorside and/or Ilkley.



John Lawson
Safety Officer



Ed's Coaching Column

Site selection

Choosing the right flying site for the day can mean the difference between an excellent days flying, a rough ride around the sky or at worst a wasted day with all the lost time and money that chasing around incurs. We may appear a very environmentally friendly sport, but in search of airtime we can rack up an awful lot of road and air miles. Calling the right site is far from easy in the UK and even the most experienced pilots struggle to get it right much above 60% of the time.

Below I've tried to gather some thoughts that influence decision making and improve your chances of being on the right hill at the right time without taking the scenic route. I wouldn't describe it as a black art but neither is it a precise science it's merely about applying some information and approaches to improve your chances.

The Weather! Flying relies on favourable weather if you want easy forecasting and reliable weather patterns avoid Britain. If your ambitions lie as a meteorologist you'll love it. All pilots watch the weather, the keenest watch the weather systems days or even weeks ahead (*listen to Dave Thompson's podcast on Judith Mole's blog*). Without going into detail there are many excellent weather sources around from the BBC, the internet and of course Wendy WB stations; some love em I never trusted the readings newspaper forecasts are usually too far out of date and simplistic to be of much use to us. Especially useful is the RASP internet based information but it does take advanced skills to be able to understand and get the most

from it. (*Again ... listen to an excellent podcast guide from Mark Riches on Judith's blog really well explained and illustrated*). Having got the general weather picture it then needs to be refined to the local micro-meteorology. I'm more familiar with the Lakes. The differences between valleys, or the north /south divide of Dunmail Raise can be very marked. Factor in sea breeze convergence effects from two directions and mountain wave and it all gets quite complex. Usually it's best to drive to an area with several options in mind ... then fine tune. The Dales, I find similar and I have my favourite lay-bys for assessing the conditions ... plus binoculars (that is reading a bit dodgy!) A view I hold, is that in the Dales the wind is in the valleys; in the Lakes it's on the hills. If you check this out at car park level it is a surprisingly consistent adage (debate). Because conditions often change so quickly in UK mountain regions, we tend to often be flying "slots" between fronts and regardless of the wind direction/strength at 10am it's best to look ahead a few hours to catch a backing/veering wind or plan with the forecast wind strength projections in mind. I could write at length about weather, especially the local Dales conditions which I'm starting to understand better; but the trick comes from selecting the best fit site and that is rarely straightforward.

There are sites and then there are sites. There are sites I like more than others for the usual reasons. Some are more sociable than others and most of us like a natter. It's safer with others around and talking/watching is also part of learning. Some have reputation for offering smooth flying others are of a rougher nature. If you're fresh out of training it's usual to frequent the sites you're most familiar with and they are training sites for a reason. The bulk of clubs sites may still be a bit of a mystery; this doesn't mean you can't walk them on an off day and on a flying day there is no compulsion to fly; walk them and check them out thoroughly. From a flying point of view some "deliver" more than others more consistently but the same site can vary from a pussycat to a tiger on two different days. I like flexible sites that cover subtle changes in wind direction (Stags); others are a bit one horse (Semerwater) some get sea breezed out quickly (Farleton), others are well placed for convergence/wave (Cow Close), or pleasant thermals (Windbank but a one horse direction) and some are close to home (cheap and cheerful). The physical shape of a site effects levels of turbulence but also spills or gathers wind and through experience you get to know where to go when most places are blown out ... or conversely too light. Example: Barkin can be light when Semerwater 12 miles upwind is blown out possible wave effect. However, it's also very much about what you want from your day and what you feel you can handle. XC hounds may have quite a different agenda when choosing a site to someone else wishing a few hours of pleasant airtime. The keenest will travel a long way to be on the UK's, "site of the day" thankfully home soil can deliver just as well.

Be nosey! Find out what others are doing (ask or be a forum voyeur). Once, long ago, you just rang your mates and endlessly debated where to go. Technology has made things a whole lot easier. Those who get into the habit of using the club forum (and other club forums) get an insight into what people are thinking and when, where and if they may be out. The DHPC has the "shoutbox" and you can "tweet" ... (beyond me too). Not only does it gives you another view but usually by the evening you get a broader picture of how a whole spread of sites was working on that day; which is useful for next time and to torture yourself with. Three years ago I was persuaded by AP that the traffic would be so bad in Ambleside that we should not join the main team in Langdale, but go to Cautley. We flew ... just, whilst in the Lakes they

enjoyed one of the best days ever doing triangles at over 7000' Pee'd off or what! Trust your judgment.

Spoilt for Choice If you live in some parts of the country this may not be an issue but it's provided me with some of my biggest dilemmas'. Because of the way the country up north is designed then given any wind with west or east means lots of options (good) except on some cracking days last year when I took in four separate sites before settling on one. Procrastination is the thief of good flying time. The Dales is pretty well off for E/SE, Not bad for W/SW but given a nice southerly you'll need the culvert sign on Stags get there early! By the way the Lakes is worse and you can find pilots dispersed around half a dozen sites in a westerly or an easterly.

Getting help! Despite what you may think I believe every pilot, no matter how long they've been flying remembers the fears and uncertainties during their early flying career. One being but where do I go today? It's why we regularly publish a list of coaches; you are free to call them for advice. Use the coaching section of the forum; basically if you don't ask you don't find out. XC bound pilots will also respond favourably, especially if you use the magic word "retrieve". Don't be put off by their wild-eyed look!

To summarise:

- become familiar with reading the weather; use a variety of sources.
- get to know the local micro weather patterns
- become increasingly familiar with a wide range of sites/areas and how they work. It opens up more options.
- use technology to see what others are doing / thinking
- if possible choose sites that best suit the level/type of flying you want
- if in doubt or too many options have a flexible plan and start that bit earlier
- ask for help ... call/text/email.
- buddy up with other pilots

References/links: <http://www.judithmole.net/blog/> (look under podcasts)

Reminders/updates: The coaching season kicks off in late March and Kev and I may have a little something planned (he may have mentioned it in this copy). The coaching register now has twelve names and the list of coaches shown in Skywords is now checked and up to date. Anyone wishing to join the coaching list should email me edcle1@tiscali.co.uk or let me know if they wish to sit the Pilot or AP exam.

Ed Cleasby

CC DHPC

Wether Fell





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 second Dales Club Spot Landing Comp will be held on Sunday 13th of March weather permitting with fallback dates the following two weekends 19th/20th or 26th/27th. Tony Blacker British accuracy team member will be on hand with 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@hotmail.com



[Brett Janaway in action. Photo by kind permission of Andrew@fiverisepress.co.uk](mailto:Andrew@fiverisepress.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

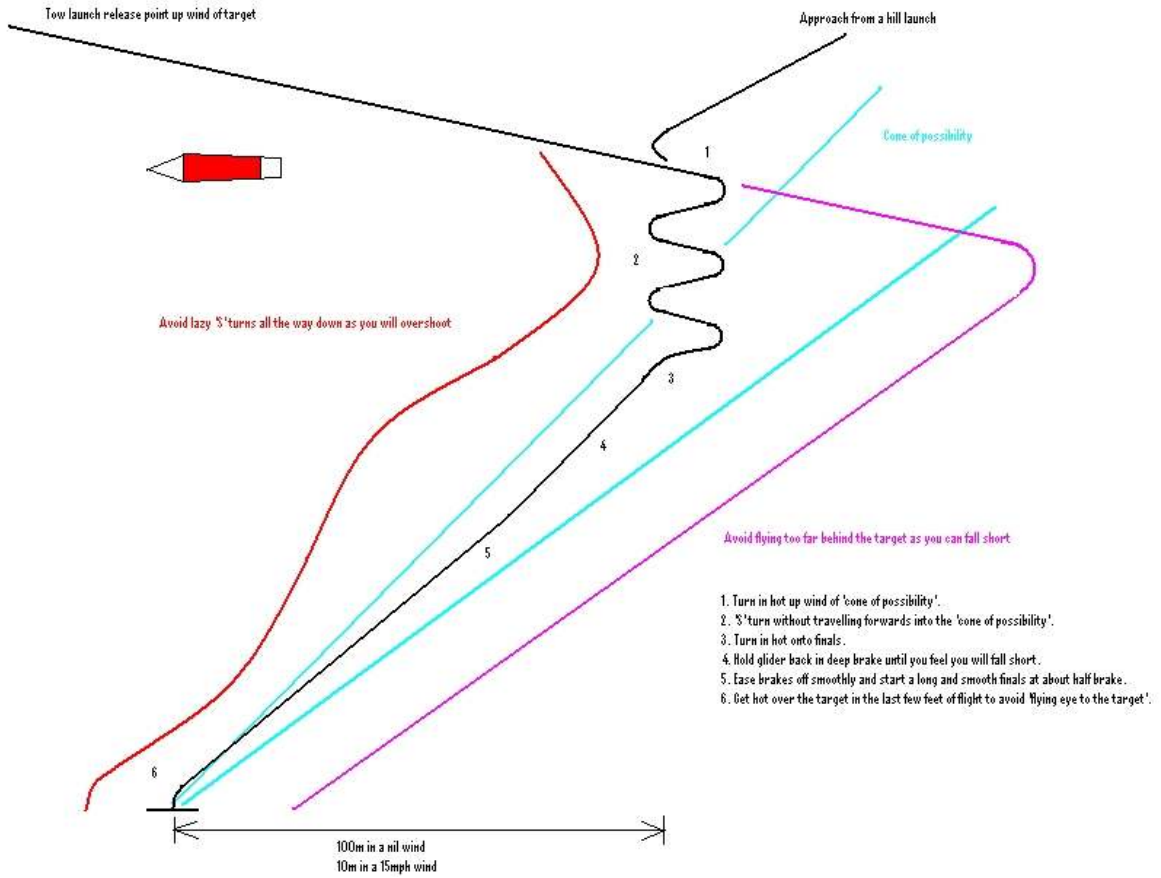
A term used a lot in accuracy is the 'cone of possibility' and this is marked out by a two glide angles. One glide angle is the steepest possible glide angle that will get you on to the target using a maximum amount of brake without stalling; the second is the shallowest possible glide angle that will 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.

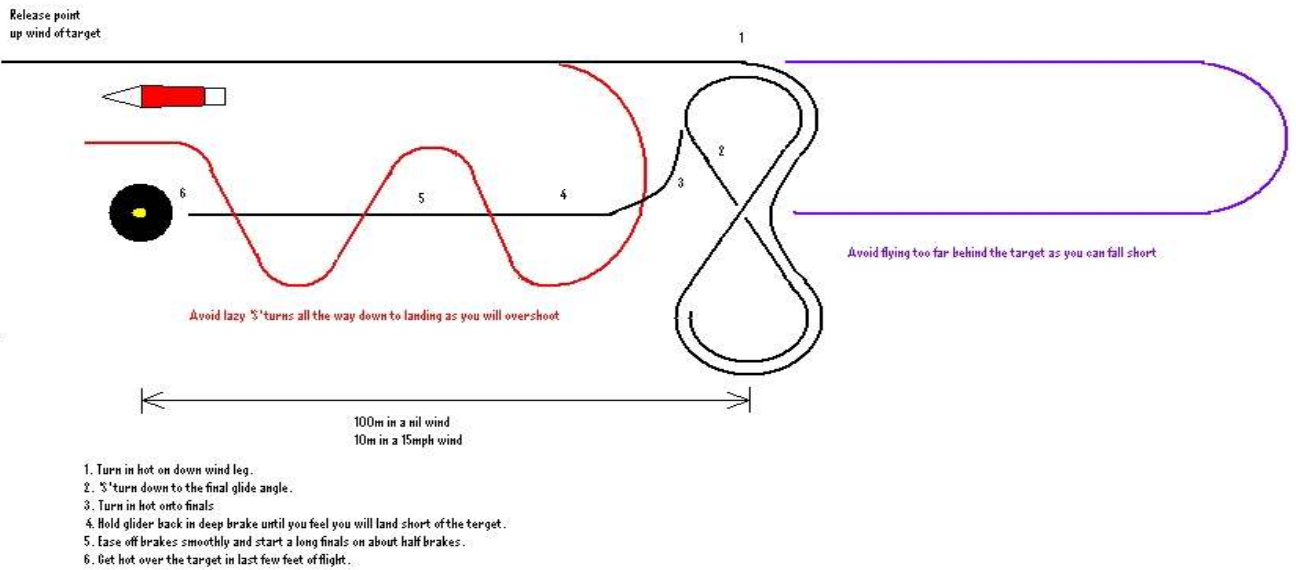
Approach Plan

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



Library News- Melise Harland



When I took over as librarian for the DHPC there were several items missing that had been signed out some time ago. I have managed to track down some of these items and am on the trail of the remaining ones but, in a bid to prevent this happening again, we now have a new method of returning items if you are unable to make the next club night. When you sign out an item from the library you will also be given a grey plastic envelope pre-addressed to me. If you can't make the next club night and no longer need the item you lent just pop it in the envelope and post it back to me. I am afraid that we cannot provide postage as this would be a big chunk out of the library budget if a lot of items are returned this way so you will have to provide the postage yourselves.

I have been told by a few people that some of the DVDs are very dirty and/or don't work. I am in the process of going through them to check if they work and am looking to invest in a DVD cleaner so hopefully these problems will be solved soon. If you do note any problems with any item you borrow please let me know and I'll try to sort it out.

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
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

Author

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

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
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 Manouver
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
SAT Maneuver
Security in Flight
Speed to Fly
Stall Point
The Pilot's Sky
Touching Cloudbase
Weather to Fly
Windborn

Safety Acro Team
Safety Acro Team

Dales Hang Gliding and Paragliding Club – Feb 2011

Hang Gliding Coaches

Name	Availability	Location	Email	Contact Telephone Number
Trevor Birkbeck	Various	Ripon	trev.birkbeck@virgin.net	01765 658486
Alistair Irving	Various	Huddersfield	aliirvin@msn.com	01484 844898
Steve Mann	Weekends	Kirkby Malzeard, Ripon	steve.andbex@virgin.net	01765 65037
Ed Cleasby (Senior power coach) Chief Coach	Various	Ingleton	edcle1@tiscali.co.uk	07808394895

Paragliding Coaches

Name	Availability	Location	Email	Contact Telephone Number
Sean Hodgson	various	Haworth	sean@ogi.me.uk	07999606084
Rob Burtenshaw (senior coach)	Sun+various	Oxenhope	burtenshaw@fsmail.net	07747721116
John Lawson (Safety)	Various	Leeds/ Horsforth	johnklawson@googlemail.com	077470819678
Peter Balmforth	Weekends	Leeds	peter.balmforth@ntlworld.com	07714213339
Noel Whittall	Various	Leeds	noel.whittall@googlemail.com	01132 502043
Alex Colbeck	Weekends	Harrogate	alexcolbeck@hotmail.com	07717707632
Steve Mann	Weekends	Kirkby Moorside	steve.andbex@virgin.net	01751 433130
Pete Logan (Secretary)	Various	Shipley	pete@logans.me.uk	07720 425146
Peter & Sara Spillett	Weekends	Skipton	sara@petensara.com	01756 760229
Tony Pickering & Zena Stevens (Treasurer)	Various	Otley	anthonypaulpickering@hotmail.com	01943 466632
Kevin McLoughlin (Comps)	Weekends	Lancaster	Kevin-mcloughlin@hotmail.com	07767 652233
Martin Baxter (chair)	Weekdays	Skipton	mrbaxter@hotmail.co.uk	07814 599754.
Ronald Green	Weekends	Hartlepool	ronaldgreenpilot@hotmail.com	01429 864229
Fred Winstanley	Various	Higher Bentham	fredwinstanley@sky.com	0777041958
Richard Shirt	Weekends	York	rshirt@advaoptical.com	07786707424
James Watson	Weekends	Leeds	james@primaryictsupport.co.uk	01132 825827
Andy Bryom	Weekends	Keighley	andy.active@unicombox.co.uk	07796 421890
Dave Couthard	Weekends	Leeds	d.coulthard2@ntlworld.com	07595895149
Ed Cleasby	Various	Ingleton	edcle1@tiscali.co.uk	07808394895
Wendy Griffiths	Weekends	York	griffiths_wendy@hotmail.com	07545 493634

DHPC AUDIT

Those of you present at the AGM will recall that we had a fairly lively debate about whether to get our account audited. We had been advised that it wasn't worth paying somebody to do little more than verify our bank balance on the day of the audit. But there was also a valid view that an audit could give the club credibility if it came to borrowing money towards a site purchase in the future.

In good British tradition (and since closing time was rapidly approaching) we decided to compromise. Jonathan Gill (member and holder of a diploma in accountancy and business finance) agreed to 'have a look' at the books free of charge. We agreed to leave the audit as an agenda item so we can go over it all again at the next AGM.

Unfortunately our Treasurer hasn't had time to get all the books to Jonathan, but based simply upon the paperwork available at the AGM, Jonathan has come up with the following:

1. The accounts appear to be kept in good order, and seem appropriate for an organisation such as the DHPC.
2. I have checked most of the calculations, and they all seem to be correct.
3. I see no reason why these accounts shouldn't be presented to another body.
4. There is a difference of £117.28 between the cash flow in the bank accounts and the profit/loss calculation, which is small compared to the turnover. It represents monies paid but not put into the list of transactions, and should be added retrospectively.
5. I have one other technical and accountant nerdy comment. I recommend adding the following text to the balance sheet: "The DHPC does not have any loans, debts or other liabilities. The value of assets listed above is balanced by the shareholders funds."
6. I doubt many clubs with unpaid volunteer committee members are as well organised. Well done!

I have discussed the report with our Treasurer and we have agreed that it would be good to invite Jonathan to get involved at an earlier stage next year. If he can cast his expert eye over the books at the end of the FY we can produce his comments to members at the AGM. From there we can decide whether we want to appoint professional auditors.

Many thanks to Jonathan for his time and valuable advice.

Martin Baxter
Chairman