

CLUB RADIO FREQUENCY 143.850Hz

Skywords

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

Katex

Club Night

Ilkley Vaults
2nd May – 8pm start

2012 Trophy Presentations



Dales Free Flight Photo/Video Competition Results/show

A year's free membership and mystery trophy will be awarded to the overall winner together with additional prizes for category winners.

Come along and join us for the last club night of the season before we kick off again in October, after what promises to be an epic flying season.....yeah right lol

Club Nights

resume in September
location TBC, thank you to
all who have come along
and supported us over the
past months.

Have a fab summer and
fly safely.

The Dales Club Committee

Inside this month's issue:

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Chairman's Chat

I'm delighted to say that Dave Bradwell has now handed over to David Brown as the sites officer so our northern sites are once more in safe hands. I'd like to take this opportunity to thank Dave for everything that he has done for the club over the years. David's first priority will be to introduce himself to the farmers so that they have a point of contact if there is a problem. We have then got a few jobs lined up for him – most notably repairs to the second wall at Semer Water and helping Trev to draft a site guide for Fremmington Edge...

But just as I thought that we had things under control again, we got news that the Black Horse in Otley had closed. They hadn't bothered to tell us, but it seems that there was a dispute with the brewery and the tenants have now moved to the Bridge Inn just around the corner. Fortunately Melise managed to retrieve the club library. Unfortunately we couldn't find a suitable venue to hold Dean and Steve's X-Pyrenees presentation in the time available, although a few of us met for a beer at the Dyneley Arms.

We've booked the upstairs function room at the Ilkley Moor Vaults (LS29 9HD) for the Awards ceremony and the photo/video competition on 2 May. This is the last club night until Sep so we then have a bit of breathing space to find a new venue. Recently retired Tony Pickering, who lives in Otley, has volunteered to conduct an extensive review of all the pubs in the local area. Hopefully he will have sobered up, and remember what he discovered, by September...

Fly safely,

Martin Baxter
Chairman



Ed's Coaching Column

Flying Scenarios to Avoid? (2)

While it is clear that in many situations hang gliders and paragliders could legally fly in cloud, the fact remains that this would be extremely foolhardy. Maintaining control without visual reference to the horizon is virtually impossible, as is avoiding other traffic and keeping track of your position. Exploit the freedom to fly right up to just below cloudbase if you wish — but leave it at that.(Official line)

The first time you make it to 'base' is a pretty memorable and exhilarating moment. You've probably spent the past 15 minutes battling your way up through the lower scraps, then getting firmly centred on a nice core and finally enjoyed the upward ride. It's all great fun – until it all starts to go rather murky and your view of friendly fields and villages disappears, but for brief glimpses. Welcome to the white room or perhaps more accurately a damp

and grey place with unseen forces taking on a more aggressive nature. I'd like to go down



now thank you – but this claustrophobic world seems to have other ideas.

During all my years hang gliding I never went fully into cloud. Without instruments providing an artificial horizon you could soon be in big trouble. Horror stories of the consequences were often told, sufficient to fill you with enough dread to stay well clear– speed was your only escape; no big

ears, B lining or spiralling – just get away soon enough and fast enough. What paragliders lack in speed they make up for in rapid descent options and pendular stability so cloud flying is a more normal and regular occurrence whether by design or poor judgment. I think in my own case my assessment and healthy respect for clouds stems for my hang gliding background with time I've become a lot more at ease with going into cloud on a paraglider, but subject to a strict set of guidelines.

I'll look at some of the fundamentals of clouds, cloud flying and staying safe.

The nature of the clouds on the day. It's very much about the clouds, what they look like and their potential for trouble. Check the forecast for the day and learn to read the clouds against that forecast. Too much instability and the clouds may start to grow tall. You need to watch clouds over time to see if the day is changing and be aware that things can happen quite fast. A well-known rule is the 60% rule – that is the angle between the base and the cloud sides – some put the angle less, especially if they fly in mountains. Be wary of clouds that grow steeply or start to show signs, including longer life spans or very dark bases even to the point of precipitation. If unsure ask others – you get to know from experience those clouds that are pussies and those that are tigers.

Approaching cloudbase. As you approach cloudbase check out your cloud against the lift you are getting. If this is the first trip to cloudbase for the day then pull off to one side or towards the



upwind side and approach it conservatively, especially if the lift starts to strengthen. Make a note of cloudbase for future reference. Once at or near cloudbase your cloud will not appear like the nice, fluffy, well defined piece of innocence it did from the ground. You will lose that view of a well-defined sky-map unless you look down – the cloud shadow patterns now provide a good indication of the sky. On a good looking day above 50% of the ground will have sun on it to indicate plenty of escape areas and clouds that are developing as singular entities. Once clouds grow bigger or merge towards over-development then the amount of sun able to get through to the ground decreases and the escape avenues also become more limited. Whilst the day may be heading towards a shutdown period there can also be less well defined pockets of embedded strong lift but with less obvious escape routes.

Entering cloud. If you have thermalled up with others, even one other, then entering into cloud is not an option – although flirting near the edges may be OK. You need to keep reasonable visual clearance so you can see others and they can see you. On a lone flight, being sure you are the only pilot in the vicinity and being sure the cloud is a benign, then maybe the extra few hundred feet is worth it - if only for the buzz factor. Flying around the edges is also fun and some of the most dramatic flying can be experienced drifting in and out of the edge of a nice cloud. Allowing yourself to go for full-on cloud immersion is only for the brave, bold and foolhardy. You now have the added pressures of navigation and wing control – clouds are often damp to wet places and all that moisture loves attaching to wings and lines. Your wing may now take on a flying life you never knew it had! At the same time you may need to navigate and GPS units have delayed and not always accurate compass readings (hence I prefer the zoomed in map screen) – better is a ball compass and that you know how it works when you have no other reference (turn towards the turn – needle).

Descent techniques. The usual, most common action tends to be ‘big ears’ plus some speedbar avoid full bar as you may hit some rough air around the edge of the lift. Although generally only a short period of straight-line flying without big ears will escape the strongest lift and see you away from most clouds. Even if you get fully drawn into cloud then a straight course is still often sufficient, but the inclination of most pilots is to want to get down as opposed to away. Use only techniques that you have practised and are comfortable with. B lining seems to have disappeared with the advent of three line gliders and spiralling in my view simply adds increased stress to a stressful situation for both you and the glider. However, in extremis it will provide very high rates of descent. A few pilots have an anti G drogue which seems to work well, but a trick from SiF2 was to spiral against a single big ear – not tried it, but it seems worth practising. The idea being to reduce the G forces by

decreasing the speed of the spiral but retaining the high sink rate.

You and clouds. Your first direct experience of entering cloud can be quite scary and is often unintentional. As long as you have assessed the clouds before take-off and decided they are quite benign, then things feel a lot worse than they



are. A common feeling once embarked on escape is that you are in cloud for longer than you are – time distorts where 10 seconds feels like a minute. Then the moment you pop out into sunshine you wonder what all the fuss was about. Regard the clouds as stepping stones across the sky, most are friendly helpers, just treat them with respect. On a blue day the sky is a lonelier and more difficult place to fly – you’ll miss them. I haven’t touched on reading the clouds from the point of view of the different types of lift they suggest or how to assess them from a XC point of view. This column was simply trying to take some of the irrational fears we have when near clouds, or drawn into clouds – most don’t deserve to be feared, but always keep your senses awake to the ones that do – some have claws!

Ed



Simon’s Comp Column

Paragliding War of the Roses at the Pennine Parafest

This year, weather permitting, the Paragliding War of the Roses will be contested at the Pennine Parafest on the 28th-29th June.

The competition format is weighted so that lower airtime flyers can make a big contribution, so you absolutely don’t have to be a sky-god to take part. All that’s needed is a GPS capable of recording tracklogs. The team competition will run alongside the individual competition.

For each club scores will be based on: Top En D score, top 2 En C scores, top 3 En B scores, top 5 En A scores – This weighting may be tweaked slightly on the day to reflect the proportions of pilots participating, and to ensure balanced teams. However, you can see that pilots on En B and En A wings could make all the difference. We don’t need to submit a rigid team, but I’ll ask for expressions of interest in mid-June.

The following text is from the PSC website and describes how the scoring will work.

“The basic format is simple - there are NO TURNPOINTS, NO GOAL, and NO SPEED SECTIONS, the rewards go to those who fly tactically as well as long XCs.

At the end of the day, each pilot will submit ONE tracklog to the competition secretary. That tracklog will be loaded into GPSDump, which will analyse the flight track to work out the maximum open distance (i.e. biggest distance between any two tracklog points) and optimum FAI triangle. The pilot's score will be simply the open distance figure, multiplied by the FAI triangle figure, in km. If the optimum FAI triangle is smaller than 1km, it will be rounded up to 1km.

Note that it doesn't matter where the triangle is done - obviously it'll probably be easier to do a triangle at the starting area, then head off over the back when possible, but if you get a thermal immediately on launch and can then do a triangle somewhere over the Dales, that'll count too.

So if you can do a triangle that's 1km on each side (i.e. 3km), then fly a few km over the back for an open distance of 10km, you'll score $3 \times 10 = 30$ points.

If you can do a triangle that's 2km on each side, then fly about the same distance over the back, you'll score $6 \times 10 = 60$ points... so it pays well to max out your triangle before you leave.

That said, even a short bit of bimbling about can give you a triangle 500m on each side, for a 1.5 multiplier, and if you get a good thermal and the sky looks like being good for a big distance, it may be worth getting away when you can and counting on your open distance for your score. The decision is yours!

Notes: there will be no other multipliers - the score is the perimeter of the optimum FAI triangle multiplied by the optimum open distance, both figures to be calculated by GPS Dump. Each pilot may only score ONE tracklog for the day.

It will be the responsibility of each pilot to ensure they have a cable to enable download to USB socket. No USB cable - no download. Bring your cable!

All pilots must sign to fly and notify the committee when they're safe. No sign-to-fly OR no down-and-safe notification - no score."

The last time the competition was run the PSC stole it by a whisker despite a valiant flight from Martin Baxter, so let's see what we can do to bring the title back to the right side of the Pennines...

More details on the Parafest are on the PSC website.

XC league as of 21st April 2013

It's shaping up to be a really interesting XC season! Despite the season being open for only around 6 weeks the top 4 pilots nationally have already amassed more 600 points each, and to get into the top 10 you'd need to have more than 370 points! Most of these high scores have come from some big flights in Scotland and the Lake District in the last few weeks, with some technically very impressive triangles in particular – check out the tracklogs at <http://www.xcleague.com/xc/leagues/view-1.html> for inspiration as to what's possible with a paraglider.

Closer to home, the Dales is yet to see really good XC weather this year, so there have been mostly relatively modest flights from Dales pilots or Dales sites so far. However Jake Hebert flew an excellent triangle from Stags on 7th April to lead the Dales leagues at present.

Saturday 20th April has now turned out to be the 'biggest' day ever in the history of the UK XC league, with a current total of 5977.4 points from 81 submitted flights, 22 of which were more than 100km! It just beats 12th May last year (5974.1 points). Most of the big flights were done further south but in our part of the world Parlick was a good place to be with several good flights north into the Dales that day.



Classic sky on Saturday 20th April heading north over the high ground into the Dales from Parlick.

Dales XC scores

	National								
Rank	Pilot	Club	Total	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Flight 6
1	Jake Herbert	Dales	83.7	83.7					
2	Zbyszek Latka	Dales	55.7	40.8	14.9				
3	Simon Goodman	Dales	41.9	31.5	10.4				
4	Alex Colbeck	Dales	35.3	35.3					
5	Richard Boyle	Dales	23.7	23.7					
6	Sara Spillett	Dales	13.1	13.1					
7	Kevin McLoughlin	Dales	12.8	12.8					
	Dales Sites								
Rank	Pilot	Club	Total	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Flight 6
1	Jake Herbert	Dales	83.7	83.7					
2	Philip Wallbank	Pennine	29.1	29.1					
3	Gary Stenhouse	Northumbria	18.4	18.4					
4	Sara Spillett	Dales	13.1	13.1					

Simon Goodman (DHPC comps).

Noticeboard

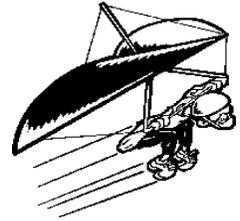


Photo and video comp at the May club night

There have been some excellent entries for the DHPC photo and video comp. The judging will be finalised and prizes awarded at the May club night along with the rest of the annual trophies. Entries close on 28th April, details on the competition and instructions on how to enter can be found on the forum and the photo entries can be view on Flickr here: http://www.flickr.com/groups/2105910@N25/pool/with/6973783593/#photo_6973783593

Judging will be done by club members, and details on how to contribute to the assessment of entries will be sent out immediately after the closing date.

Simon

Andalucian Experience

Hi guys! well spring has arrived! in some places if not all!! Really hope everyone is keeping well and not letting the great British weather get them too down.

Just thought i would update you all what dates we still have some spaces left. We have limited spaces up until the 14th April, we are then full until the 21st april, we have spaces from then until the 28th April, but are full from then until 18th of May, we are working this year up until the 8th of June.

Please get in touch if you fancy taking a break from the grind stone! All the best Baz and Sam Rhodes.

0034 646800564

info@andalucian-experience.co.uk

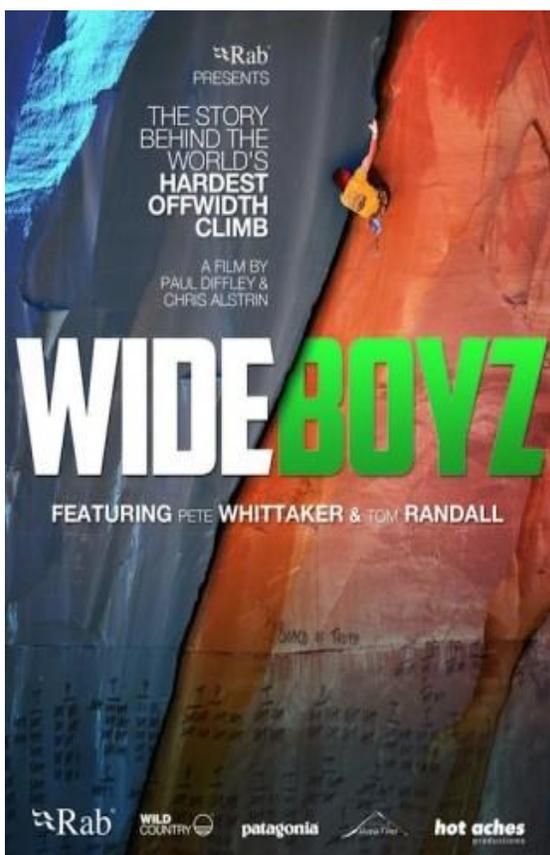


Library News- Melise Harland

The library catalogue and back issues of Skywords are on the DHPC website. To Access them go to the homepage and you'll see the library listed in white lettering on the blue band at the top of the page. If you click on "Library" it will take you to the catalogue so you can have a look, see what we have and have a wish list ready for the next club night.

Don't forget to grab yourself copy of Ed's fantastic book "Defined Flying Challenges" in the library, if you haven't seen it yet it is well worth a look. Or even better it's for sale contact Ed if you would like a copy.

If you would like to pre-order any item from the catalogue feel free to send me an e-mail (Melise_Harland@yahoo.co.uk) and I will reserve it for you. If you have any suggestions for things you would like to see here let me know.



Wide Boyz

Featuring: Pete Whittaker and Tom Randall

Filmed by: Paul Diffley and Chris Alstrin

Reviewed by Melise Harland

This one is a bit different as it's not about paragliding but climbing. I know there are quite a few of us flyers who come from a climbing background so some of you should enjoy it anyway.

It is billed on the cover as "the story behind the world's hardest offwidth climb" and that's just what it is. Two British climbers, Pete Whittaker and Tom Randall, set out to explore and climb offwidth cracks in the USA after a brutal two year training regime. The trip culminated in the first ascent of Century Crack.

The first part of the DVD says why Tom Randall got into offwidth climbing; it's not most people's cup of tea. He also says how he met Pete Whittaker. For those who don't know what offwidth climbing is there is a nice explanation of it in this first section as well. The film goes on to show how they trained for the trip which was mostly done in Toms cellar as there aren't that many decent offwidths in the UK. When they finally got to the US the locals who were taking them around some difficult sites seemed stunned by how good these guys were. They then set the scene with for the attempt at Century Crack with a series of interviews about the

120ft long roof crack and past attempts at it. I wasn't surprised it hadn't been done before because it is hard to get to and looks incredibly difficult, an awesome bit of rock. These guys certainly proved they were better than the top American offwidth climbers who have this stuff on their doorstep. Tom and Pete didn't just do it once either, they went back again to prove a point. I have to say it looked a lot more painful the second time.

As with paragliding, climbing has its obsessives too but you can't fault the enthusiasm of this pair. Pete reminded me of the northern climbers I watched in documentaries in the 1980's, which brought back loads of memories for me. I found this really inspirational, I wanted to get my climbing shoes out of the cupboard and have a quick walk up to the Addingham for some bouldering.

The extras are:

Crack School: which is Pete and Tom's Guide to Crack Climbing, this was nice but I got a bit annoyed with the sponsors advertising between such short sections if you played them all at once. There were six sections in all Finger Cracks, Hand Cracks, Fist Cracks, Off Widths, Protection and Taping up. There were some good hints and tips in this lot if you're inspired to go out and give it a go.

Wideboyz at shAFF, this was bits of a lecture about their trip to America and introduced the Crack Machine; the sound quality on this wasn't very good.

Bonus Scene – Gobblers, this was a little film about a crack climb at Harborough in the UK that they used to train on. This seems to be a bit of a trailer for why they wanted to go to the USA.

Offwidth Vocab – what is says, with lots of giggling, they go through the names of some of the moves and try to explain them.

Helium Friends – An advert for Friends, this is a bit of climbing gear for the uninitiated!

This was kindly donated to the library by Kate Rawlinson, Pete's very proud Auntie.



Tips & Maintenance:

Halfway through walking from the east side of Hawkswick to the SW I decided I was bored with the speed bag bashing against the back of my calves so I decided to rig something up to take the hassle out of long walks in your full harness. In my case it's a Sup Air Hybrid but this should work equally well with any harness with speed bag.

Once home I took a plastic coat hanger and sawed off the hook, drilled a hole for the string and attached just enough string to go from the foot plate to the hook around the top of the seat plate. This tucks up the seat board behind your bum which means much more convenient walking about.

This is even better than my old Advance Impress which had elastic to draw up the foot plate but it never managed to lift it completely out of the way like this.

Weight of string and hook; 10 grams.

Bargain.

Pete Logan

Wendy Windblows update

Rod Buck has obtained permission to resite the Carlton Bank station near its original location following the demolition of the hangar on which it had been sited.

Rod is rebuilding it in reasonably vandal-proof form as a freestanding unit and hopes to have it reinstalled this month. However seasonal repair, maintenance and upgrading of the Bradwell, Westbury, Combe Hill, Pule Hill and Wether Fell stations may be delayed briefly due to Rod having dislocated his metal hip, now levered back in with tyre irons.

Rod and Lynn ask Wendy members to bear with them; they are trying to get all the stations working properly as soon as possible.

GPS technology - a new level

Northern Ireland paraglider pilot and electronics expert Gary McKie has exploited reverse-engineering principles to develop an advanced GPS unit that alters your surroundings rather than record them.

Still at the prototype stage, the Feck-it Master works by simply swapping the positive and negative battery terminals, thus reversing the original functions found on so many devices. "It's so simple you can try it on your mate's new GPS and see how it works," he says. "The controls manage all the essential functions and you can alter several parameters to suit your own requirements, although there may be a conflict if more than one pilot is using the same channel at the same time."

The Feck-it's advanced features allow you to alter wind direction to suit the hill, alter the gradient of the hill you are on and change wind speed to suit your wing. Other functions are a Pub Finder, Blue Sky meter and eBay account checker. The price has yet to be decided but forward enquiries are welcome. Send blank cheques to Gary McKie at 13 Parawaiting Lane, Co Feckit, Norn Ireland BT42 9FO.

Dales Hang Gliding and Paragliding Club – February 2013

Sites Officer North: Dave Bradwell-01765 698656
 Sites Officer South: Pete Johnson-07968 759422
<http://www.facebook.com/DalesHangGlidingParaglidingClub>
 Twitter - @dalesflyer

Hang Gliding Coaches

Name	Availability	Location	Email	Contact Telephone Number
Trevor Birkbeck	Various	Ripon	trev.birkbeck@gmail.com	01765 658486
Steve Mann	Weekends	Kirkby Malzeard, Ripon	steve.andbex@btinternet.com	01765 650374
Kevin Gay	Various	Ripon	kgay@talktalk.net	07794950856

Paragliding Coaches

Name	Availability	Location	Email	Contact Telephone Number
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Rob Burtenshaw (senior coach)	Sun+various	Oxenhope	burtenshaw@fsmail.net	07747721116
Peter Balmforth	Weekends	Leeds	peter.balmforth@ntlworld.com	07714213339
Steve Mann	Weekends	Kirkby Malzeard Ripon	steve.andbex@btinternet.com	01765 650374
Noel Whittall	Various	Leeds	noel.whittall@googlemail.com	01132 502043
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Pete Logan	Various	ShIPLEY	pete@logans.me.uk	07720 425146
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Kevin McLoughlin	Weekends	Lancaster	Kevin-mcloughlin@hotmail.com	07767 652233
Martin Baxter	Weekdays	Wetherby	mrbaxter@hotmail.co.uk	07775785479
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Richard Shirt	Weekends	York	rshirt@advaoptical.com	07786707424
Simon Goodman	Various	Leeds	simon.goodman @talktalk.net	07720061200
Andy Bryom	Weekends	Keighley	andy.active@unicombox.co.uk	07796 421890
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Sean Hodgson	Various	Haworth	sean@ogi.me.uk	07999606084
Kate Rawlinson	Weekends	Laneshawbridge/ Colne	katerawlinson@hotmail.co.uk	07976510272

Club Coaches are pilots who have expressed a wish to help less experienced or new pilots find their feet in the club environment. It could involve site information/briefings, developing practical flying skills, assisting on coaching days or helping pilots prepare for exams or invigilating exams. All coaches have been endorsed by the club and undertaken some BHPA led training – they need to undertake some coaching each year to retain their rating.

They are there to help you – please use them.

