

**CLUB RADIO FREQUENCY 143.850Hz**

# Skywords

email [katerawlinson@hotmail.co.uk](mailto:katerawlinson@hotmail.co.uk) if you wish to submit anything for next month's mag its my last one and I want to make it an epic so please send me lots of holiday reviews and pics etc

*Katex*

**Club Night** Wednesday 2<sup>th</sup> October 7.30 for 8pm  
The Horse & Farrier, 7 Bridge St, Otley, West Yorkshire LS21

## Pat Dower

"sports psychology, mental preparation and decision making in flight"



### Inside this month's issue:

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## Chairman's Chat

I've been making use of the recent crap weather to upload all my old archive copies of Skywords onto the website. It took quite a long time, mainly because I kept getting distracted by all the articles and photos.

The earliest electronic newsletter dates back to September 2004 and makes interesting reading. On the front cover there's a photo of Craig Richardson, the editor, taking off at Algodonales. Mick Bolton and Graham Laycock were our sites officers. Andy Woods was Secretary, John Edmunds Membership, and Steve Clarkson Treasurer. Liz Addy was Librarian and we had 2 Social Secretaries: John Ellison and Scott Armitage. Tony Pickering, Pete Logan and, of course, Trev Birkbeck were there, but all with different roles.

Articles include an account of a 35km flight on his trusty Ozone Vibe by James Goldsborough: who put his success down to the pork pie he ate on Wether Fell before taking off. Interestingly some of the names on the XC League look fairly familiar, but Jake's top scoring total of 286km seems fairly modest by today's standards. Nine years ago you could also get 2 weeks paragliding in South Africa for £900!

As I meandered through subsequent editions personalities changed but the content remained much the same. Craig handed over to Ian Sadler, but when he left after a year we had trouble finding a replacement. For a few months I double-hatted as Sites Officer and Editor, producing a very bland, text only, newsletter just to let the members know what was going on. I was rescued when the late Dennis Wray took over. I found reading the August 2009 edition quite emotional: the team were very excited about making it to the BCC final at the Long Mynd; completely unaware of the tragic events that were to follow.

Kate has been doing a thoroughly professional job for the last 4 years. But, with the commitment of a new job, she has decided to call it quits. I'm pleased to tell you that Mark Morrison (Tam) has picked up the gauntlet and, subject to your approval at the AGM, Skywords remains in safe hands.

You can find the archive copies of Skywords on the library page of the website. We are missing a few editions: if anyone has a copy I'd be grateful if you could send it to me so that I can upload it.

<http://www.dhpc.org.uk/library/skywords-archive>

Fly safely,

Martin Baxter  
Chairman

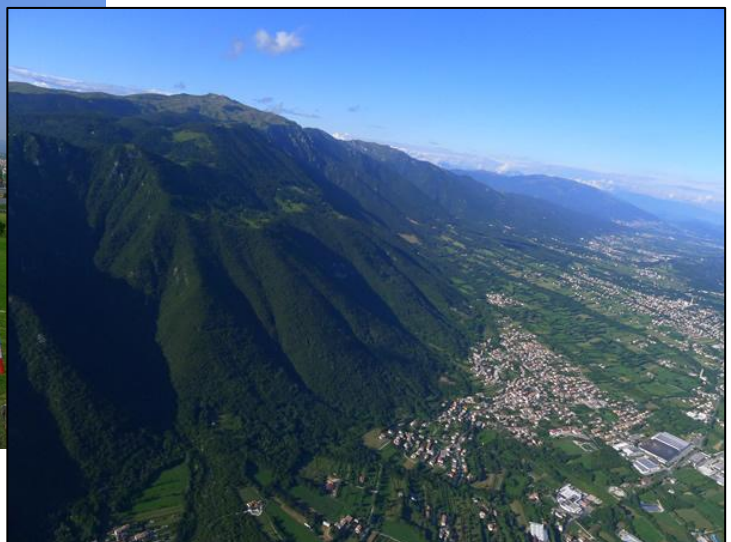
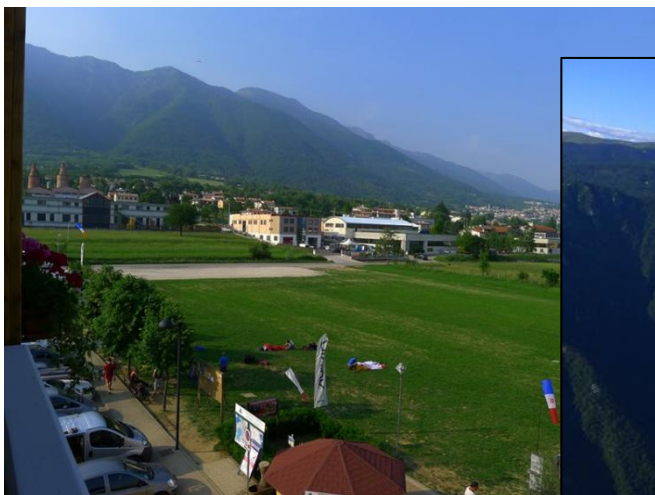
## The Dales Do Bassano-Italy with Kelly Farina

Wow Bassano what a fab flying site, if a bit of a scary road going up (I don't do big drops!). Gorgeous hotel, with a brilliant landing field, great food and fantastic tuition, my thermal mapping technique came on 100% and with it my confidence, all thanks to the way Kelly understands and puts across his understanding of the theoretical and practical aspects of thermalling to get the very best out of us in various conditions. Lots of coaching time in the air also helped a lot especially when I started losing concentration drifting off enjoying the view, a voice would suddenly yell in my ear "Kate where the.....are you going". Day one myself, Neil and Julia (on tandem) and Kelly managed a little XC after well over an hour on the ridge, my arms had been up in the air so long my injured one didn't work to flair and I landed in a heap, a happy heap though after well over 3 hours in the air over 2 flights. Over the next few days we flew in sticky conditions (thermals a bit spaced out and weak) but still managed to push out into the flats, finding bits and bobs to keep us up. On the last day we flew from the top of Mt Grappa, the wind was a bit strong and off, a group of EP's from Holland were trying to forward launch, but we had seen them earlier in the week launching a pilot into a tree so we were not surprised to see them there. After a bit of standing around we started to launch over them, four of us got off, the rest going down to the lower launch as the wind increased.


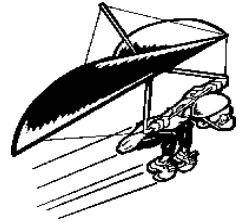
We flew twice every day but 1, that day was spent at the Lido, it was brilliant. Phil and I couldn't wait to get up the first slide it was only standing at the top we realised we were on the small children's slide, lol, ah well. We all progressed onto the larger slides and had fun in single and double rubber dinghies, as well as racing each other down the 4 lane slide, this was almost incident free.....until Gez decided to go down the slide with his legs open, he did manage to walk, wear trousers and sit down for tea.....just ☺.

Lots of flying, brill hotel, fab company and excellent tuition.....I'll be back!

Kate ☺



# Noticeboard



Daily telegraph prize crossword, Sat 21 Sept:  
9 across: Spiral Dive bothered alpinist (8 letters)

Well it would wouldn't it! Answer next time?!

Tam

## Annual General Meeting



Wednesday 4 December at the [Horse and Farrier](#) in Otley.

**All full members of the Dales Hang gliding and Paragliding Club are invited to submit formal proposals to [chairman@dhpc.org.uk](mailto:chairman@dhpc.org.uk) before 1 November 2013.**

There won't be an opportunity to raise important new issues on the night and this early deadline allows us to give due notice to all members of any contentious proposals, so that they can be there to put forward their views.

As well as setting membership fees for next year all committee posts are up for re-election. This year we need to find a new Secretary, Newsletter Editor and Social Secretary, but you are very welcome to stand for any post (especially Chairman!).

All you need is a little spare time and a willingness to put something back into the club. If you want to discuss things without making a commitment please get in touch with me at the above address.

Martin Baxter - Chairman



## Ed's Coaching Column

# From CP to AP

A check list of thoughts, ideas and tips towards becoming a better pilot.

- **Never stop learning.**
- **As soon as you think you got it, you're in trouble.** Continue building your skills with kiting, launching, turning, landing, and bringing the wing down softly.
- **Take your time and enjoy each step slowly.** Give yourself time to develop wisely. When considering learning a new skill, imagine it taking several years to get really good at that skill (circling, thermalling, wing-overs, spot landing, different manoeuvres, take off techniques).
- **Critique each flight** in your logbook. Be open and honest in your self assessments.
- **Pick your mentors carefully.** Many pilots with 1-2 years of experience may have developed some good skills and want to share everything with you. They also may be experiencing intermediate syndrome. Look to seasoned pilots with a good safety record for solid advice.
- **Look at where you trade safety for comfort.** Getting into your harness too early, landing in a small field near your car vs. a large field further away and a walk, not doing a thorough pre-flight, choosing light weight gear with little or no protection, awkward slope landings to avoid a walk, etc.
- **Get local knowledge** when you go to fly sites that are new to you.
- **Consider additional course work.** XC skills course, Ridge soaring clinic, Thermal clinic, Manoeuvres SIV, Additional one-on-one coaching with an instructor.
- **Aim towards a higher pilot rating.** Use your logbook tasks to progress but don't rush things; make sure you have mastered skills before moving on. Revise for the written exam – a good winter task.
- **Develop your understanding of weather.** Fly in appropriate conditions for your skill level.
- **Develop an ingrained pre-flight routine** that is second nature. Including assessment of conditions, noting all of the site hazards before flying, multi-point check - buckles, reserve pin check, speed system connected, helmet buckled, gloves, instruments, line checks etc
- **Supplies.** Bring food, water, a hat, charged radio, sunblock or extra warm clothes (if Wether Fell)

- **Avoid being the first to launch.** There's always someone more eager or more experienced.
- **Ask other pilots** what they think of the conditions when you are on launch.
- **Seek perfection when launching and landing.** Make it smooth, controlled and committed.
- **Have a flight plan** and stick with it unless you get really high and can deviate safely from that plan. Have a reachable landing place in mind at all times.
- **Keep good terrain clearance.** Be careful when scratching, especially on the downwind leg or doing 360s too close to terrain. Note the ridge shape and any features that may produce areas of turbulence.
- **The closer you are to the ground,** the more directly into the wind you want your glider to be. Be especially watchful when on finals and about to land.
- **Get ready early** on launch and then be patient for the appropriate conditions.
- **Don't jump into mid-day thermic conditions.** Judge your experience level against what you are happy to fly in.
- **Choose an appropriate glider** for your skill level.
- **Develop smooth flight characteristics.** Practice your turning techniques use both brakes and weightshift.
- **Learn more first aid.** One day it may prove crucial in helping someone ..... even yourself.
- **Learn good radio use protocol.**
- **Pack your reserve** and have your wing inspected once a year. Better still, learn how to correctly pack your own reserve and do standard checks on your wing.
- **Be very aware** of all the pilots in the air with you by continuously looking around and monitoring the situation. Learn to use a scanning method.
- **Communicate your intentions clearly** to fellow pilots when necessary – be predictable near other pilots
- **Listen to yourself.** If it doesn't feel right, don't push it.





The glider above demonstrated a perfect take off, soaring flight, big ears (plus recovery) and landing.

It was pilotless! The pilot was switching on his instruments when it took off .... it scored in the LCC 2013. What lessons do you draw from this? Best replies to be printed next month.

**Coaching Day - Semer Water 26/8/2013** Despite one of the worst August/September periods I can remember we managed to get one excellent day on Semer Water. We had a good turn out and despite it never really booming and occasionally switching off, everyone built up their airtime, leg muscles and groundhandling skills. Towards the end of the day Simon and I arranged a duration and spot competition (results are posted on the DHPC website). There were some good duration times and Tam surprised himself by scratching back up when he was almost on finals. Spot landings ranged from on the button to in the same field and highlighted some interesting approaches. Kenken (Lakes bald eagle) was dissuaded from 'going over the back' despite a serious lack of height – you have to admire hope over experience. My thanks to the coaches who

attended, put in a lot of groundwork and of course those who came along for an enjoyable day out and post coaching reflective pint.

**Congratulations** to Gergely (Jakob) ..... sorry if I have got these names the wrong way round. He passed his CP exam (hill – hang gliding) with a ..... admirably high result. This was a transfer exam onto the BHPA ratings.

## Over winter coaching ideas

I'd like to assess the level of demand for any of the following before making plans and committing money:

- A sites tour taking in about six lesser flown sites, with a midday meal break. From a central meeting point I'd hire and use a small minibus. It would be about 10am to 4pm finish.
- An indoor/outdoor ground-handling or theory day (various topics)  
If flyable then we'd fly – these are the fall-back options. Drop me an email if interested so I can gauge the level of possible take-up. [xcflight@gmail.com](mailto:xcflight@gmail.com)



**Play – Spot the Knot (x) and win a mug from Simon's vast collection of leftovers.**



# A Site Assessment

**What follows is a minor site briefing – it is not a site guide.** As with most hill/mountain areas there are potentially many places one could fly, given an exploratory bent, beyond the Club remit. For various reasons such places may not be official club sites and are therefore not fully documented or in many cases warrant even a mention. This is not the first in a series of secret site briefings, just a single site that falls outside school use, is often flown by local pilots and is actually very good. Please be aware that whilst it has been flown for many years without any problems, it is not a fully negotiated out site - although checks have been made with local farmers on an ad hoc basis. You are therefore very much an ambassador if not quite a pioneer. I'm providing the briefing by popular request and with the approval of the DHPC committee.

## SITE BRIEFING

**Site:** Barbon Low Fell (known locally as Johnny Barns)

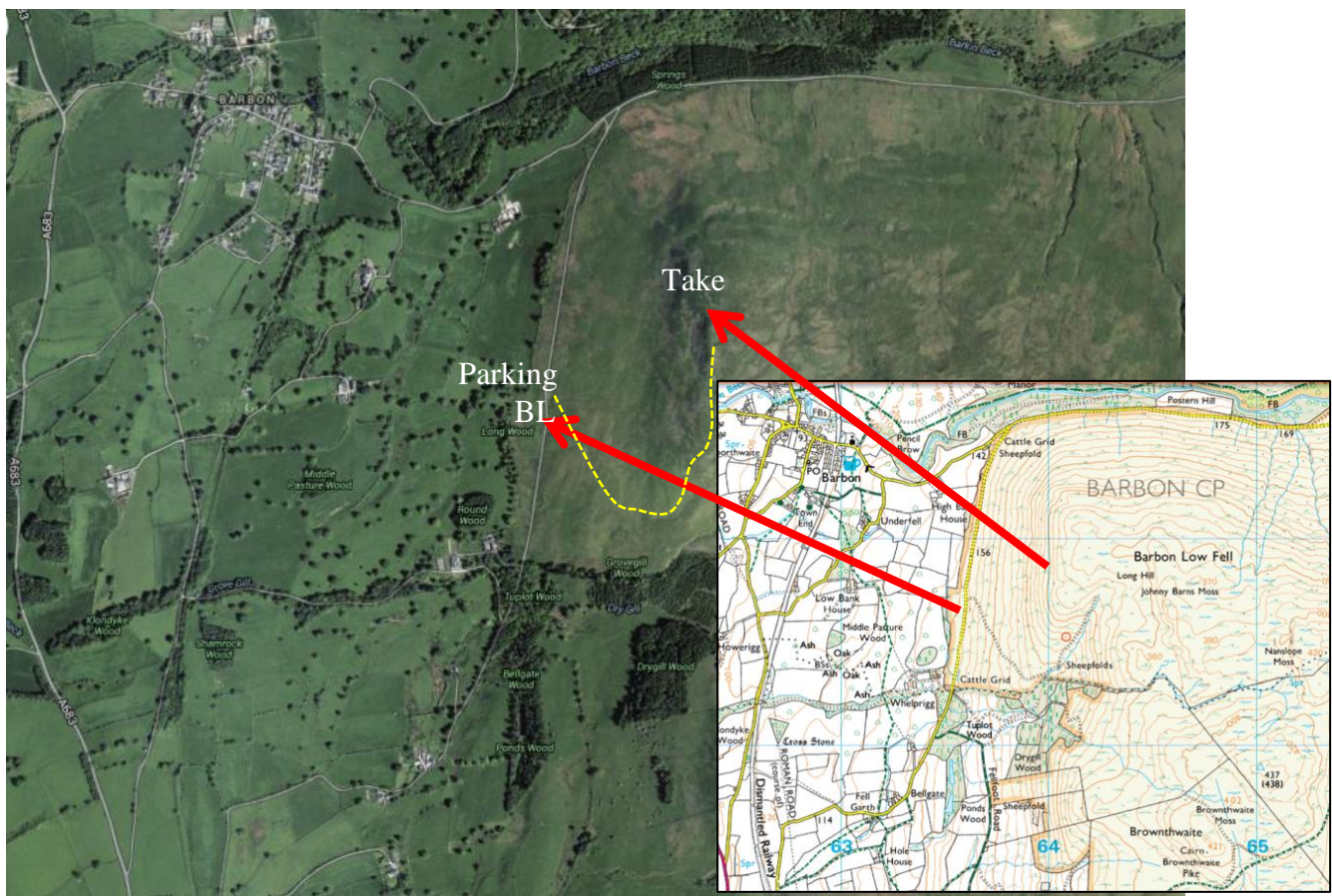
**Direction:** WSW to WNW

**Map Ref:** SD640819 54.231N 2.554W

**Heights:** take off - 640' BL landing: 200'

**Parking/approach:** excellent off road parking in a flat grassed area on hill side of the tarred road. From here a well- marked track leads diagonally up the fellside to the south before rising back north to the take-off ridge-top. Avoid going directly up the hill – harder anyhow. Walk up time – 20 mins.

**Bottom landing:** near the car parking and to the bottom (lower) side of the road. Windsock useful if light – the wind at the bottom is usually along the road to some degree and being behind trees you may enter dead air – approach with speed. Wind most times is off to the south. Despite the large trees upwind it is surprisingly turbulence free - usually!



**General notes:** Barbon Fell (Johnny Barnes) lies on the western fringe of the Dales and overlooks the wide, flat Lune valley. It has easy access from the A65 and is a very open and friendly site with large grassy take off areas and easy top landings. Bottom landing require more care due to the size and conditions that may be encountered on approach – although if it's not too strong on take off then generally the landing area is fine.

It takes a straight westerly and doesn't allow for it being too far either side of that. Avoid fresh winds due to the compression – although a lower take off to the south end of the hill is possible. In general ridge soaring the lift is usually excellent, extending well out from the hill, giving good height gains and allowing the flying to be extended beyond Grove Gill to the south to a smaller sub-ridge.

Although not a huge ridge (barely 400' top to bottom) it thermals extremely well and is ideally placed under certain conditions for convergence. It has excellent XC potential (current best is 75k) and a best height gain of 6,200'asl). The wind can get pulled off to the SW by the sea breeze but often comes back on again later in the day/evening. With the wind slightly to the north of west the strongest and most likely convergence is likely to be experienced and the advancing sea breeze tends to act as a trigger for thermals giving a sweet period.

Beware when scratching or slope landing as there are many rocks below take and the lower fell is bracken covered and hides a few more. Lower ground to the south is cleaner, flatter and a better option.



***Above: Barbon and the first signs of convergence over the Lune Valley – usually running NW /SE.***

In conclusion - a great 'small' site that punches well above its weight and potentially offering the longest xc route out of the Dales to the east ..... but you'd need to travel beyond Wether to find out.



## **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.

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](mailto: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.

### **Airways trade show**

Airways Airports will be hosting an end-of-season trade show at Darley Moor airfield on October 19 - 20th. The "All Out, All Out, All In" event will offer try-before-you-buy, ex-demo sales, trial flight opportunities, fun paragliding and hang gliding competitions and more.

The major free-flight companies will be showing off their latest products and pilots will be able to pre-book demo wings, harnesses and equipment of all makes and models to fly from Airways' winch, aerotow or the local hill. It's a family event and microlight and tandem flights will also be available.

The Aviator's Bistro will offer a range of hot and cold foods, beverages and cakes. The Saturday evening will see a 1940s-style hangar party with swing music, an evening meal and a late bar. Airways will also be presenting awards for the year's flying achievements.

For details and demo flights go to the [Airways website](#).

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### **The Flying Show**

Billed as the UK's biggest indoor aviation event, the Flying Show takes place at the NEC from Nov 30th - Dec 1st. The BMAA-organised show will feature microlights, gliders, gyrocopters, light aircraft, models, paramotors, paragliders and hang gliders, and training for most disciplines.

Seminars led by top industry personalities will cover topics of interest to all aviators; the BMAA will display their flexwing flight simulator; and British Paramotor team leader Richard Shaw will be encouraging paramotor pilots to take part in competitions.

A central attraction will be the Flying for Freedom team supported by the Hosties for Heroes girls. Entry will be £12.50 on the day, or £10 in advance on the [Flying Show website](#). See also Twitter [@The\\_Flyingshow](#) and [Facebook](#).

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### **Lakes Classic thanks!**

The Cumbria Soaring Club would like to thank all who attended May's Lakes Charity Classic. Two days of excellent flying provided deserving winners in all classes and raised £2,350 for local charities.

Pilots and friends were entertained afterwards with flying stunts and live bands at the Buttermere Bash. The 2014 Lakes Charity Classic will be held at the end of May; full details will be announced in due course.



# Dales Hang Gliding and Paragliding Club – July 2013

Sites Officer North: David Brown - 07757333480

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

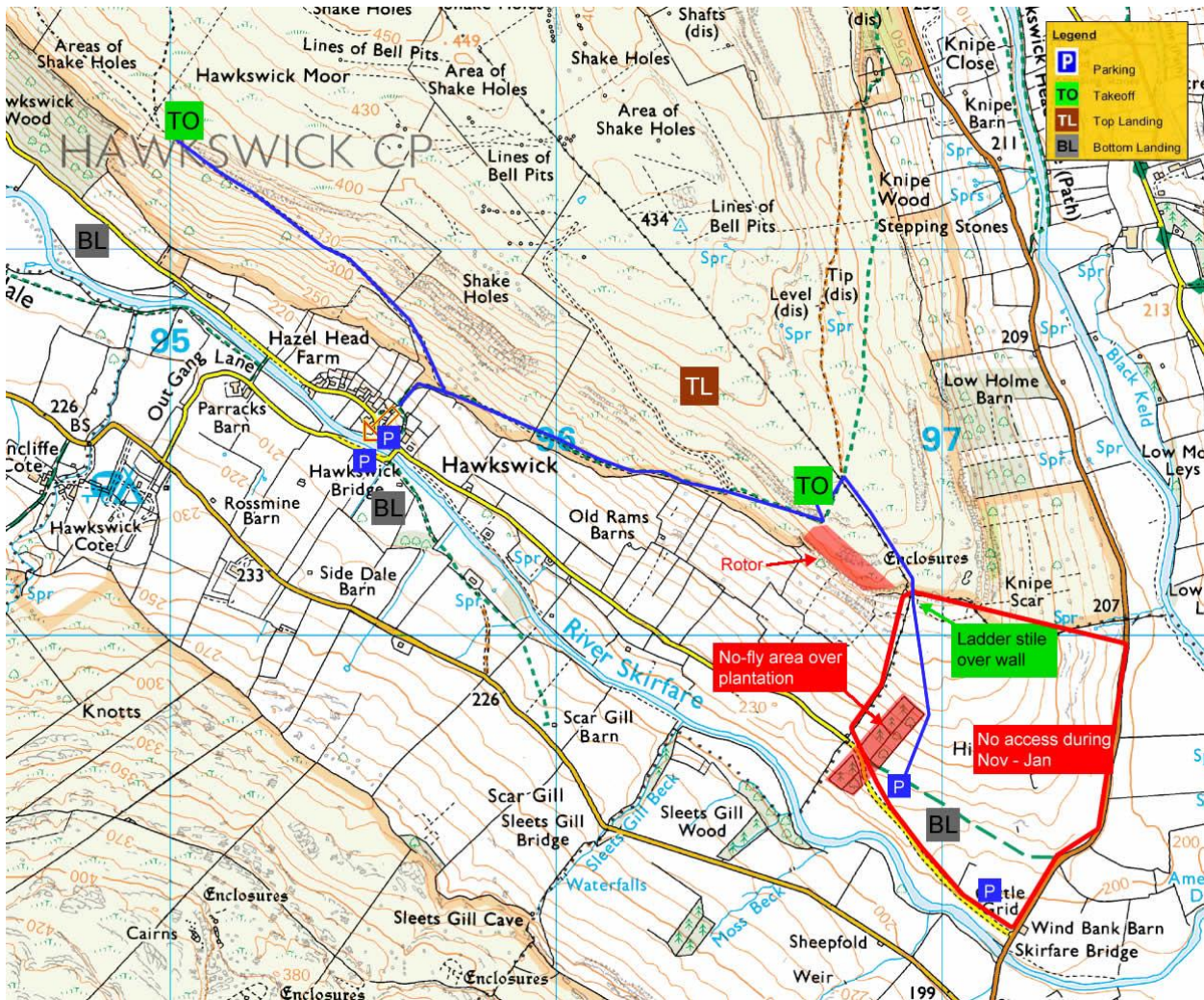
Name	Availability	Location	Email	Contact Telephone Number
Ed Cleasby DHPC Chief Coach	Various	Ingleton	xcflight@gmail.com	07808394895
Rob Burtenshaw (senior coach)	Sun+various	Oxenhope	burtenshaw@fsmail.net	07747721116
Peter Balmforth	Weekends	Leeds	peter.balmforth@ntlworld.com	07714213339
Steve Mann	Weekends	Kirkby Malzeard Ripon	steve.andbex@btinternet.com	01765 650374
Noel Whittall	Various	Leeds	noel.whittall@googlemail.com	01132 502043
Alex Colbeck	Weekends	Harrogate	alexcolbeck@hotmail.com	07717707632
Pete Logan	Various	Shipley	pete@logans.me.uk	07720 425146
Tony Pickering & Zena Stevens	Various	Otley	anthonypaulpickering@hotmail.com	01943 466632
Kevin McLoughlin	Weekends	Lancaster	Kevin-mcloughlin@hotmail.com	07767 652233
Martin Baxter	Weekdays	Wetherby	mr Baxter@hotmail.co.uk	07775785479
Ronald Green	Weekends	Hartlepool	ronaldgreenpilot@hotmail.com	07403068944
Fred Winstanley	Various	Higher Bentham	fredwinstanley@sky.com	0777041958
Richard Shirt	Weekends	York	rshirt@advapoptical.com	07786707424
Simon Goodman	Various	Leeds	simon.goodman @talktalk.net	07720061200
Andy Bryom	Weekends	Keighley	andy.active@unicombox.co.uk	07796 421890
Dave Couthard	Weekends	Leeds	d.coulthard2@ntlworld.com	07595895149
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*



# Windbank



A few weekends ago a couple of members had an altercation with an individual dressed in camouflage carrying a rifle at Windbank. It seems that a number of walls have been damaged by individuals (not necessarily pilots) climbing over them and he was understandably angry. We have discussed the issue with the landowner and, as a result, we have been asked to use the new stile instead of the re-inforced wall and small gate over the next wall.

Walk up the field but instead of turning left to cross the re-inforced wall keep going straight up the hill to the new stile. Keep the wall on your left until you reach the public footpath and another stile that takes you to take-off. It's a tiny bit further.

Please also note that between Aug – Dec you should park near the cattle grid, not near the wood. See the site guide for details: <http://www.dhpc.org.uk/site-guide/hawkswick-windbank-knipe-scar>

Pete Johnson  
Sites (South)



<b>Site Name</b>	Kettlewell
<b>Site Code</b>	
<b>Grid Ref</b>	SD 967711
<b>Wind Direction</b>	E - ENE (060 – 100)
<b>Height</b>	1300 (405m) AMSL, 600 (200m) top to bottom.
<b>Grade of Flyer</b>	<b>Experienced only.</b> Not a good soaring site: mainly used as a trigger point for XC flights

**Parking** Parking is very limited where the path meets the road or in the layby opposite. Do not block the gate or cause an obstruction. Alternatively park in Kettlewell village.

**Access** Walk along the public footpath through the wooded area. Continue along the path through the disused quarry and over the stile onto the fell. Follow the path another 200m, then bear right to take off.

**Telephone** Kettlewell. Poor mobile phone reception.

**Capacity** Three in good conditions, but only one if it's scratchy.

**Hazards** Rotor behind the crags and the wooded area in front of take off. Buildings and the road near the bottom landing field.

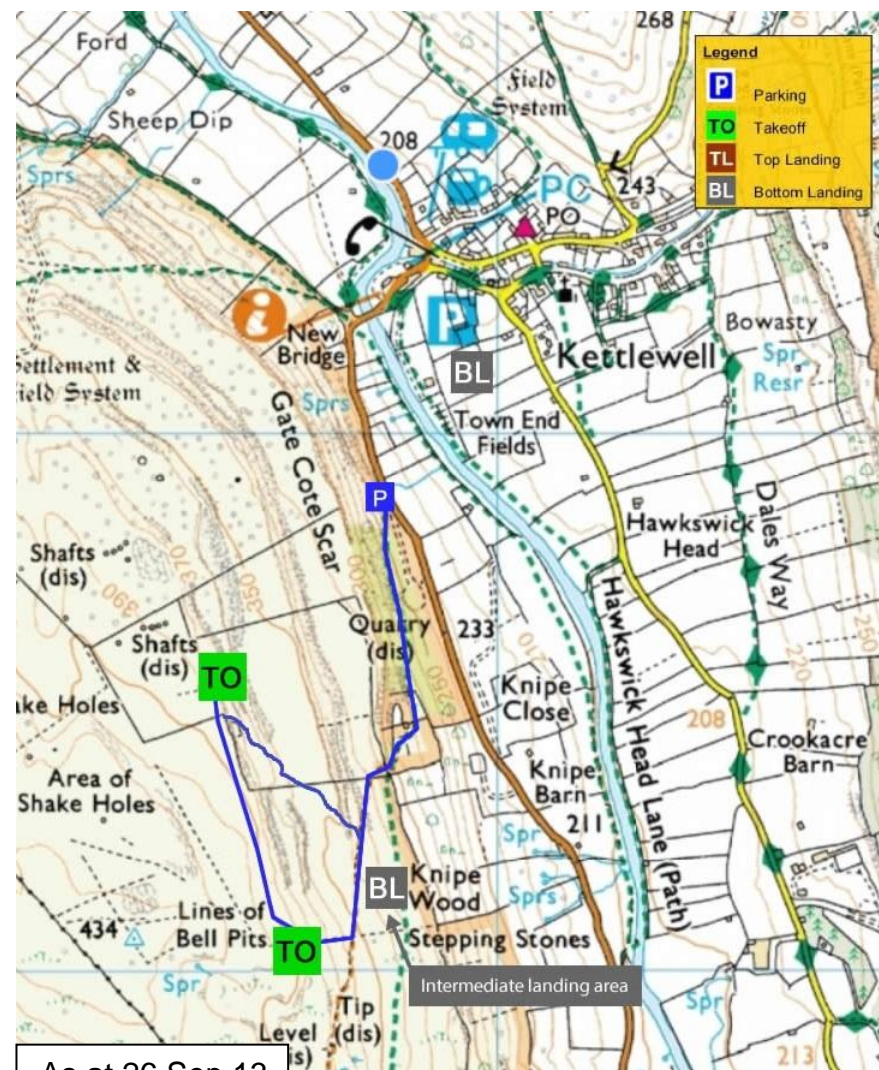
The site can be VERY turbulent. There are a lot of obstacles to the airflow (trees, small cliff shelves). When soaring you can easily fall out of dynamic lift into dead air, and then you need to make a very quick decision to slope land or fly out.

It's only flown in light to moderate winds/ thermic conditions. Expect it to be very unpleasant in strong winds.

**Rules** Do not block the track. Keep the gate closed. The bottom landing field is some distance from take off. Always ensure you can make the landing field on a straight glide. If lift disappears land on flat area in front of take off.

**Owners** Bottom landing: Dick Thornborrow, 3 Langcliffe Garth, Kettlewell, BD23 5RF.

**Comments** You can also park in the bottom landing field at Windbank and walk up to Windbank then over the stile and down the footpath to take off. Lots of places to get refreshments in Kettlewell.



As at 26 Sep 13