

CLUB RADIO FREQUENCY 143.850Hz



"I believe I can fly" - R Kelly

"Not on a cold January day in Yorkshire you can't, mate" - Life

Is it nearly February already? How time flies when you are enjoying yourself. I'm sure we would all be having even more fun if we were actually out in the Dales, or anywhere come to that, flying. On a more cheery note, I don't know if you've noticed, but there is SOME flying being had in the Dales, and the Lakes, if you get the right day. Of course if you lived in Brazil you could have popped along to the 2013 Paragliding World Cup Super Final, and seen Spain's Francisco Reina Lagos crowned as overall Champion and Japan's Keiko Hiraki as Women's Champ—provisionally. The heat generated by the brouhaha about the Enzos' trailing edge generated thumping thermals the world over and all the winning gliders will now be checked. As Enzo 2s dominated the flying as well as the intrigue they came 1st—4th—checking will take a couple of weeks. Guy Anderson was the highest placed Brit at 31st, and Russ Ogden 36th. The free flight world has clearly moved on somewhat from the first World HG comp, which had an open distance round for which the rules stated "the marshalls will pace out the distance"!!! Back at home, the days are lengthening, we'll soon have our serviced wings back from Aerofix (thanks Ed!), so opportunities will start to increase. Hopefully this month's newsletter will help pass some time before we are all out there again.

As ever, please let me have any articles, news items, salacious gossip, ideas on items you'd like to see, etc etc.

markandpat@sky.com Cheers, Tam

Ps: which Dales site is featured in the Skywords title above?

Club Night Thursday 6th February 7.30 for 8pm

The Horse & Farrier, 7 Bridge St, Otley, West Yorkshire LS21 1BQ

Aerofix return - Video Night

- Pick up your serviced machines
- Catch up on "all the flying" you've missed
- Reacquaint yourself with your flying mates
- Make plans for the coming season
- See some of Ed's favourite home videos
- All welcome. Many gather at 6.30 to eat first



An informal evening, with a few short videos - to pick out learning opportunities both for flying, and video making.

Inside this month's issue:

- | | |
|---------------------------------------|-------------------------------------|
| • Safety First | • February Club night |
| • More sensible intro from Tam | • Book Review |
| • Chairman's Chat | • Photo/Video Contest Launch |
| • Emergency Card | |
| • Ed's Coaching Column | |



Chairman's Chat - February 2014

Your new committee met for the first time last week and we had quite a productive meeting. We don't publish the minutes, but if any member wants a copy they are freely available from the Secretary. The same goes for the minutes of the AGM.

Following Dean's suggestion we agreed that Stags Fell should be for 'experienced paragliders only'. We all felt that the site guide for Stags Fell is out of date, and so David Brown has agreed to review it.

Whilst Richard Boyle looks into the code that has been used to uplift the figures from RASP to our shout-box, we agreed to suspend the feed. Experienced pilots know that you should never trust a single source of weather information, but we feel that the current format could mislead novice pilots into wasted journeys and missed opportunities.

I will shortly be amending the constitution to remove the category of social membership, as agreed at the AGM. I have also taken it upon myself to remove the cap on the number of committee members, and up the number required for a quorum (to make a decision) from 3 to 4. If anyone thinks I'm overstepping the mark then I'd be delighted to hear from you.

Sadly it looks as though the prospects of a free flying view of the Tour de France are pretty remote. The airspace is almost certain to be restricted and I have put an example of what it might look like on the [events page](#). Considering the predicted number of spectators (300K) and the nature of the roads (which are likely to be closed for 4 hours before and 4 hours after the event) it may be better to stay at home and watch it on TV!

It's notoriously difficult to get a decent rate of return on investments for clubs. Our current building society (The Harpenden) has recently reduced its rate to a measly 0.25%. We have found another account with ICICI that will pay us 1.75% (generating an additional £225pa) but this will involve opening another current account and collating paperwork from all the members of the committee who are signatories. It's quite a lot of work for Tony Pickering, especially considering we'll probably have to do it every year, so please bear with us; we're doing our best.

Committee meetings take place every odd month (Jan, Mar, etc) on the third Thursday of the month at The Horse and Farrier; starting at 7.30pm; with some of us getting together for a bite to eat at 6.30pm. Members are more than welcome to come along and see what we get up to, with absolutely no commitment. If you do want to come along please let me know beforehand just in case anything changes.

Fly safely,

Martin Baxter. Chairman

Noticeboard

Club Nights

Please note that Club Nights are reverting to the **FIRST THURSDAY OF THE MONTH**, in February.

February 6th - Aerofix return of gliders
Informal video evening

March 6th - Club members flying hols reports

(please get in touch with Ogi (sean@ogiplus15.plus.com) if you would like to give a brief report and have some photos you could show)

April 3rd - Club awards, and photo comp results



"I would just like to thank: my mother and father, sister, dog....."

Late News!!

Many congratulations are due to our esteemed and overly modest Head Coach, Ed Cleasby, who is to receive the

Royal Aero Club Bronze Award

Congratulations Ed!

Thames Valley Hang Gliding Club

The **BIG FAT** repack

A well organised event, with talks, zip wire practice, first aid instruction, oh and a repack.

It is on **Sunday 2nd March** if you fancy taking part and are in the area. Details are on the [DHPC forum on the safety page](#).

All welcome, £28 for BHPA members or £43 for non members. [Click here to book](#)

[Click here for past videos](#)



MISSING:

RASP

As the Chairman announced, there are currently "issues" with the RASP predictions in the shoutbox. If you are missing them, why not try and interpret the RASP site yourself.

[www.http://rasp.inn.leedsmet.ac.uk/](http://rasp.inn.leedsmet.ac.uk/)

There's some great instruction here:

<http://www.judithmole.net/webcasts/rasp.html>



Ed's Coaching Column

RETRIEVAL

The (black) Art and Practice of Getting Back



.... and then it started to rain!

About two years ago, Pat Dower carried out a survey focused on what prevents pilots from going xc. Near the top of the list were the hassles and fears about getting back. I can well understand this, as few of us have a willing retrieve driver prepared to chase us down, or with much desire to fully share our post flight elation. In my early years as a hang glider pilot it certainly put me off, as having retrieved yourself you then had to go and retrieve the glider. Retrieves could be a big enough pain to act as a real deterrent to any next time. This was also the pre smartphone, pre tracker age and even not knowing quite where you were on landing without knocking on a door was common; on first acquaintance we must have appeared a little mad posing that question. Thankfully, things have got much easier with a paraglider, a smartphone and a credit card. I would even go so far as to say that I now actually enjoy the getting back, it's part of the challenge, provides some great mini adventures in places and with people you would never chance across normally. Everyone seems to have memorable retrieve stories and often they eclipse the flight in one's memory. Nowadays, it's retrieval made (fairly) painless so it's less of an excuse to hold you back.

Ed's Coaching Column - Retrieval (Cont)

Some people have a real knack for getting home easily I'm getting better, but still fairly average. I don't have the advantage of being young, female or handsome, so have to resort to guile, charm and experience. If you fall mostly into my category you may find the following useful; if it's the former then you may have a different problem on which I couldn't possible comment.

Where you land (*1 km in the air is easier than 1 km on foot*)

Some pilots are just km hungry animals! Call it age but, like a warm fire and a good bed, I prefer a decent road that carries traffic (hopefully even a bus), a village and some nice clean grass to enjoy the post flight pack up. Some will really push it, but the consequences of trying to squeeze that extra bit could be a remote valley, bad walking terrain and hiking time that matches every minute of flight time. If it's a nice day and you're feeling fit it can also be a pleasure – but you don't have to make it harder than you wish. A further point is that although quiet we are fairly noticeable and our landings are still a rare event for most people. Any landing near populated areas, on playing fields, picnic sites etc, draws attention and some curious, friendly soul will often approach for a chat. This is really good news and you need to switch into friendly, charming mode with a hint of helplessness – a lift to the nearest station can easily result.

Jonny no mates (*or is it better to be with company*)

Two parts to this. We all have mates (don't we?) With a bit of pre-flight thought given to the getting back part it is possible to leave cars at strategic points. Most sites have that killer last bit that is off the beaten track. Last year I got back from near Masham to Hawes fairly easily – to then be faced with a long walk up to take off for my car. Dodd Fell would have been even worse! Generally, with that sort of walk I knock on a door and ask to leave my glider. It's always easier to work the retrieve with mates, but try to avoid being the tail-end Charlie who (it's assumed) will fly the shortest distance; establish a ranking in the pecking order and question your popularity. The downside to pre-flight planning is that in our eagerness to fly we neglect it or it is at best sketchy.

Fly with others; land with others. Easier said than done. A small group trying to get back makes hitching difficult unless you split, however, it allows cost sharing if you choose a taxi. It's also likely that someone is better prepared than you and has done some pre-flight legwork. You may even hear those magic words, "My wife's on the way".



Ed's Coaching Column—**Retrieval** (Cont)

Hitching (*where you learn a lot about human nature*)

I used to be so bad at this I carried a mirror and comb and got complexes. Now I realise it ain't only what you do, but the way you do it. A lot is common sense. Even if it means a little walking first to pick a good place. I try to imagine it from the driver's perspective. Drivers need to identify who and what you are clearly and with good thinking time – or they are past you. A BIG sign (at least A3) identifying you simply as a pilot and with a 'please' is enough forget thumbs. You also need to make it as easy as possible for them to make decisions that favour you and guide their actions. Fast roads aren't good, but stretches offering good advance visibility are; choose places with decent, safe pulling in spaces. Level is better than uphill or downhill; the steeper the gradient the worse it gets. Big smile, eye contact (but don't look like a stalker) and no dark glasses. Avoid the pitiful look although I have sunk lower than that.

Once you get a lift it's generally with a person who is the 'right sort' to chat and build relationships (platonic) with. Three times last year it resulted in getting taken right back to my car despite it being well out of the way. Now that is a result! Some regions are easier than others the English are shy, retiring and reserved, but better the further north you go; the Welsh are too suspicious for their own good, so hope for a passing Englishman hailing from north of Manchester, whilst the Scots don't seem to have forgotten the Clearances or Culloden (and I don't blame them). Generally, I find it easier abroad, but get your sign translated before you leave.

Comforts (*keeping it civilised*)

The only time I tend to feel hungry or thirsty is after landing – never feel either in the air. I find it useful to carry a drink and a few snacks and once packed away they are useful in those restful 'planning' moments when trying to formulate a plan for getting back. Always carry a credit card of some sort for fares, meals and the unexpected – access to money is always useful. If your smartphone is also doubling as a flight instrument ensure you have thought out the power drain or even carry a small external battery for emergencies. Switch off non essentials like wifi when airborne to prevent it hunting. Get to know the deadspots for your particular network. Reliable communication provides options. Use whatever tracking app (Livetrack24/Skylines) you wish or just send a Glympse message if you think you may go down and before you get denied any signal. One final point it has been known to rain in the UK, even at the end of a good xc day. If you think this a possibility some lightweight waterproofs are worth carrying.

Options for getting back (*know your infrastructure*)

With time and practice I've got to know the train/ bus routes but also using useful apps like:



- The Trainline
- Moovit

Just a few of the many examples for smartphones. I believe there are now some which will give you the location/distance from you and availability of local taxis.

Ed's Coaching Column—**Retrieval** (Cont)

Generally speaking the most difficult parts of any retrieve are the first (getting established on main transport routes) and the last (making the final kms back to where your vehicle is parked). One way to look at it is as a challenge – the aim being to get back as quickly and cheaply as possible. Many pilots fly xc each year and I can't recall a single one that is still out there someplace or had a close encounter with an armed nutter; that said many have some great tales to tell.

To put all the above into perspective and show I don't always practice what I preach. This year past (2012/13) I have:

- Got caught on the wrong side an ice cold, Scottish river – and fallen in trying to cross in stocking feet. *(Was the extra 500m worth it?)*
- Found myself dodging from tree to tree out of Coverdale in a rainstorm. *(Carry waterproofs)*
- Happily accepted a ride in a smelly fishwagon. *(Sometimes it's worth being smelly)*
- Been mistaken for a 'real' pilot because of my airmap. *(Accepted the insult for the lift)*
- Refused a lift from two young ladies in a Smart car *(There are limits)*

Coaching News: Next month's Skywords will have the new, updated list of coaches plus some guidance for both coaches and their role and what the coached can expect in terms of support.

There will also be a 2014 coaching registration form to help form the 2014 coaching list. This will appear on the website under the coaching section from about mid February.



January Club Night

The January Club night was attended by around 25 members, which is thought to be a record for the first meeting of the year. The thoughts of the vast winnings available obviously overcame the potential for deep humiliation at exposing our lack of knowledge. Trev put together a series of about 30 questions, based largely around the pilot exam. The most difficult question was probably "what question number are we on now", which every seemed to have a different answer to. However, if you knew your clouds, could use a polar curve proficiently, and listened carefully to those around who knew more than you did before writing down your answer, you were safe.

We should clearly be more respectful of our Chairman, who won easily with a score of around 85% and took home the £15 first prize. First amongst the losers were Tam and Pete Balmforth taking home the £10 and £5 minor places prizes.

Many thanks to Trev for an entertaining evening.



Safety First . Pete Spillet, DHPC Safety Officer.

This is an interesting article written by Toby Colombé of www.passionparagliding.com and joint organiser of the GIN Wide Open about reserves (known in France as 'second chance').

Second Chance

Whilst visiting St Hilaire a few years ago I spent a few attentive hours watching the brave and the willing slinging themselves down a zip wire "chucking out their washing". Whilst most reserves billowed out reassuringly, almost as many opened slowly and seemed clingy and reluctant to inflate; others didn't come out at all. Those that refused to unfurl without considerable encouragement had all been repacked at least two or more years previous. The message of course is clear: **have your reserve repacked regularly**. How packed down and clingy a rescue parachute becomes will depend on many factors, like humidity, how the harness is stored and transported, whether or not the pilot sits on his harness and even static electricity build up. A reserve that opens quickly might take a second or two to fully inflate. One that takes three or four or more seconds to open might result in considerable extra height loss. But extra height above ground might be a luxury that's not available. If in doubt have your reserve re-packed.

That your reserve needs repacking every year is not news to most pilots. Of more interest (and news to many pilots) is the importance of **how** the reserve is repacked and specifically **how** it is mounted into the harness.

Repacking events such as those held by several local clubs almost always yield some "interesting" results, with in some cases as many as 20% of reserves failing to deploy! Although generally speaking results tend to hover between 5 and 10% that's still an awful lot of pilots flying with what should really be termed ballast! Of course, how reserve parachutes are folded and how often, are both very important, but more important still is how that lump of cloth is mounted into your harness. This is where most of the problems seem to arise. Perhaps you have your reserve professionally re-packed but mount it yourself? Here's a few of the more common problems that we've noticed over the years. Most of these problems will render a reserve absolutely useless.

Some of the more common loading errors:

1. The reserve is not attached

Yes, I know this sounds like a proper "Noddy" mistake, but it still happens surprisingly often. A reserve needs to be attached to the bridle of the harness and by extension the harness and YOU. Throw it out unattached and it will sail off into the distance about as much use as a handkerchief. Attach your reserve to your harness.

2. Handle pulls reserve bag BEFORE pins

This error causes the reserve to jam and sometimes no amount of brute force is going to get that washing out. This issue is best explained by **photo1**. Notice how the webbing attaching the handle to the reserve deployment bag is nice and slack allowing the pins to come out **BEFORE** tension transfers to the webbing. The correct set-up illustrated in the photograph ensures that the pins are released first, thus allowing the reserve to slide out and deploy easily immediately thereafter .

Safety First—Second Chance (Cont)



3. Handle has Velcro attached on too strong!

Problems with Velcro are several, but specifically be aware that if your handle is of the Velcro variety it can “stick” if left on too long . Practise pulling your reserve away from you rather than up. Also make sure that the Velcro doesn’t grip too well. If too much force is required to un-hinge the Velcro, cover some of it with some male Velcro to reduce the surface area.

4. Velcro near pins with cord that can catch.

This is a problem we’ve seen a few times particularly on certain harness types. *Photo 2* (below) shows one example. Here the string attaching to the pin is trapped between the male and female Velcro and can sometimes catch on the male Velcro. One way to remedy this is to cover the string with some tape to avoid any "catchiness" and ensure that the pin can be made to slip out easily. On the example in the photo we also see a small piece of Velcro has been added to help keep the pin in place. Use this kind of thing with care and if in any doubt test pull your reserve (on the ground!) to make sure that it releases easily. Check this from time to time.



Safety First—Second Chance (Cont)

5. **Pins attached (string etc.)**

A less common error, but since it's another problem that turns your reserve into nothing more valuable than ballast; it's definitely worth a mention. Remember that those pins need to come out easily. If using pieces of string to help you get the pins in when mounting your reserve parachute, then remember to remove them afterwards!

6. **Careful of nylon to nylon**

Your reserve parachute is attached to your harness via a bridle. The bridle is usually made of nylon webbing. The attachment points on the harness on each shoulder are also usually nylon webbing. Under the shock of reserve parachute deployment these two pieces of nylon can rub together at high speed and create sufficient friction to cause the nylon to "burn". Whilst the likelihood of this is rare there has been at least one known case where the friction has been sufficient to cause breakage. We would therefore suggest that you attach your bridle to your harness using karabiners and that these be securely fastened using a spanner to prevent the karabiners working loose over time.

7. **Deployment bag must not be attached to reserve**

Yes, we are now entering Noddy territory once again. But because we keep seeing these life threatening errors we're duty bound to mention them. In a bid to save their deployment bag we have seen some pilots insist on attaching their deployment bag to the reserve thereby preventing the reserve from inflating. – Don't try and "save" the deployment bag! Throw it away. So what if you never find it again!

8. **Reserve wrong way up – probably the most common error of all.**

Although the reserve being placed the wrong way up is rarely the end of the world it could render deployment more difficult. Make sure that there is no rotational force on the reserve. Rather, the reserve should slip out smoothly without any tendency to catch on the harness.

These are just some of the more common packing mistakes that we have seen. Believe it or not, there are many more, so if in any doubt at all by all means have your reserve repacked, but consider also having it mounted professionally as well.

In France earlier this year a pilot died when he froze in a deep spiral. He also happened to be flying *without* a reserve parachute! Make sure that *YOU* are not flying without! Fly with something that you know works.

When it comes to flying paragliders there is a mantra worth remembering:

"If in doubt, chuck it out!"

So far, mine has proven to be a complete waste of money. My hope is that yours too will prove to be a complete waste of money. Happy safe flying

December 2011

Toby Colombé



Safety—Upcoming event

Still Places available for:



DHPC Reserve Repack 2014

8 MARCH 2014 (10am – 2pm)

St Marys School Menston, Leeds.

Brilliant value, just £10

When was the last time you checked your reserve?

Manufacturers recommend repacking your reserve every six months. Bill Morris from the BHPA is coming to do a reserve repack day with the Dales club.

All welcome including hang glider pilots – no need to be a Dales Club pilot.

To book email Peter Spillett at pete@petensara.com or see details on website under events.

Emergency Action Card

I suspect that like most pilots, when I have some time on my hands, I like to trawl around on the web to see what's going on in the paragliding world, learn a bit more about our sport, and see what others are up to. Recently I came upon a discussion on the Cumbria Soaring Club (CSC) site, in which they were discussing an idea developed by the Pennine Soaring Club (PSC) - some simple instructions on calling out an air ambulance. The intention of the advice is to cut through some of potential difficulties when making initial contact with emergency services, give you a better chance of getting the air ambulance out, and enable you to give them succinct and useable information on your whereabouts. A link to the PSC page is here:

<http://www.penninesoaringclub.org.uk/uploads/media/Emergency%20Card.pdf>

Notwithstanding that it is possible to debate many of the issues raised with this advice (you really can't talk to the helicopter pilot / what if you haven't got a whistle etc etc) the consensus both at PSC and CSC, and at a recent committee meeting of DHPC was that having such information to hand could potentially be very useful. For this reason, and in response to a request on the CSC website, we have developed a Dales version of the PSC "emergency action card", ensuring that it complements the club's Incident Management advice in the Club Handbook. It is reproduced below for you to print out if you wish. It will also be available on the [forum](#) (including a larger format).

EMERGENCY ACTION CARD																											
<p>1. TAKE CHARGE - Preferably a club coach. Allocate responsibilities.</p> <p>2. SECURE WING and any other potential dangers. Don't let the situation get worse.</p> <p>3. ADMINISTER ESSENTIAL FIRST AD. Do not move anyone with potential back or head injury unless they have stopped breathing or are in immediate danger. Remember: Airway, Breathing, Circulation</p> <p>4. DIAL 999, ask for ambulance. Advise "paragliding accident, fall from height, suspect significant injury, difficult access, helicopter needed". Give OS grid ref. When helicopter dispatch confirmed, give phone to first aider - dispatcher can advise.</p> <p>5. If casualty is in difficult terrain CALL MOUNTAIN RESCUE. Dial 999, ask for POLICE first, then MOUNTAIN RESCUE. Give grid ref.</p> <p>6. PREPARE FOR HELICOPTER. Clear airspace. Use radio (dub freq 143.850 MHz), or whistle blasts - anything that works. Secure all equipment. Construct large H on ground with wings - to be secured when helicopter arrives. When it does:</p> <p>7. INDICATE CASUALTY. Stand with arms in Y shape, back to the wind. Do not wave.</p> <p>You should read the Incident Management section of the club handbook frequently You should register your phone with the 112 service</p> <p style="text-align: right;"><small>Ver 4, Jan 2014</small></p>	<table border="1"><thead><tr><th colspan="2">Dales Hang gliding and Paragliding Club Main Site grid references for Air Ambulance</th></tr></thead><tbody><tr><td>Barkin</td><td>Sierra Delta 675 870</td></tr><tr><td>Brant Side</td><td>Sierra Delta 778 866</td></tr><tr><td>Cow Close</td><td>Sierra Delta 890 732</td></tr><tr><td>Dodd Fell</td><td>Sierra Delta 829 838</td></tr><tr><td>Hawkswick</td><td>Sierra Delta 951 713</td></tr><tr><td>Nont Sarahs</td><td>Sierra Echo 018 137</td></tr><tr><td>Semer Water</td><td>Sierra Delta 909 880</td></tr><tr><td>Stags Fell (DHPC Only)</td><td>Sierra Delta 870 927</td></tr><tr><td>Tailbridge</td><td>November Yankee 804 050</td></tr><tr><td>Wether Fell</td><td>Sierra Delta 868 867</td></tr><tr><td>Whernside</td><td>Sierra Delta 725 788</td></tr><tr><td>Windbank</td><td>Sierra Delta 966 704</td></tr></tbody></table>	Dales Hang gliding and Paragliding Club Main Site grid references for Air Ambulance		Barkin	Sierra Delta 675 870	Brant Side	Sierra Delta 778 866	Cow Close	Sierra Delta 890 732	Dodd Fell	Sierra Delta 829 838	Hawkswick	Sierra Delta 951 713	Nont Sarahs	Sierra Echo 018 137	Semer Water	Sierra Delta 909 880	Stags Fell (DHPC Only)	Sierra Delta 870 927	Tailbridge	November Yankee 804 050	Wether Fell	Sierra Delta 868 867	Whernside	Sierra Delta 725 788	Windbank	Sierra Delta 966 704
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Another issue is of course that the emergency situation may not occur at take off (all the grid references above are for the take off at our sites). If the GR on the card is not going to be accurate enough for the ambulance to find you, have you yet got an app on your smart phone that can instantly give you your position in OS format? *Skywings* recently highlighted the Devon Air Ambulance app, which will of course work anywhere in the UK, and also gives useful advice - android and iphone versions available free. A quick google will find many more. A couple of minutes preparation doing this now, and you and your flying mates could be a lot safer next time you're on the hill.

Now, back to paragliding forum.com

Tam—Skywords Editor



SITES FOCUS by David Brown, Sites Officer North

Stags Fell

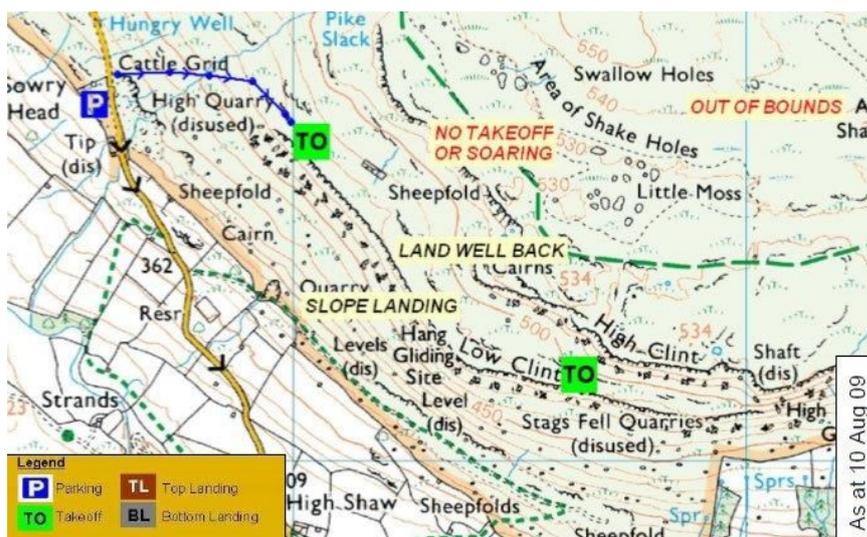
There isn't much flying activity at the moment for obvious reasons but it won't be long before the flying season starts in earnest. With this in mind, it is, perhaps, an opportune time to start a fairly regular article focusing on our flying sites. This, I hope will be of help and interest to our new or less experienced members and this month the focus is on **Stags Fell**, our "members only" site.

This site has some sensitivity regarding the number of pilots in the air on the request of Mr Richard Johnson, the land owner, who asks for club members only and is limited to 12 in the air at a time. Members are expected to know this and abide by the rule, visiting pilots might not. It is a particularly popular site, especially with some XC pilots, and we do not want to threaten its availability.

However, since this article is aimed more at members new to our sites, it should be noted that Stags Fell is advised for experienced PG pilots only (for expert HG pilots due to the difficulty of bottom landing options). What this means in reality is pilots new to the site and confident of their take off and landing abilities and should seek guidance from an experienced pilot or coach when visiting the site for the first time. It is important to be fully briefed about take off areas, some of which are subject to rotor, and more especially landing options. Some top landings are subject to rotor especially on the south face. Also, there are two landing areas near the car park which are already used by pilots familiar with the site and can be pointed out before flying. For this I would encourage the use of one of our club coaches, details available from the club's web site.

Stags Fell is one of my favourite sites with XC potential all the way to Berwick on Tweed and beyond, the site record being Lowich in the Borders. A top Cumbrian pilot flew to Eyemouth in 1997 but was not a member of the DHPC and therefore this cannot stand as the official record. More recently it has produced some good triangular flights and with promising 'out and return' potential. It is also a great scenic site in its own right, located in such a wonderful part of the Yorkshire Dales overlooking Hawes; overflying Hardraw Force is guaranteed to be a memorable experience.

The bottom line is that Stags Fell is one of our best sites in the Dales, and for some one of our most popular, but it needs to be treated with respect.



Social —The Farmers' Dinner—an invitation to attend.



The Dales Club Farmers' Dinner on



*Saturday 1st of
March 2014*



The Craven Arms, Appletreewick

info@craven-cruckbarn.co.uk

Dress code smart casual, 7:30 for 8pm

We are moving this event to the highly recommended venue of the Craven Arms at Appletreewick. As usual we'll meet in the bar for drinks from 7.30pm where there will be a free tab for the farmers. At 8pm we'll move through to the Cruck Barn dining room to tuck into a scrumptious 3 course meal. During coffee Trevor Birkbeck, standing in for the Chairman, will thank the farmers for their continued hospitality and then we'll launch straight into the raffle. Oh and there may be the odd balloon/helicopter as well...

We plan to run the minibus service for the farmers around Hawes again - if there is sufficient interest. We may even be able to squeeze a few members on board. The function room seats 50 and so everyone will be strictly limited to 2 tickets (although we'll run a reserve list).

The Craven Arms has no accommodation but there are a number of B&Bs within a short distance if required. You could even consider camping...

The club will be paying for the farmers. The cost for members is £23.00 per person.

Social —The Farmers' Dinner

Cruck Barn, Craven Arms, Appletreewick

March 1st, 2014. 7.30 for 8pm

Menu

Please select the menu of your choice from below (by 21 Feb) – one starter, one main and one pudding for each person – see booking form on next page

Starters

Soup of the day and homemade bread.

Chicken liver pate, Red onion marmalade and homemade bread.

Hot smoked chicken and Black pudding terrine and apple chutney.

.....

Main Courses

Locally sourced roast beef, fat roasted potatoes, Yorkshire pudding & fresh veg.

Pan fried Fillet of Salmon, Confit red onion, beetroot & Spanish risotto.

Vegetarian Lentil, Stilton & Walnut sausages, roasted root vegetable mash and vegetarian gravy.

.....

Desserts

Sticky toffee pudding & toffee sauce.

Poached pear & chocolate sauce.

Treacle tart and custard.

.....

Tea and Coffee

Social—The Farmers’ Dinner

Now you’re hungry, here’s the good bit—sign up here!

The Dales Club Farmers’ Dinner 2014

Booking Form

First and Surname	Starter			Main Course			Pudding		
	Soup	Pate	Smoked Chicken	Beef	Salmon	Vegetarian Lentil	Sticky toffee	Poached pear	Treacle tart

Contact Name: _____ Email: _____ Tel: _____

Please enclose a cheque made payable to 'DHPC' and post to (**deadline 21 Feb**):

DHPC Farmers’ Dinner, c/o Tony Pickering, 51 Granby Drive, Riddlesden, Keighley, BD20 5AU Tel – 01535 662846

I enclose a cheque for £_____ for _____ people (£23.00 each).

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

We will try to organize a minibus for the farmers if there is sufficient demand. It is likely that there will be a central pick up (Market Hall in Hawes) at 6.30pm, and it will leave the pub for the return journey at 11pm sharp!

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

Pronunciation

Is it “Appletreewick”, or “Apptrick”. I’ve heard people swear on both forms.

Perhaps the farmers will know?

Tam

Spend and Save Opportunity!



Neil Plant DHPC Membership Secretary

Membership Renewal

This is the time of year that membership renewal emails and letters are sent out. You should have received yours recently. If you haven't, please let me know (membership@dhpc.org.uk).

Members are reminded that there is a 10% discount for paying online by the end of February.



Simon Goodman - Competition Corner

We're well past the winter solstice now and already the days are starting to draw out meaning that spring and the prospect of some decent XC flying is hopefully not too far away. In the meantime, when there is the odd flyable day amongst the gales and rain, keep hold of any track logs for submission in to the winter XC league (covering flights November-March). Announcements will be made when this opens up soon. The summer XC league can be expected to be open from 31st March.

We can also look forward to the announcements of the Lakes Charity Classic and Pennine Parafest which are usually around the last weekends of May and June respectively.

The excellent Ozone Chabre Open, which is run as friendly introduction to competition flying for less experienced pilots is running 27th June-4th July. Registration opens on 8th February. More details at <http://www.flylaragne.com/>.

DHPC Photo and Video Competition 2014



Winner of the 2013 Competition – Nont Sarahs by Kristof Telus

Competition Corner—Cont

DHPC are proud to announce the 2nd annual free flight photo and video competition. The contest is open to all DHPC members, with a closing date of 31st March 2014. Results to be announced at the April club night alongside the trophies. A years free membership and mystery trophy will be awarded to the overall winner together with additional prizes for category winners.

The competition is split into photograph and video categories, and anybody can enter up to 5 photographs and 3 videos (but it can be less). Videos should be a minimum of 2 minutes, maximum 6 minutes. Entries should have a free flight theme or connection, but the subject is completely open. Entries must have been taken, or produced/edited by the submitter. Entries must not have been previously submitted to last years competition.

Entries will be judged by members of the club via an online voting system (details to follow), and will also be shown in a video and slide show on the evening.

Awards will be made for:

- Best overall photo and video
- 1st & 2nd place UK photo/video
- 1st & 2nd place International photo/video

Submitting your entries

Photographs

We have set up a Flickr open group for the photo competition which anybody can join. You can login with an existing Flickr account, Yahoo, Google or Facebook account:

<http://www.flickr.com/groups/dhpc2014/> .

You just need to upload new photos to Flickr once signed in, join the DHPC competition group, then add photos to the group from your Flickr photostream.

- Each member can enter up to 5 photos to the competition.
- Pictures must have been taken by the member, and must have a free flight theme or connection.
- Pictures can be either UK or overseas based, there will be prizes for both categories.
- Please provide your name and short caption describing the context of the picture in the comments box for each photograph.

Any questions comments – please post in the DHPC forum: [viewtopic.php?f=11&t=1063](http://www.dhpc.org.uk/viewtopic.php?f=11&t=1063)

Videos

Videos should be hosted on YouTube or Vimeo. If you don't have an account with one of these services, then you'll need to sign up - don't worry it's really easy, just go to the relevant website and follow the instructions there.

Competition Corner—Cont

To enter a video, create a new post in this topic on the DHPC forum: viewtopic.php?f=11&t=1064. Embed the video in your reply using the relevant video tags from post tool bar

Each member can enter up to 3 videos to the competition.

Videos must have been produced/edited by the member, and must have a free flight theme or connection. Contributions by others to the video (e.g. footage) should be credited.

Videos can be either UK or overseas based, there will be prizes for both categories.

Please provide your name and short caption describing the context of the video in your post.

Any questions or comments please post in the competition forum topic: viewtopic.php?f=21&t=1065.

Simon Goodman

Competitions Secretary



..and finally on competitions:

Skywords

The Skywords title site: Semerwater, by yours truly. Email me or put yours on the forum for future use! Tam





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.

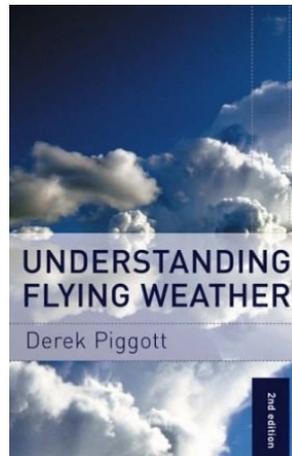
If you would like to pre-order any item from the catalogue feel free to send me an e-mail (Melise_Harland@yahoo.co.uk) and I will reserve it for you. If you have any suggestions for things you would like to see here let me know.

Book review

Understanding Flying Weather

By: Derek Piggott

2nd Edition 2004—96 pages



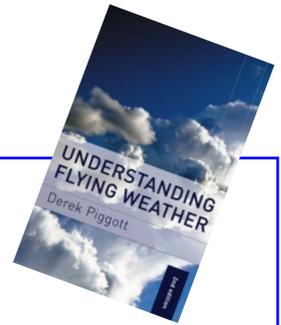
Reviewed by Martin Baxter

Whether you are studying towards your Pilot Rating, or have forgotten everything you knew when you took the exam, you can never know too much about the weather. This handy ‘pocket’ sized book could help you in your studies, or provide that useful refresher that you know you need.

What the blurb says: *“Understanding Flying Weather* is Derek Piggott's introduction to meteorology for glider and light aeroplane pilots. In simple and accessible terms it explains how atmospheric phenomena can be used to improve flying performance and to make flying both economical and enjoyable.

Taking into account advances in satellite and computer technology, the book describes pressure patterns, cloud formation and how soaring conditions can be used to advantage, as well as detailing the effects of depressions, anti-cyclones and local topography.

Its uncomplicated text and diagrams cover the syllabus for the British Gliding Association Bronze 'C' Certificate and so will be particularly relevant to those studying for this important examination.



Derek Piggott MBE was Chief Flying Instructor at Lasham from 1953 to 1989. He is very highly respected throughout the gliding world and is the author of several standard reference books.”

The book is broken down into the following chapters:

- The airmass
- The pressure pattern
- Depressions and anticyclones
- The atmosphere
- Clouds
- Local topography
- Soaring conditions
- Advice on using soaring conditions
- Revision questions

This book is a little dated referring to ‘VOLMET’ and the ‘shipping forecast’, rather than XC Weather and RASP. Initially I was excited at finding a book aimed specifically at gliding pilots, but I was brought down to earth by the statement ‘(thermals) can be used by gliders, light aircraft of all kinds **and even parachutes.**’ But I suppose that it’s all relevant. It’s based upon UK weather. I’m a little sceptical of Derek’s insistence that powered aircraft could benefit from rising air: it certainly never crossed my mind whilst I was flying powered aircraft (mind you I wasn’t paying for the fuel!).

I won’t try to cover all the material in the book. Suffice to say it’s a concise book on flying weather that covers most of what you should know. It’s a bit dull in places and I would have liked more pictures and photographs (none of which are in colour). I like pictures of clouds! The section on sea breeze fronts was good, but the advice on thermalling techniques wasn’t. Certainly not as comprehensive or well explained as you would get from Pat Dower 😊

Interesting tips that I picked up are as follows:

- Don’t try to understand how depressions and anticyclones form. Just accept that they do, and save your brain power for something more important.
- Wind direction at ground level is always 30° less (backed) than that indicated by the isobars on a chart.
- As the day warms up the wind strength increases (by about 5kts) and the direction tends more towards the geostrophic (isobars at 2,000’). It reverts towards the end of the day.

I couldn’t resist the question and answer section at the end and perhaps that is the best starting point. If you can answer all the questions correctly there is no need to read the book. If not; dig in. If you want to get a feel for the book the first 30 pages have been reproduced [here](#).

Club Coaches— this list is due for renewal at the end of January

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	kray@talktalk.net	07794950856

Paragliding Coaches

Name	Availability	Location	Email	Contact Telephone Number
Ed Cleasby DHPC Chief Coach	Various	Ingleton	xflight@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	anthonyandzena@hotmai.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@advaoptical.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.couthard2@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