

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

The Black Horse
Otley LS21 3AS
7th February – 8pm start



Simon Scott

who was a member of the UK
Paramotoring team, 2012 selected
for the British PPG team and
competed at the
FAI PPG Worlds in Spain

Club Night

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Ian Curren

Northern Paragliding

PG Safety & First Aid

At last First Aid specifically aimed at
Paragliding/Hang Gliding incidents

Inside this month's issue:

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Chairman's Chat

I need a new harness. Like most of us I bought my first (and second) harnesses on the advice of the school where I learned to fly. It was an easy decision for me because I got it tax free! But my trusty Charley Index is now more than 10 years old and I feel I need to upgrade: at 6.5kg it's just too heavy and doesn't have any of the mod cons like a stirrup, airbag or hydration set up. A couple of years ago I remember lifting Kate's glider out of the back of my car at the bottom of Cow Close Fell. She had roughly the same sized glider as me but her pack was only about 15kgs instead of my whopping 20kgs. When my current reserve expires I'll be able to save about 1kg by replacing it with a lighter one, but I need to look at harnesses first.

So what to buy? As with most things in life it's all about compromise.

My knees rather like the idea of going lightweight: walking up a big hill like Ingleborough and flying down; or walking down (with a smile) if the weather isn't playing. With this in mind I bought one of the first Supair Altirandos about 6 years ago. Very good in this scenario, but if you want to fly in competitions or soar with others a reserve is essential, and I just couldn't get on with one that is front mounted. The exposed routing of the bridle and the knowledge that it wouldn't work if I routed the speed bar incorrectly made me nervous.

I like the idea of a reversible harness: my empty rucksack weighs a massive 1.4kg. But whilst the concept is great there are disadvantages. The material (and zips) that acts as your airbag is the same one that takes the abuse as you fling your bag over walls and fences, bundle it into cars and minibuses, and entrust it to those careful baggage handlers at the airport. Some of the latest designs incorporate a double skin to try to overcome this problem. You can also put your reversible harness and wing into a normal rucksack until you have a big walk up to reduce the problem. I also find stowage a little more difficult. An airbag's effectiveness can be limited by how you pack your accessories in flight; and packing up on the ground can be challenging especially if you like to keep your glider attached to your harness all the time. Forcing all your gear into the bag can put extra strain on your rucksack and your airbag.

Last year I bought a second hand Supair Hybrid to try to overcome my anxiety with a front mounted reserve. At the Lakes Charity Classic I managed to carry it up and down Old Burtness. The pouring rain washed away my smile but my knees remained largely intact. The shoulder straps tend to fall off my (sloping) shoulders whilst ground handling, although I could probably sort that out by sewing the 'confidence' strap into a fixed high position. But the show stopper for me with the Hybrid was the reserve container: whilst the pins stay firmly in place the flaps would not stay neatly tucked in, making me less than confident that my reserve wasn't going to pop out at the least convenient moment. Reserve containers need to be robust to cope with the harness being frequently reversed, and recent designs all seem to unite in the principle that flaps are held in place with pins. On a positive note the Hybrid did introduce me to a stirrup for the first time; and I like that.

I aspire to fly XC and so I thought that I had better consider a pod harness. Owners rave about the fact that a flying suit can be replaced with a pair of shorts even up to cloudbase, but because I wasn't prepared to compromise safety, or take out a second mortgage on the latest kit; the weight put me off. Some also rely on the front mounted reserve that was seeking to avoid. I also prefer quite an upright position, and am wary of yaw inertia in the event of a collapse.

I haven't yet decided on my next harness, although I know it won't be a pod. My favourite reversible so far is the Gin Verso which has a second skin, but no stirrup. Or I could go for the same harness as Kate: a Supair AltiX 2. After all Jake seems to manage quite well on his...

Fly safely,

Martin Baxter
Chairman
Martin Baxter



Ed's Coaching Column

The past month has been a busy one, so rather than develop a coaching topic I'm going to use this first column of 2013 to highlight a numbers of things you may be interested in.

Some on what follows you may be aware of if you visit the DHPC website or look at the forum. However, Alex produced some interesting usage statistics for our website that I won't develop here, but essentially a lot of our membership are infrequent visitors at best, hence using Skywords to get the information to a wider audience.

Website coaching section

I've started to develop this and added a second page with lots of revision links for those considering rating exams. I'm very open to suggestions in terms of what you'd like to see there. This main page has photographs of DHPC coaches so they are more recognisable on the hill. Despite two requests for photos and a brief profile, there are still 10 who have yet to supply a photo (one apology). If you no longer hold a coach rating/lapsed could you please let me know so I can update the coaches list.

Joint Coaching Day – 10th March 2013

Dave Ashcroft and I will be hold a coaching day at the Brewery, Staveley, Near Kendal. Please check the website for the info' link.

We are still in the process of planning the day, but the title is '**CP to XC**' and it will cover everything necessary to achieving those first XC flights or improving those early distances. There will be practical activities, hopefully guest top XC pilots to provide 20 minute slots and if enough takers the opportunity to sit exams during the afternoon.

The numbers are limited to 25 and it will be open to non CSC / DHPC members **after it appears in Skywings**. In other words you need to decide soon as it fills quickly. The cost is £5 to cover the tea/coffee/ biscuits.

Further details will appear on the website as we firm things up.

Ingleborough fly-down

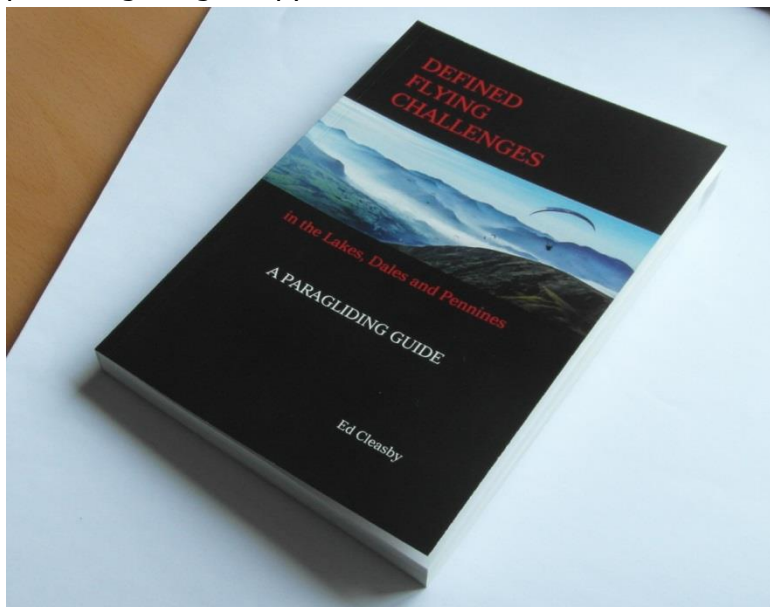
From this date on it could be called at short notice. We are after a calm winter's day on a weekend. Keep checking the website (forum and shoutbox).

Rating Exams

I plugged this last month and on the forum. To-date I have had only two requests which don't make running a revision session worthwhile. However, if you wish to do your own revision (most people do) and get in touch the exam can be arranged.

Defined Flying Challenges in the Lakes, Dales and Pennines

By the time you read this (about the 28 -30th of the month) I shall have taken delivery of DFC. The initial print run has been increased to meet demand so there shouldn't be a problem getting a copy.



Details can be found by going to www.xcflight.com

I am still working out my losses, but the price looks to be settling at £12 plus £1:90 post and pack. Going the print on demand route was pricing it at almost £24 being full colour throughout and almost 200 pages. Self-financing and taking a chance has reduced this a lot.

Please check my website for the best way to purchase and receive a copy. I will be bringing

a batch to the February Club Night if you wish to avoid the postage.



Still Places available for

DHPC Reserve Repack 2013

9 MARCH 2013 (11am – 3pm)

St Marys School Menston, Leeds.

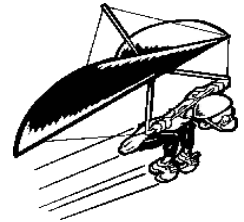
Brilliant value, just £10

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 – no need to be a Dales Club pilot.

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

Noticeboard



DHPC Trophies 2012

I am collecting back in all the trophies from the 2011 season winners during January, please bring to the February Club Night or get in touch and we can arrange postage or to meet for a handover rjb.world@gmail.com 01535 665148.

Nominations

We welcome email nominations for the following trophies for the 2012 flying season.



Fairbrother Trophy (Pilots Pilot) – who has been a real help to you with your flying or others this year.

Mark Sellen Trophy (services to the club) – who has given up free time to give something back to the club.

Thanks Richard Boyle

DHPC Photography & Video competition 2013

DHPC are proud to announce the inaugural annual free flight photo and video competition. The contest is open to all DHPC members, with a provisional closing date of 25th March 2013, assuming the trophy night will take place on the April club night. Entries will be judged and the winners announced during that event. A year's free membership and mystery trophy will be awarded to the overall winner together with additional prizes for category winners.

See the forum for more details.



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.

We are currently replacing the videos with DVDs so we now have DVD versions of Windborn/Champions of the Wave, From Nowhere to the Middle of Nowhere and Fly Away Home.

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.

SECURITY in FLIGHT 2 – Review

Ed Cleasby

First the confessional – followed by humble repentance.

When Melise thrust the Club's copy of Jocky Sanderson's, **Security in Flight 2**, into my hand it was slightly conditional on providing a review – I'm also a sucker when a woman smiles at me. For a week it sat to one side, unwatched and cast as another job to do. What a treat I was missing - and how it opened my eyes to what I should, but didn't know.

Stepping back to the mid 1990's I bought a copy of the original, Security in Flight; it was VHS tape back then, but still gave a pretty awesome insight into the world of extreme paragliding manoeuvres. I thought it was a class leader then, full of great action shots, clever filming, clear relaxed explanation and all from an unfazed and grinning, Jocky Sanderson – but the perfect just seems to have got a whole lot better.

Trying to find fault with SiF2 would be nit-picking and churlish I've tried to see what urks me or could be done better or omitted. I'm stumped! So let me instead scrape the surface of what is one superb paragliding production - and at under £30 a snip.



It all comes in a neat and sturdy fold out package. Inside are two DVD's – one covering the 'standard' manoeuvres, a second looks at 'emergency' descent techniques including reserve deployment. Finally, a slim, concise book that explains it all again if you missed something and wish to reinforce it whilst curled up on the sofa.

The videos are HD, split screen with a few others camera tricks thrown in – plus Jocky's calm commentary direct from the action. You have to be impressed as he, Alain Voller and other test pilots talk, almost matter of fact, as they fall and spin under a possessed glider. Oh, that I could feel that relaxed! Total video time is a whopping 170 minutes – almost three hours of captivating, entertaining, informative watching. It's not a teach

yourself – but it's essential viewing if you're about to do a SIV or pilotage course. In fact – it's essential viewing if you fly paragliders. I've been flying a long time, but I learnt a lot, and some of the descent techniques and reserve stuff were especially useful – I feel a whole lot better for knowing what I didn't know, I didn't know. Ignorance can be so bliss sometimes.

Very briefly – **video one** takes you through the usual canopy control techniques, then leads into ever-more difficult situations you may encounter, what causes them and how to react. As Jocky switches between EN B and an EN D gliders it illustrates the differences in glider behaviour, recovery and also some of the latest thinking on pilot input (often counter to what used to be regarded as the correct pilot action) to safely correct matters more quickly. Just as glider design has moved on, so have the techniques to fly and recover them safely. Still having my old VHS copy of SIF and able to play it, it was quite illuminating to compare the old gliders and old thinking with the new – it makes you realise just how far we've moved on.

The **second video** I thought would be akin to the 'out-takes' – wrong again! In many ways I found it the most useful and it provided a few gems I hadn't considered. Gems, like spiralling against a single big ear to reduce the G forces and speed – and have the same descent rate as a



normal spiral. The importance and methods of gathering in the wing after a reserve throw. Why to land downwind in water and more. Loads of good stuff.

If there's any cautionary note in viewing SiF2, it's possibly that it's all made to look too easy and tempt you to try a few things when high over your local hill. There is a line that shouldn't be crossed without proper, professional instruction in a controlled environment. Appreciate that these guys are experts; they do it for a living. That said, one day the unplanned, big asymmetric or frontal may strike and it has to be useful to have some idea why, and how to react. Regular watching of SiF2 must go some way towards helping – but is never a substitute for proper training.

To conclude – this is essential viewing for all pilots. Nothing comes even close on so many levels.

At under £30 it's excellent value –or borrow for free from the club library – well, there should be a long enough queue to force you to buy it.

Do I have any gripes? Yes, I do actually. Why has Jocky not appeared to age since the first SiF?

Truly the Peter Pan of paragliding.

Dales Hang Gliding and Paragliding Club – November 2012

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 650372
Kevin Gay	Various	Ripon	krGay@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
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	mrBaxter@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	W/e's and school hols	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.

The Dales Club Farmers' Dinner

On Saturday 9th of March 2013



The Devonshire Arms, Cracoe

www.devonshirecracoe.co.uk

Dress code smart casual, 7:30 for 8pm

Following the success of the last few years it's back to The Devonshire Arms in Cracoe. 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 dining room to tuck into a scrumptious 3 course meal. During coffee 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 only seats 46 and so everyone will be strictly limited to 2 tickets (although we'll run a reserve list).

The Devonshire Arms has limited accommodation so if you want a room there book early (mention the club when booking and Barbara will give you a discount on the advertised prices). There are also a number of B&Bs within a short distance if that is more your style. You could even consider camping...

The club will be paying for the farmers. The cost for members is £22.50 per person.



Menu

Please select the menu of your choice from below (by 28 Feb) – one starter, one main and one pudding for each person – see booking form on next page

Starters

French Onion Soup with crusty bread.

Ham Hock Terrine with piccalilli and wholemeal toast.

Fried White Bait with tartar Sauce, dressed leaves and lemon.

.....

Main Courses

Roast Topside of Beef, with Yorkshire Pudding and Chefs jus.

Roast Fillet of Salmon sat on an onion and potato cake with lemon and black pepper sauce

Roasted Butternut Squash and garlic Tagnatelli, served with a garlic and roast vine tomato sauce

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Desserts

Vanilla Crème Brulee, with homemade shortbread.

Warm Chocolate Brownie with chocolate sauce and vanilla ice-cream.

Yorkshire Cheeseboard.

.....

Tea and Coffee

The Dales Club Farmers' Dinner 2013

Booking Form

First and Surname	Starter			Main Course			Pudding		
_____	Soup	Ham	White Bait	Beef	Salmon	Squash	Crème Brulée	Choc Brownie	Cheese
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Contact Name: _____ Email: _____ Tel: _____

Please enclose a cheque made payable to 'DHPC' and post to (**deadline 28 Feb**):

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

I enclose a cheque for £_____ for _____ people (£22.50 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!