

Skywords

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

Kate x

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Chairman's Chat

Last night's committee meeting was the first for 3 months so we had plenty to talk about. Highlights are as follows:

Model Ridge. By now you should be aware that Model Ridge is under new ownership. NYSC are involved in some tricky negotiations and, for the time being, have declared it as a 'members only' site. **This means that DHPC members can no longer fly it under our reciprocal rights arrangement.** The committee discussed the reciprocal rights agreement and agreed that, at least in the short term, we should do everything to support NYSC in securing one of the north's premier flying sites.

Coaching. There are 2 elements of our coaching strategy. Ed will continue to attempt to organise a coaching day each month, but novice pilots are encouraged to get in touch with a local coach – even if they can't take you out they will probably be able to advise you on the weather and where to go. The list of club coaches is contained on the website and in every copy of Skywords. Go on – call a coach. Who knows you may even motivate them to get out!

Forum. There is a section on the forum devoted to coaching. That is the place for novice (and not so novice) pilots to ask questions and hopefully get some answers and comments from those with more experience. Remember that there is no such thing as a stupid question.

Dales Bash. The plan is to rough camp with a portaloos at Dodd Fell. Five days notice will be given to (hopefully) ensure good flying weather. To be run in conjunction with a coaching day. The emphasis will be on social activities and flying, although it may be possible to organise some fun tasks for all levels of experience. Kate will be explaining her plans elsewhere in this issue.

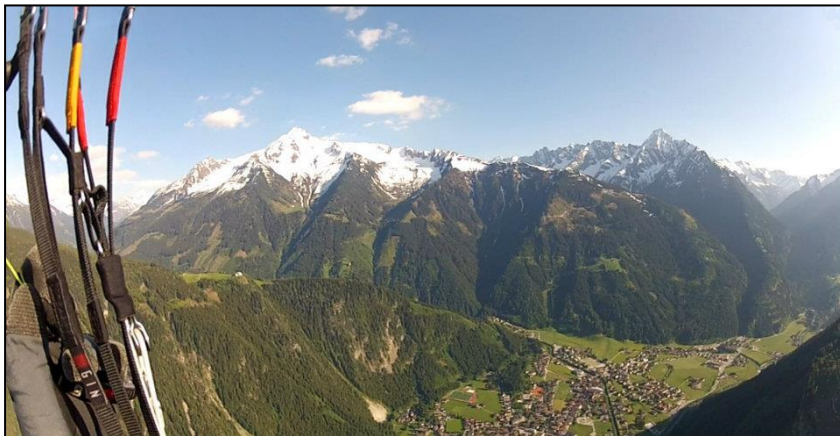
Club Discounts. Following suggestions from Andy Walker and Simon Goodman; Pete Logan has been set the task of negotiating some club discounts. Suggestions so far include Cotswold Camping and Nevis Sports, and we already have a 10% discount with Facewest. Once the deals have been agreed the details will be published here in Skywords. If you have any suggestions please let Pete know.

Fly safely,

Martin Baxter
Chairman

Zillertal XC

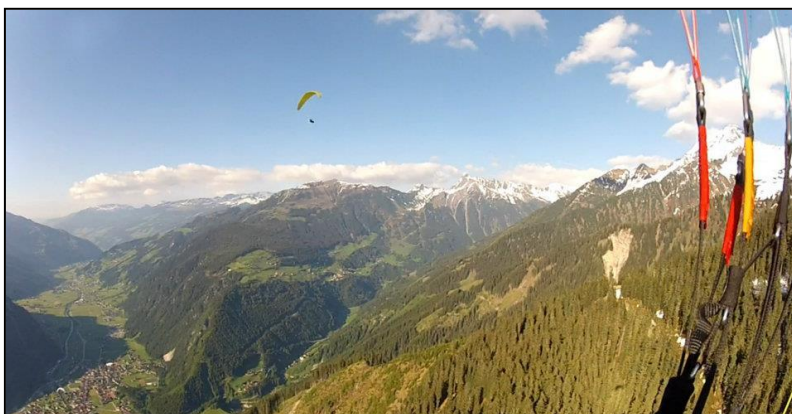
by Simon Goodman
Zillertal Valley Austria



Last week I was out with Kelly Farina in the Zillertal Valley Austria. Despite having some mixed atypical weather, it was some of the best flying I've done so far against a backdrop of jaw-dropping scenery. It was my first time flying up close in big alpine mountains, and I polished off my first proper Alpine XC's - modest but great fun and very educational at the same time. Kelly is an excellent XC coach and I would unhesitatingly recommend anybody to go and fly with him. Mayrhofen is a great little resort with stacks of other activities available, and some excellent establishments for après-fly - overall a wonderful place for a holiday.

The weather alternated between cold fronts passing through and stable days. The cold fronts dumped snow down to just 150m or so above the valley bottom, and the post-

frontal days had a screaming lapse rate going from about +25oC in the valley bottom to about -12oC at 3000m - so some caution was needed! The post-frontal days were followed by stable muggy days and then the cycle repeated. Out of the week we had two epic days, two boating/weak thermal practice days, and two rained off.



Day 1 - Low cloud base and light rain, no flying but got to check out the landing fields and had some alpine flying theory from Kelly.

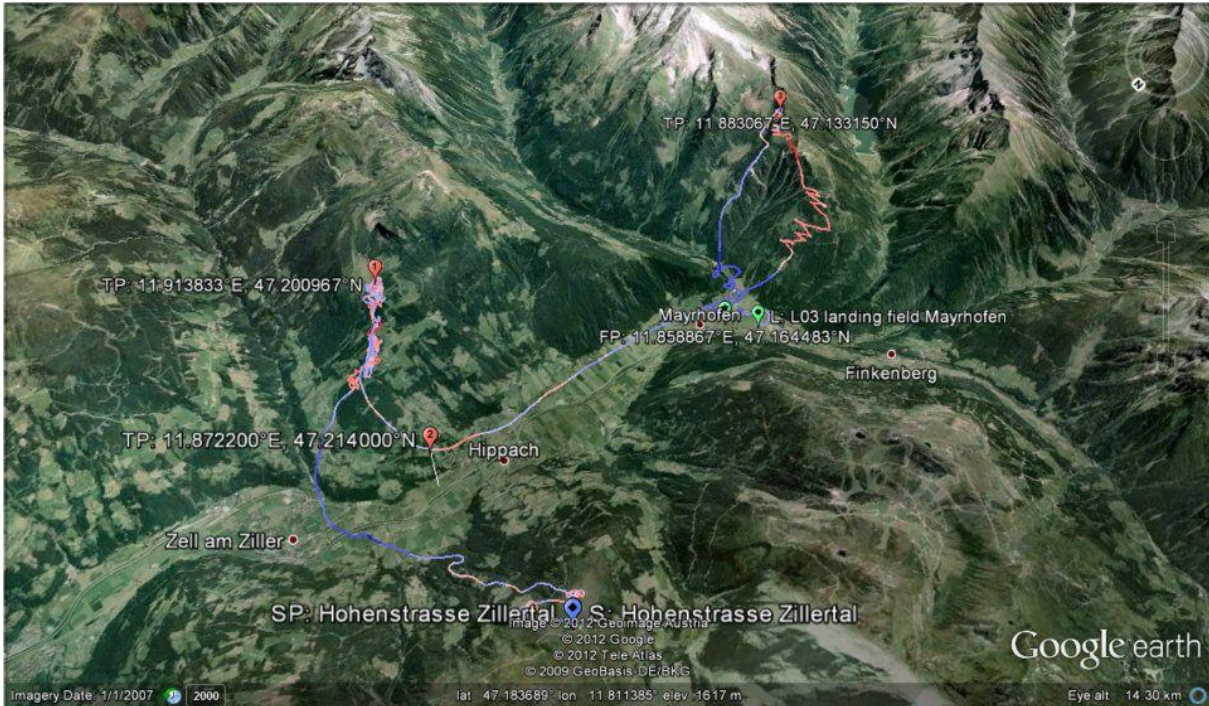
Day 2 - First epic day. Screaming lapse rate, conditions too rough to fly early on. Launched at around 4pm from the high Hohenstrasse take off - crossed the valley and worked up a north facing spur using weak thermals and valley wind. From there moved south down the valley in buoyant air to the valley head, and surfed up to about 2300m on the flanks of the Ahornspitz. Too much turbulence around the inversion to make it on to the mountain itself, so landed in the Mayrhofen landing field for 23.5km and a beer. Stunning Alpine views in the evening sun - just amazing.



Day 3 - Very stable, launched from the lower Perler launch, nothing much working, short boating flight before a strong turbulent wind picked up.

Day 4 - Another cold front passed through, no flying

Day 5 - Epic day 2. Fresh snow, cold air and strong sun made for feisty conditions again, but amazing flying over snow covered mountains and forests. Launched from Perler and hooked a climb up to base at around 2500m. A short run north, crossed the valley, then another dash north to a turnabout 1/2 way down the valley using a cloud street above the ridge top. Returned the same way and landed at the Bugerstrubber field - extremely cold at altitude so couldn't sustain too much more. Around 23km via the turn points, or 30km if you count the extra wiggly bits. Finished off the day with a late afternoon boating flight.

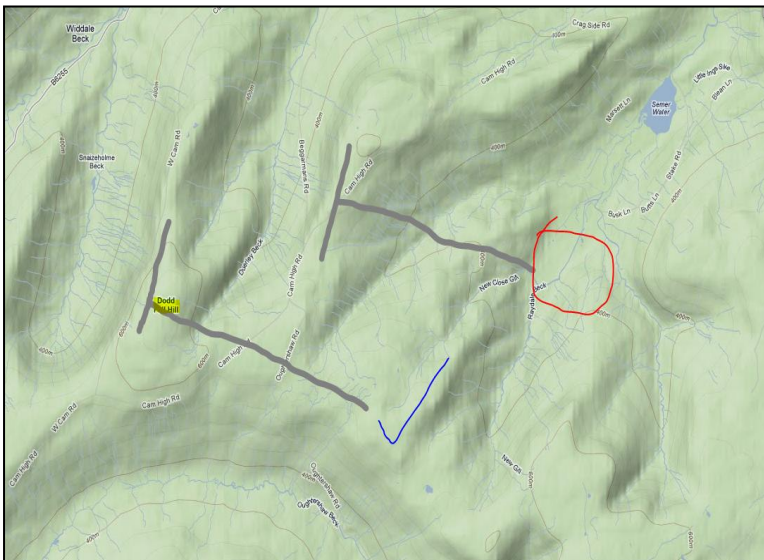


Day 6 - Stable again, so some weak thermal practice for an hour or so. All our guys managed to stay up whereas most other visitors were sinking out.

Simon Goodman

It's Dodd Stupid!

Pete Logan



So yesterday (Wednesday 16th May) was another example of Dodd being the place to be for certainly XC and probably general flying about as well. Chris, Alex, Jake and I had checked the wind before turning up the Cam High Road to go straight there. As Alex and I climbed out of Dodd at well before eleven in the morning we were shouting to each other about the convoy of cars coming over from Wether to Dodd.

In the last few years we've been going consistently to

Dodd rather than Wether because of its better characteristics. I've written as many of them down here as I can think of. Next time you've got the choice, go to Dodd and make your own mind up.

Pros

The thermals are better.

I don't think I'm sticking my neck out too much here when I say that the thermals are stronger, straighter, more, well formed and more consistent at Dodd than at any other site I

know. Most of my visits to Dodd have resulted in a taking a single strong thermal straight to base over the hill. At Wether I often have to join several weaker thermals together to build a climb out whereas Dodd tends to boot you into orbit, often with above 4m/s showing on the averager.

It could be something to do with the valley shape. It's a little larger than Wether's valley and I get the feeling it's more sheltered allowing better heating of the air down in the bottom. When it releases that air it's in a stronger and more organised mass than Wether meaning that there seem to be fewer problems with getting blown back in scratty thermals at Dodd than Wether.

The ridge is longer.

This translates to low stress flying with a larger area to search for lift. As a bonus you can get a ridge run in that adds a few kilometers to your XC. If you're staying at Dodd for the flying it's safer with fewer pilots in your way.

The ground over the back is ideal. Over the back of Wether is ideally what you don't want.

This one really is a no brainer and my fine diagram above illustrates. When you leave Dodd the ground is high, dark in colour and pretty consistent like that all the way to Buckden Pike. I generally get a couple of top ups on the way to Buckden followed by a decent climb on the pike itself. Since there's no descending ground the air is free to heat up and form thermals over the back. Contrast this with Wether where there's a drop off into the wide Semer valley featuring trees and water which are not great thermals sources. Speaking from personal experience I've never had a one thermal wonder from Dodd but managed to have racked up five or six from Wether. Believe me the blue hole over the back of Wether is very real.

It adds a few kilometers to your XC.

With a couple of beats of the 4km ridge you've added 8km onto your XC plus the few km that Dodd is in front of Wether before you've really started your flight. I'm guilty of not doing this or spending enough time just flying Dodd but that's a symptom of having good climbs out of there.

If it goes wrong on Dodd you can drop onto Wether.

So long as you have 1000ft above Dodd you'll make it to Wether. So if you fall out of the bottom of your thermal and you'd committed over the back you can still carry on flying Wether and get a second chance. There are a couple of options for flying the hills over the back of Wether but they're shallow and scratchy generally.

Dodd takes more directions than Wether.

It's way more tolerant when the wind has north in it but it does shallow out so that can leave it more at the mercy of having the right wind strength to stay up. Wether can just squeeze a WSW which I don't know if Dodd would be okay with - feel free to chip in and reply if it's okay or not in your opinion.

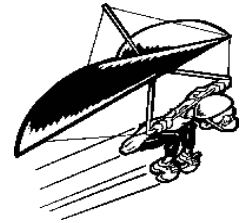
Cons

There's no getting away from the fact it's a bit more isolated than Wether. It hardly matters when you're getting there in the car especially since you know what it's doing at Dodd just by getting out of the car at the lay-by where the Cam High Road joins with the road down to Gayle. The possibility of a walk to get the car from a retrieve back to Hawes or Wether is what puts people off. You can either take the view that that's a price to pay. Or, do like others quite often do after their XC, and go fetch your car the next day using a mate for a lift. Strategic car placement can help. We usually leave a car on the A59 at Swinsty reservoir since that would roughly be on track for an XC from Dodd or Wether. In truth that's only really helped us out once though in a few years of doing it.

There's the odd bit more limestone to catch your lines on but nothing serious. And that's it in for the cons. So no excuse not to go there in future.

Pete Logan

Noticeboard



Cumbria Soaring Club

Be warned that the Red Arrows will be performing at Whitehaven on 3 June. They will be transiting via Wastwater immediately before the event. A Red Arrows restricted area is a total no fly zone. It wouldn't be good publicity for us if an errant free flyer flew into the restricted area and the display was cancelled. See the News tab on the home page of the web site for details

Ian Henderson

Pilot Development Week in Annecy with Pat Dower

Monday July 16th – Monday July 23rd 2012

A week of flying and learning in the premier flying venue of the French Alps! This course is all about developing your personal flying skills. Our pilots work on a wide variety of areas, for example:

- thermalling
- cross country skills, including planning, flying, decision making
- developing confidence in a wide range of situations
- flight planning
- decision making in flight
- Alpine flying
- using speed to fly to maximise cross country distance
- preparing for competition
- endurance and stamina for long flights



In discussion with Pat before departure, you chose your priorities and the programme is designed to help you meet your goals.

What is included:

- Intensive developmental coaching throughout the week
- 7 nights' accommodation, Monday – Sunday. (Twin rooms*², self catering)
- Trip preparation and follow-up discussions, to complement the week's coaching
- Theory sessions to help you improve your understanding and flying
- Airport transfers from Geneva (dependent on arrival time)
- Transport to launch and retrieves
- Site guiding, full weather analysis and briefings

Price: £595 per pilot. For more info go to www.patdower.co.uk or email pat.dower@isaacsuk.co.uk



Ed's Coaching Column

I find pilots tend to fall into three distinct categories; no doubt you'll have your own definitions. First of all, those pilots who fall into or close to the obsessive bracket. They have essentially arranged their lives around flying and for whom cost, distance and time are no obstacle. Flying is their priority to the point of defining who and what they are. Secondly, those pilots who are very keen but by necessity of family, work and other commitments have to perform a tight juggling act to feed their passion. They are often some of the best pilots around especially as they have to make decisions about the days to forego and those to select as the great days. Finally, the recreational pilot who enjoys occasional flying with no aspiration beyond a good day out soaring the hills, good company and for whom it compliments many of life's other pleasures. Nothing wrong with that.

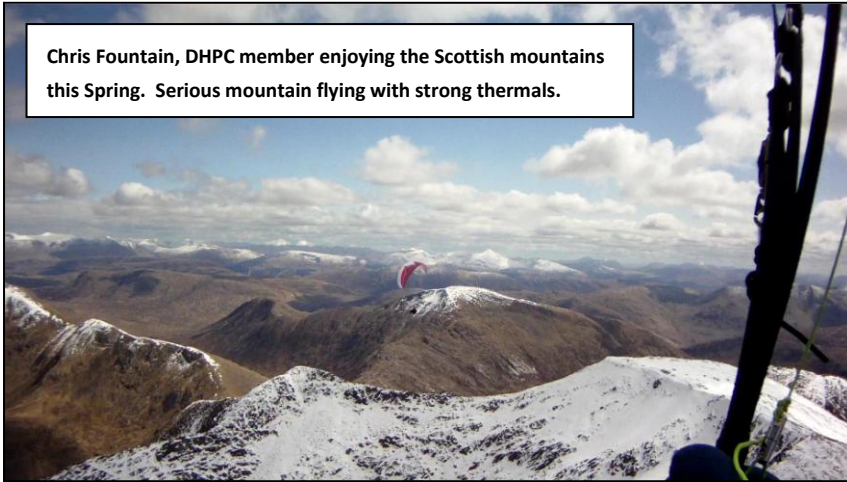
All are equally valid. I couldn't comment on where I fit but I have at different times been all three types of flier. My reason for mentioning the above is that many newer pilots appear to fit into the second category whilst flirting with the third. Not necessarily because they wish to be an occasional pilot but are constrained by tight flight parameters. Limited by lack of experience, skill level, weather conditions, site knowledge and confidence. There often appears to be too much driving, parawaiting and too little flying. I say this having felt it when trying to call a coaching day. On days that I would find conditions and a site perfectly flyable; I'm aware that for coaching the criteria of site, weather, wind speed, hazards etc are far tighter. In other words – I know what it feels like to be limited and find progress frustratingly slow. However, for those who show persistence the rewards do come; the flying time increases and the wasted journey's decrease. Persistence is a great attribute because it leads to achievement. Fail to persist and you become part of the 30% churn rate of paragliding.

Below I've outlined a few things you can do to steepen the curve of your flying development. Once you allow yourself to plateau in any sport it's probably best to move on.

Expand your horizons: It's easy to become stuck in the rut of using only a small clutch of sites that you are familiar with. The more you use them the less likely you are to explore further. Part of the pleasure of paragliding is to fly somewhere new. Not only is it fun but it improves your understanding of how topography and weather (wind and sun) are related. Flying bigger hills right up to mountains is not just inspiring but confidence building and decision making becomes more important than the skills of wing control. Sites may not be graded in the way rock climbs are but nevertheless there is a big difference between flying a modest grassy ridge and a rocky mountain side. The aim should be to move towards trying more technically and mentally challenging sites. With guidance that progress should be measured and considered and can be done safely. To summarise; expand the number of sites you fly; the nature and size of the sites and the conditions under which you can safely fly them.

Broaden your flight parameters: I'm referring here to the ability to handle stronger conditions through better wing control. This means all stages through take off, flight and landing. When flying a lower rated wing it would be easy to become too passive and assume the wing will see you right (it may have been sold on that basis and the implied messages suggest it); I suggest it's more the other way around. The pilot is the thinking/acting part beneath the wing and active control is an aspect of control that no-one can really teach as it's instinctive and developed over time and through pushing

Chris Fountain, DHPC member enjoying the Scottish mountains this Spring. Serious mountain flying with strong thermals.



the envelope of what you can deal with. Whilst SIV/Pilotage courses can be useful in exploring the limits of you (and your wing) and be building confidence, they are not (my opinion) a substitute for regular flying in all sorts of conditions and developing an acute feel for controlling and minimising any sort of collapse. In other words pre collapse handling prevents most post collapse

dramas. To summarise flying as regularly as you can and get used to handling stronger conditions. Paragliders are amazingly collapse resistant and almost all collapses are preventable given control borne of intuitive feel. Develop the feel.

Increase your comfort zone: You only enjoy flying when you're at ease and in your comfort zone. If that zone is small, you'll not have as much enjoyment as you'd wish. The aim should be to increase that zone. If you settle for only those easy conditions on that familiar hill each time you fly then that's OK but it will limit your flying. Therefore to increase your comfort zone by definition you need to keep stretching it that bit further. This does mean odd anxious moments, that doesn't mean unsafe though, simply a stronger take off or a bout of rougher air; encountering the occasional mean thermal, flying in different environments, attempting XC flights, strange outlandings etc. At a personal level I've felt my own comfort zone grow over the years, I still get the occasional scary moment, but rough air that I now handle as normal would have had me screaming and running for cover once. It's true that what doesn't beat you makes you stronger.

Up your ambitions: My failing! I'm guilty of being ambitious but not ambitious enough. I tend to settle for what I believe I can achieve as opposed to lowering my odds and going for the dream. This especially applies to XC flying. There are many capable pilots who talk of wishing to go XC, yet don't. Every flight is capable of having a goal and one that pushes the possible a little. Regardless of pilot skill level the ridge can always be longer or the push out front further you'll often see the best pilots sniffing around away from the pack, exploring the ridge and beyond. You need to show a degree of ambition (or plain curiosity) in order to extend your skills and knowledge.

To help promote some healthy ambitions I've listed a few simple local tasks below. If you achieve any let me know and you'll get a mention in dispatches. You need to be a registered member of the Coaching Group to qualify I should add.

Flight A: Take off Stags Fell fly down valley to Nappa Scar. Land under Nappa.

Flight B: Take off Semerwater fly to Stags Fell

Flight C: Take off Tailbridge fly back to Hawes

Flight D: Take off Windbank Fly to Grassington via Arncliffe turn point.

A few other coaching points of note:

The last **coaching day** on Semerwater did get folks airborne but it was a bit light. If we get a similar day next time we'll try and run the accuracy comp. If you read this Kev we may need you 😊.

Please make use of the **coaches list**. The people on it are there to help you. They have had few enquiries and are feeling a bit lonely! Try and pick one fairly local to you and buddy up with them until you feel fully fledged.

The forum has a **coaching section**. It needs using more. Post any questions there and I will respond; please don't overload me Jimmy! I'm sure other club members will add their input too.

Ed

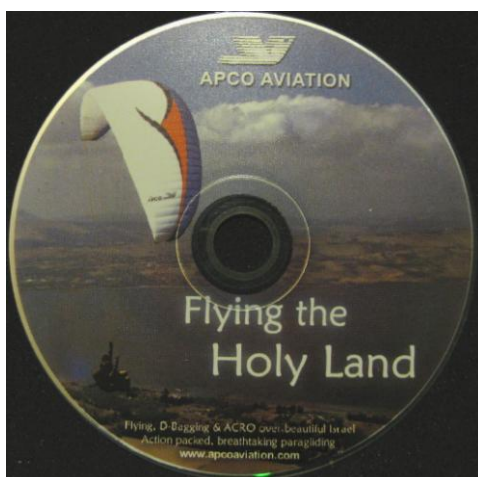
Library News – Melise Harland



The library catalogue is now on the DHPC website! To access it go to the homepage and you will see the library listed in white lettering on the blue band at the top of the page. If you click on the word 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. Some of the items are now getting a bit dated so if you have any suggestions for things you would like to see here let me know.

DVD Review Flying the Holy Land by: Apco Aviation

Reviewed by Melise Harland



This is another promotional video but it is the best one I've seen yet by far. It's well paced and has a sense of humour. The whole thing is nicely organised with introductions to the sites, pilots, wings and even the factory.

There is a nice section interviewing the founder and manager of Apco, Anatoly Cohn, who is a pilot himself and started flying 30 years ago by building his own hang glider. They then go on to show you inside the factory and go through how the gliders are made and the testing procedure for each one produced.

The informative bits are intercut with clips of the pilots (Pál Takáts and Gábor Kénzi) basically showing off. These clips include acro that I found a bit heart stopping at times since the angles make it look like they are going head long into cliffs at a rapid rate of knots. There is also some night flying and debagging done from a tandem and from a paramotor trike.

The DVD is 30 minutes long and also contains a trailer for the film and a short “coming soon” film.

This DVD was donated to the club by Pete Logan.

Facewest Adventure Equipment Specialists

Discount Outdoor Clothing from Facewest for DHPC Members

To qualify for a 10% discount please follow the online procedure below.

- 1) Please create a customer account at facewest.co.uk
- 2) Please email jake@facewest.co.uk and say you want the DHPC discount to be applied to your account.
- 3) I'll add you to the DHPC discount group, then when they shop whilst logged in all future orders will have the discount applied. These customers will not get our reward points.

It's pretty simple really. Feel free to put this in the newsletter / website etc.

Cheers Jake Herbert
Director Facewest Ltd



Dales Bash 2012

Free Flying/Social Event



To be held over a flyable weekend in late July/August, five days' notice will be given for this weekend to ensure we all get some flying in, to include:

- **Free** Camping on Dodd Fell – Loo Provided
- BBQ/Music/Games on the Saturday night – there will be a small charge for food
- War of The Roses Comp – Pilot rated only – open distance
- Fun, silly challenges, for example try and ground handle a wrongly rigged wing
- Coaching Day

There will be a small charge in advance for beer (as we can't sell it on the night) we propose to buy by the keg, so I really do need to get an idea of numbers, I appreciate with the date not being specific it could be difficult with it being holiday season, but drop me an email to register your interest katerawlinson@hotmail.co.uk

Unfortunately when I mentioned this in a previous newsletter asking for interest, I only got 2 replies, if I don't get a reasonable response the event will not go ahead!!

Thanks *Kate* x

Dales Hang Gliding and Paragliding Club – Feb 2012

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
Ed Cleasby (Senior power coach) Chief Coach	Various	Ingleton	edcle1@tiscali.co.uk	07808394895

Paragliding Coaches

Name	Availability	Location	Email	Contact Telephone Number
Sean Hodgson	various	Haworth	sean@ogi.me.uk	07999606084
Rob Burtenshaw (senior coach)	Sun+various	Oxenhope	burtenshaw@fsmail.net	07747721116
Peter Balm forth	Weekends	Leeds	peter.balmforth@ntlworld.com	07714213339
Noel Whittall	Various	Leeds	noel.whittall@googlemail.com	01132 502043
Alex Colbeck	Weekends	Harrogate	alexcolbeck@hotmail.com	07717707632
Steve Mann	Weekends	Kirkby Moorside	steve.andbex@virgin.net	01751 433130
Pete Logan (Secretary)	Various	Shipley	pete@logans.me.uk	07720 425146
Peter & Sara Spillett	Weekends	Skipton	sara@petensara.com	01756 760229
Tony Pickering & Zena Stevens (treasurer)	Various	Otley	anthonypaulpickering@hotmail.com	01943 466632
Kevin McLoughlin (Comps)	Weekends	Lancaster	Kevin-mcloughlin@hotmail.com	07767 652233
Martin Baxter (chair)	Weekdays	Skipton	mrbaxter@hotmail.co.uk	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
James Watson	Weekends	Leeds	james@primaryictsupport.co.uk	01132 825827
Andy Bryom	Weekends	Keighley	andy.active@unicombox.co.uk	07796 421890
Dave Couthard	Weekends	Leeds	d.couthard2@ntlworld.com	07595895149
Ed Cleasby	Various	Ingleton	edcle1@tiscali.co.uk	07808394895
Kate Rawlinson	W/e's and school hols	Laneshaw Bridge/ Colne	katerawlinson@hotmail.co.uk	07976510272