



The Dales Hang Gliding and Paragliding Club
CLUB RADIO FREQUENCY 143.850MHz

Skyywords

www.dhpc.org.uk

Issue:124 October 2017



Ooh look, I think that's Nick Pain over there

Yes it is, he's gone from Rigid to Floppy you know

poor bloke

he's going to talk about it at the club night on Oct 5th

..brave bloke!

Inside this month

This month's cover shot is by your editor. A memorable and busy day at Windbank - Sept 2nd. A day that didn't quite deliver its promise - I'm sure I've heard that before during 2017!



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Walking the Earth - Glyn Cassidy's Coast to Coast

Dales Retrieve Group on Telegram

Many thanks for all contributions.
skywords@dhpc.org.uk



If you enjoy reading this, please contribute your own news and articles when you get the chance.



Martin Baxter

Chairman's Chat October 2017

Leeds Bradford ACP / AGM

You'll be pleased to know that I'm not going to nag you anymore about the LBA ACP. That's mostly because the editor has already told me that he intends to run my previous Chairman's Chat again this month. So, I'm going to go easy on you here. Please note however that they have pushed the deadline for response back to 5th Nov, see Safety Forum on the DHPC website .

As of today (22 Sep) 22 of us have objected to the proposal and I know that a good many more will take the time to do the same. A big thank you to all of you for supporting the club. But if you are desperately short of time before the deadline of 6 Oct then perhaps you would consider a brief email offering your support:

To: LBAconsultation@ospreycl.co.uk

Copy to: chairman@dhpc.org.uk

Title: LBA Consultation Response

Dear Sir,

I object to the LBA ACP dated 14 Jul 17 for the reasons given in the DHPC response dated 21 Aug 17.

Your Name

[Editor's note: As Martin has stated, please use this only if you are desperately short of time. A better approach is your own letter. Martin's full guidance from last month follows on next pages if you plan on sending your own letter. Tam]

As your Chairman I'm paid (I wish!) to think strategically, so my thoughts have already moved on to the AGM in December. We discussed it at last night's committee meeting and agreed to try to reduce the monotony. Instead of every committee member making a verbal report, written reports will go into Skywords. We hope to be done in about half the time and, after the break (during which Rosie is planning some free snacks), there will be a far more entertaining review of the 2017 flying season courtesy of Messrs Cleasby and Darwood.

Ed will be standing down as Chief Coach but I'm delighted to report the Pete Balmforth has agreed to stand in his place. Tim Rogers will be standing down as Librarian but assures me that he will find a replacement (it could be you?). Toby is moving to Wales, so that leaves me looking for a new southern Sites Officer. Having done the job myself I can tell you that it's a really interesting and rewarding job. The farmers are a friendly bunch, especially when you give them a bottle of whisky at Christmas! If you live near the south Dales, think you could help, or just want to know more then please drop me a line. *[Editor's note: Sites officer "job description" appears further on in this mag. No more notes, I promise, Tam]*

Fly safely,

Martin Baxter, Chairman



Martin Baxter Chairman's Chat September 2017 Leeds Bradford Airspace Change Proposal **Reproduced in full for your guidance if you have not yet sent your objection in**

Last month I outlined the issues surrounding the Leeds Bradford Airspace Change Proposal (LBA ACP) which has been published here. Elsewhere in this edition you will find the club's formal response. Whilst I had been hoping for input from the BHPA and the BGA's Regional Soaring Representative these haven't yet materialised. But we are already half way through the consultation period and time is pressing on.

Now is the time when we need your help and I want to give you sufficient time to respond.

You will see from our response that we have stated that we have 170 members. We need a significant proportion of you to support our case. If you don't then it degrades our case. But there is no point in copying our response word for word: this carries less weight than something written passionately in your own words. But in order to make things a bit easier I have listed a few bullet points that you may wish to support and expand upon:

- **State that you are a Hang/Paraglider pilot**, member of the BHPA and DHPC (and any other clubs), and that you support the club's response.
- **That you oppose the proposal** as it currently stands, and that you do not believe it is justified, especially since the forecast increase in passenger numbers has largely been overtaken by BREXIT and a downturn in the economy.
- **Main concern: the base of CTA 8 at 3,500'** on the grounds that it will make it more difficult and dangerous to fly underneath it, and that the reduction in size of the Harrogate choke point will make a mid-air collision more likely. Propose that the base be raised to FL55 between the hours of 0900 – 1800hrs in the same way that CTA 9 has.
- **Optional points** (depending on what you think is important):
 - o Handing over control of CTA 8 to the military when it 'isn't required'.
 - o CTR 2 + CTA 3.
 - o The complexity of the proposed airspace.
 - o Addingham Moorside (and the corridor to Ilkley Moor).
- Any particular **flying experience** that you have of these areas, or your aspirations to fly in them.
- Any other **general points** that you want to make (noise, environment, etc). but please **DO NOT contradict** any of the points above.
- **Don't speculate** - only quote "facts" if you know them to be true.
- Don't be overly emotional.
- Make sure that you **include your name**.

Email your response to: LBaconsultation@ospreycls.co.uk, and copy to me (chairman@dhpc.org.uk) so that we can gauge how much support we are getting.

Title: LBA Consultation Response

The deadline has recently been pushed back to 5th November 2017 (see Safety Forum on DHPC website).

I have no idea what our chances of success are. But I do know that I have done everything that I can to fight it. Now it's your turn. **Please don't let the club down.**

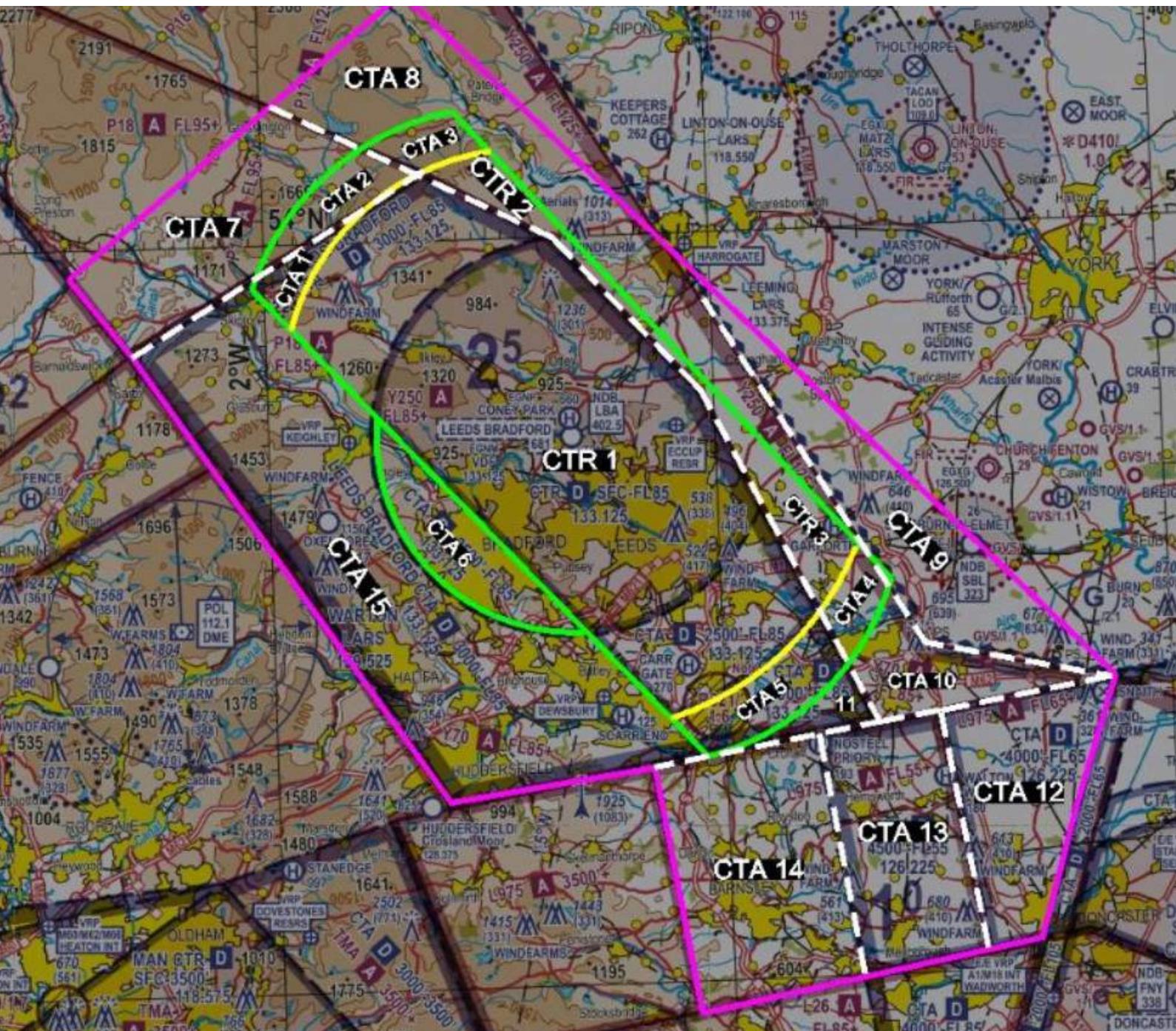
Fly safely. Martin Baxter, Chairman.

Leeds Bradford Airspace Change Proposal Formal Club Response

The Club's formal response to the ACP was submitted on 21st August. It is reproduced here for your information. Please make your own objections, as detailed in Martin's Chairman's Chat. You should write your own objection letter, not just copy the letter opposite, and your points should complement those made here. Please remember to copy Martin (Chairman@dhpc.org) into your response .

Keep excess emotions out of your objection - overly emotional submissions tend to be disregarded. The letter opposite will also be on the club website for reference.

"Annex A"



The Dales Hang-gliding & Paragliding Club



LBA Consultation Response
Osprey Consulting Services
(by email)

Our Ref: DHPC/ACP/LBA 17/042

21st August 2017

Dear Sir,

Leeds Bradford Airport Airspace Change Proposal (LBA ACP)

1. **General.** Thank you for giving us the opportunity to comment on the LBA ACP dated 14 Jul 17. For ease of reference a diagram showing the proposed new airspace is shown [at Annex A] opposite

Hang gliding & Paragliding

2. **Principles.** The principles of hang gliding and paragliding are much the same as those for gliding. We do not use engines and are almost completely environmentally friendly, using rising air to stay aloft. The main difference is that we fly much more slowly and cannot cope with strong winds. We require a suitable hill from which to launch but our man-portable aircraft give us access to all such hills. Due to weight constraints we are not equipped with transponders or air band radios: we cannot enter controlled airspace. Although some winter flying takes place we are most active between March and October from 1000hrs - 1800hrs whenever weather conditions are suitable.

3. **Cross Country Flights.** Experienced pilots fly cross country and, because of our limited speed, this is generally downwind. The club's distance record is currently 194km (from Dodd Fell near Hawes) and flights of 100km+, lasting many hours are common. Paragliding is increasing in popularity both at National and local level: over the last 10 years the number of pilots flying cross country has doubled and their accumulated cross country distance has tripled. The diagram at Annex B illustrates some flights around LBA over recent years.

4. **Competitions.** Each year we offer up our sites for National competitions: most notably the British Paragliding Cup and the British Open Series (Hang-gliding).

5. **Social Media.** The weather conditions are critical for our sport, so when the weather is suitable pilots are prepared to travel long distances to take advantage. Messages are passed using Social Media often resulting in a large number of pilots, perhaps best described as a swarm, in one place at the same time.

6. **Our Club.** The (Yorkshire) Dales Hang gliding and Paragliding Club (DHPC) was established in 1975. The hills to the north of Leeds provide ideal launch sites. We have about 170 members, each with his own aircraft. Most members live in or near to the conurbations of Leeds or Bradford, but we also have members from across the North of England. We are affiliated to the British Hang Gliding and Paragliding Association (BHPA). So far this year our members have flown a total of 4,800km in the local area, with an average distance of 36km per flight.

7. **Other Clubs.** Since our flying is so similar in nature to that of gliders, we share their concerns about this ACP. Our members have reciprocal rights (we can use each other's sites) with other local clubs and many of our pilots are also members of other BHPA clubs; most notably the Derbyshire Soaring Club (DSC) and the Pennine Soaring Club (PSC). We support their concerns unreservedly.

Safety

8. **Airspace Design.** Osprey CSL have themselves acknowledged that when designing airspace they do not consider the safety of those operating outside it. It is therefore down to other users to identify associated risks in order to assist the CAA in balancing the safety of those within controlled airspace with those outside it.

9. **Hang gliders & Paragliders.** Flying a paraglider cross country is difficult. The challenge is normally to fly as far as possible and the final destination is unknown. Like gliding, finding thermals and flying in them is essential to continued flight but, unlike gliders, paragliders have a very limited speed and poor glide ratio which makes searching for that elusive thermal more difficult. Their gliding range is much more limited. Height provides time for decision making and gives range so we always attempt to fly as high as we can – up to cloudbase which is typically 6,000' in the UK on a good day. Height equals safety. Over rugged terrain, with limited landing options, height becomes even more important. If height is limited by airspace then time spent searching for thermals, whilst maintaining a safe landing area, detracts from looking out for other aircraft that have also been forced down to this level.

10. **Harrogate Choke Point.** This area, prepared recently for FASVIG, is shown at Annex C. The proposal reduces the choke point (above 3,500') between LBA and the MATZ at Linton-on-Ouse by about a third. On a good day this area is already busy with Hang gliders, paragliders, sailplanes, GA and the military. Reducing it still further will concentrate traffic and increase the likelihood of a mid-air collision. Unlike CTA 9, there is no relaxation during the day and it is worth noting that CTA 8 (point 3) extends to the south of Garforth (see Annex A).

General Objections

11. **Informal Consultation.** From our perspective the ACP has not changed significantly since we were first briefed at RAUWG on 16 Oct 14. Our experience is that whilst we have seen (more or less) the same presentation 6 times (mostly at RAUWG, where there has been limited detail and time for questions) our concerns have not been properly addressed. We documented our initial concerns in writing, and whilst there was talk of being invited to further meetings at LBA, this never materialised. The recent decision to raise the base of CTA 9 to FL55 between 0900 - 1800hrs makes little difference to us since it lies in the 'shadow' of CTA 8, which remains at 3,500'.

12. **Justification.** Since the ACP was first announced in 2014 the main justification appears to have switched from compliance with procedures, through to increased growth, through to the current claims of fuel savings and environmental concerns. We get the distinct impression that, rather than it being a well thought out plan, LBA are grasping any justification to support the commercial and political drive for airport expansion. The rushed publication of issue 2, with subsequent errors and omissions, has done little to allay our concerns. The Reportable Safety Events, which take up 8 pages of the proposal, appear to be of little relevance. More airspace will not stop human beings from making mistakes (Human Factors). Indeed more, especially complex, airspace is likely to result in an increase in incursions, which not only reduce safety margins but also destroy any predicted fuel savings.

13. **Arrivals.** We were told that one of the drivers for change was the need for compliance and that the CAA would not allow the airspace designers to increase descent angles. We note from a recent interview that Martin Rolfe, head of NATS, said, "We can have them descend more steeply than they currently do because modern aircraft are more capable than the types of aircraft that were in service when this airspace was originally designed." Perhaps more importantly the ACP comes at the same time as the government launches a discussion to shape the UK's aviation industry for the next 30 years. We suggest that it would be prudent to wait for the results of this consultation before proceeding.

14. **Growth figures.** The growth figures predicted in the ACP are, in our opinion, extremely optimistic. The CAA's own figures show a steady decline in aircraft movements; down from 67,000 in 2006 to 44,000 last year. Indeed Osprey's own figures also suggest a reduction in ATMs over the last 3 years. Although not specified in the ACP we have been led to believe from previous presentations that the figures in the ACP are based upon a document that is over 4 years old. In light of BREXIT and the recent downturn in the economy, we are sceptical of any such justification. Our request for further evidence was met with a response that the figures were 'commercial in confidence'. We note that Flybe have recently announced a reduction in their fleet.

15. **Maintaining Safety.** The ACP states that '(...) current operational issues are handled safely on a tactical basis by LBA ATC (...)'. If we accept that the growth figures (above) are flawed then safety can be maintained without

expanding the current airspace.

16. **Simplicity.** The laydown is very complex. The upper levels of airspace are of little relevance to us and we see no reason why CTAs 1, 2 and 3 could not be combined into one area; and then CT4 and 5 together into another. CTA10 is an unusual shape. Perhaps the wedge jutting out to the East could be merged with CTA 9 and the remainder with the tiny CTA 11. The 500' deep CTA 6 seems a little pointless. Any reduction in the number of areas would make it easier for pilots and controllers to understand and negotiate; and therefore safer.

Specific Concerns

17. **CTA 8.** Our main concern is CTA 8 in the north. Some of our best sites, Dodd & Wether Fell, (just south of Hawes) allow cross country flights, in a NW wind across the Vale of York and on towards the coast. Our site at Windbank (just south of Kettlewell) is similarly affected in a westerly wind. The ground under CTA 8 (proposed base 3,500') is extremely rugged and rises to 1,500' in places giving pilots very little time to search for thermals, whilst maintaining a safe landing area, let alone a look out for other aircraft that have also been forced down to this level. A diagram showing flights in this area is shown at Annex D.

18. **Military Control.** We find it particularly offensive that LBA themselves admit that they will not require CTAs 7 & 8 for 75% of the time, but that they intend to hand control to the military during those periods. That would effectively deny it to us, even when it isn't required. This does not meet with the CAAs policy of proportional airspace. We are told that this airspace is required for approaches to R/W 14 (in a SE wind). This is exactly the opposite direction to that in which we would use it.

19. **Revised Proposal.** Although any airspace below 6,000' will limit our operations, we respectfully request that consideration be given to lifting the base of CTA 8 to at least FL55 between the hours of 0900 – 1800hrs; as is already planned for CTA 9, even though R/W 32 is used more often than R/W 14.

20. **CTR 2 & CTA 3.** These areas also limit our activities as described above (CTA 8) but the effects are less severe because the areas are smaller and closer to existing airspace. Were the proposal to be amended to increase the base of CTA 8 during daylight hours, as we are requesting, then it may also be possible to raise the base of these areas to make for a smoother step down.

21. **Addingham Moorside.** We note that Addingham Moorside is listed as a consultee on p52 of the ACP. We assume that this relates to us since it is one of our sites, and we know of no other aerodrome or flying school in the area. The site currently sits under Class D airspace but our members can fly up to 3,000'. Under the proposal CTR 1 would be extended to cover this area and all flying activity at this site would cease. We already have a Letter of Agreement (LoA) with LBA to fly at Baildon and Ilkley Moor, and at the very least we would expect LBA to honour this agreement and extend it to Addingham Moorside and the existing corridor to Ilkley Moor.

Conclusion

22. **Airport Expansion.** Whilst we do not have the background knowledge to assess the requirements of the LBA ACP in detail, we are very sceptical of the proposed expansion. We are opposed, in principle, to any increase in airspace without hard proof that it is essential. We very much doubt the optimistic predictions for passenger numbers, when the recent trend has been downwards, and have yet to see any justification for an increase in aircraft movements. Over-enthusiastic airport authorities do not have a monopoly on airspace and should not be allowed the grab more than they genuinely need.

23. **Safety outside controlled airspace.** We trust that the CAA will balance the need for controlled airspace against the rights of individuals, who cannot access this airspace, to continue flying safely outside it. Our sport is environmentally friendly and we treasure our right to fly over this area of outstanding natural beauty.

24. **Counter Proposal.** We request that the base of CTA 8 be raised to at least FL55 between the hours of 0900 – 1800hrs, and seek confirmation that Addingham Moorside, and the corridor to Ilkley Moor, are still included in our existing LoA.

Yours faithfully,

[Signed electronically]

Martin Baxter, Chairman



AGM

The club's AGM takes place on the December Club Night - December 7th. The formal notice and call for proposals is elsewhere in this month's magazine. The format of the night is being changed a bit this year - less formal and more beer would be a fair summation of the changes.

Fremington Edge

A new site in the Dales has been added to our wind rose. See later in this edition for the site guide.

Murton Pike

The Cumbria Club have come to an agreement with the MOD on the use of this site. As with all sites you MUST be aware of local site rules before you fly it. Keep an eye on the CSC site for details of regulations. It will be a "P" rated pilots only

Parabollox - #3. Ghosts in the Moorcock

So, you know the scene. You're sat on the hillside. It's not flyable, etc etc.

Still in the Brant Side area - do we not talk parabollox about anywhere else?

One of our favourite post flight debriefing locations has seen a thing or two. Apart from storing dead bodies in the beer cellar after a train crash on the viaduct some time ago, a previous landlord and landlady were killed in a fire at the pub in 1975. There is a framed newspaper article about it in the pub. Ignoring the rumours that they haunt the pub, the current landlord decided to replace all the fire extinguishers some time ago. When the chap arrived to change them and announced who he was, the framed story fell off its hook and smashed on the floor!

So, what do you think - Parabollox, or Parafact?

See [BACK PAGE](#) for the answer

Have a contribution to make? skywords@dhpc.org.uk

New member

We welcome 1 new member this month. Welcome to the club: John Harrison. Hopefully you will find us a friendly lot. Don't be shy, introduce yourself on the hill or at one of the club nights.

Yorkshire - Paragliding Hotspot

We all know about it of course, but in case you missed it, flying in the Dales was heavily promoted in the Yorkshire Post recently.

THE YORKSHIRE POST

News Politics Crime Transport Education Health Envir

Why Yorkshire has become a paragliding hotspot



DHPC Wedding

Yes, another DHPC wedding! Many congratulations to Rosie and Ben, who got married on Sept 2, when the entire rest of the club were flying at Windbank to celebrate the occasion. Looks like it was a refined, understated affair.



We seem to have a trend in weddings established. Who's next?

AGM Notice

Annual General Meeting

Thursday 7 December 2017 at the Horse and Farrier in Otley.

All members of the Dales Hang gliding and Paragliding Club are invited to submit formal proposals to chairman@dhpc.org.uk before 1 November 2017.

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

As well as setting membership fees for next year all committee posts are up for re-election. Please feel free to stand for any post - I promise you that no-one will be offended. All you need is a little spare time and a willingness to put something back into the club. If you want to discuss things without making a commitment please get in touch with me at the above address.

Club Nights

Club Nights take place on the first Thursday of the month in winter months, starting in September, at the

Horse and Farrier, Otley. These nights are great to get to know your fellow club members, pick up tips, contribute to the parabollox debate, plan trips etc.

Your social sec has organised an impressive array of talent to come and talk to us, so these will be an excellent way of keeping in touch with your sport. Brief details of the full programme are on the website, under "events".

Next up we have:

5th Oct, 7.30 for 8pm

RIGID TO FLOPPY

Ex UK Hang-gliding distance record holder **Nick Pain** has made the transition to paragliding over the last couple of years and notched up some very impressive flights in the process. He talks about making the change, similarities and differences and shares tips along the way.



7 Bridge Street
Otley LS21 1BQ
Telephone : 01943 468400



David May - Safety Officer

If it's worth saying once... The Launch

In the context of safety if it's worth saying once then it's worth repeating over and over again. So I thought I'd write a series of articles on the basics, based on my own experience and in particular highlight areas where I have made mistakes and been lucky enough to get away with it. I think everyone who has been flying long enough will have a similar list of stories. In this article I'd like to talk about the Launch.

The Basics: Launch

Every flight can be broken down into three parts: launch, fly and land. For most of us, our focus is on the flying part and launch and landing are just a means to an end. Of course, if you are taking part in a spot landing competition then it will be the landing that holds most attention, but in general, when we think about getting out for a day, we don't long for an amazing launch or an epic landing. Similarly when we consider where we are on the learning curve, most of our aspirations, the skills

Launch and landing are the two areas when we are most at risk of injury...

and knowledge we hope to acquire are to do with the flying part. And understandably so. But that leaves us at risk of forgetting how critical the launch and landing are: these two areas of our flight are when we are most at risk of injury. You don't need to be a master statistician to realise this (though the statistics back it up): it's the ground that hurts and when are you closest to the ground?

So it only makes sense to practice, right? Our sport is a bit of a dilemma in this regard where in general the only way to practice is to get in the air and put yourself in the very risk zone you are trying to avoid. And Launch is one of the more complex manoeuvres that most of us will learn (acro aside), with the wing going from a heap of fabric on the ground to a stable, flying aerofoil above our head in just a few seconds. The good news is that Launch is the only part of flying that we can practice in

relative safety without ever leaving the ground – it's called **Ground Handling**.

I'm not going to go into the mechanics of Ground Handling – there are plenty of sources for that, tutorials on the web and your fellow pilots. But I would like to put a few thoughts down about the purpose of Ground Handling. It's not just about being able to pull the wing above your head and hold it there indefinitely without looking up, half ballet dancer and half puppet master, though of course this is a fundamental skill to learn. Ground Handling is about learning to control all aspects of your wing from the moment you take it out of your bag to the moment you take off. That includes controlling the wing when on the ground, building a wall, bringing it up above your head but also bringing it down ... and knowing when you should bring it down. This is an important point – there will be times when, for whatever reason, you are about to lose control of the wing. Now is

...but most of our aspirations are to do with the flying part

the time to bring it back down to the ground under control, laying it out in a perfect half-moon ready for your next attempt – hesitate for just a moment later and all sorts of a trouble can follow. At the very least you will have to spend the next 10 minutes untangling a mess of wing and twisted lines which can be hugely frustrating – had someone told me this when I was learning I would have been eternally grateful.

So when you practice, find a large grassy area and practice more than just bringing the wing up and holding it there. For those beginning to learn to ground handle, a good progression would be the following:

- **Learn how to build a wall** – bigger or smaller depending on the wind strength. Hold the wing in the wall for a few seconds and inspect the lines. Then bring it back down in control, laid out again in a half-moon with the leading edge ready to catch the wind for your

next attempt.

- Once you are comfortable with building a wall and back to the ground, **pull the wing up off the ground for a few feet**, not above your head yet. Hold it there, hovering a few feet above the ground and then bring it back down in control and lay it out again in a half-moon shape. Depending on the wind strength the wing can pull quite hard at this point so start with a light wind day.
- As you get more comfortable **bring the wing higher**, again bringing it back down in control. Eventually you will be able to bring it right above your head and the control you have learned earlier will stand you well now – you will already have a sense of using the front risers and controls and have the confidence that, whatever might happen, you can bring the wing back to the ground without drama.
- At this point the fun can really begin. With the wing above your head, **turn and try to keep it there without looking up**. The wing will talk to you through the risers and control lines and also through your seatboard. Probably the biggest mistake I notice with beginners at this point is to remain too stationary – you need to move in harmony with it and keep your body centered beneath it as much as possible. If it drops to one side, you need to move to that side and use the controls to bring the wing back to level flight – the faster the wing moves, the faster you need to move.
- Finally, once you have mastered keeping the wing above your head without looking for as long as you wish (or the wind permits) AND can bring it back to the ground in total control, then you can start playing around. Here are some ideas:
 - o **Bring the wing up, then half way down** and back up again without the trailing edge touching the ground.
 - o With the wing above your head **try moving into the wind, across wind and with the wind** to see how it affects the wing.
 - o **Drop the wing to one side so the tip touches the ground and the wing is effectively vertical**. Hold it there for a while and then bring it back up over your head again. You will need to use your shoulders with this and when you figure it out then why not have a go at the cobra launch technique.
 - o If you are lucky enough and conditions allow, you could even try **pulling down the front risers to force a frontal collapse** – the wing will fall back and

then re-inflate – see if you can catch it before it touches the ground?

Good ground handling is not just a matter of standing still and using the left and right control to force the wing to obey your will. It won't work that way in anything but the lightest of winds. Once the wind picks up, your wing becomes more like a bull with you on its back whispering suggestions in its ear, all the times keeping yourself centered so you don't fall off. It requires all of your body – front and rear risers, good footwork, even your shoulders and knees to put subtle pressure on the front risers through the harness.

Practice Makes Perfect

Practice makes perfect though it's unlikely we have the time or opportunity to reach a level of perfection. But there's no excuse for not reaching a level of competence that you can confidently launch in control when you choose ... or decide not to launch at all as it will be obvious when the launch site and conditions are beyond your current ability.

Safe flying

David May

DHPC Safety Officer

Late Safety News / Incident



From Gary Senior - Filey, Sept 25th

"Today was a first - had a model plane fly into my paraglider. Fortunately it was a small lightweight thing that damaged its tail fin and dropped onto the cliff, rather than damaging my glider. Bloke flying it said he didn't see me as he was looking the other way, but he'd mended the tail fin so no harm done!!"



October 2017 : Unsettled, fine then stormy

Issued : September 25 2017

Forecast

An unsettled start to October for many areas with remnants of tropical systems affecting many areas.

Drier and brighter for mid month as high pressure regains control, in particular for Southern and Central areas.

Unsettled, perhaps stormy with gales or severe gales for the end of the month, in particular for parts of Northern Ireland and Scotland. Named storms are expected at the end of October.



The Met office are starting an online weather course at:
<https://www.futurelearn.com/courses/learn-about-weather>

October 2017
Forecast



www.paraglidespain.com

From £250 per person *

Included in price 7 nights accommodation with guiding and retrieves.
 Free cross country and thermal coaching for novice and experienced pilots.
 Flying and guiding in this area for over 20 years.

Stay in the mountain village of La Muela de Algodonales, Andalucia Spain, at the entrance to the flying sites.
 Limited to small groups of 4 to 5.
 Included in price mountain bike guiding and bird watching days
 *Based on group of 4

Contact: Chris Williams
 UK: 07973222713
 Spain: 0034608598083
 E-mail: chris@paraglidespain.com
www.paraglidespain.com

Chris and Lynn Williams of "High Sierras" are offering guided paragliding, mountain biking, bird watching and trekking holidays. Staying in the quiet mountain village of La Muela de Algodonales at the foot of Sierra de Lijar in Southern Spain. Come along for a paragliding holiday and if you wish take part in the other activities. We offer for these free if

you are on a guided week. We specialise in small groups of around 4 to 5 for a higher quality of service, XC guiding and retrieve, coaching including task setting, waypoints for circuit flights entering your flights into the UK league and all you need to set you up for the UK XC season. Discount for group bookings offer of £250 per person based on a minimum 4. With 15% off individual full price for club members only.



Memories are made of this...
DHPC Chamonix Trip,
Sept 2017

Following extensive and detailed XC route planning (see opposite) a group of 5 DHPC pilots left for a week in Chamonix early on Sept 9th. A random collection of memories and impressions from the trip are detailed here - to be used as the start of next year's plan!

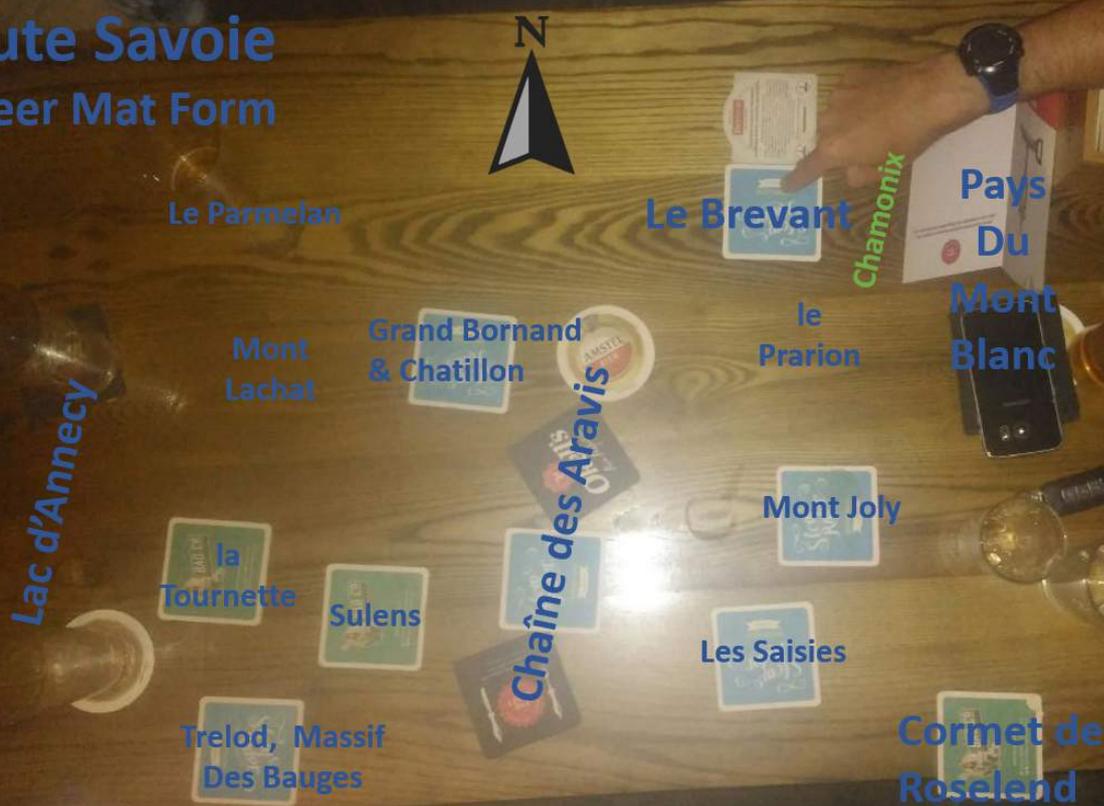
David May

Any flying holiday where you fly 6 days out of 6 is a good trip, especially given the forecast for the week that greeted us as we arrived in Chamonix. It was difficult not to feel disappointed as we had built up quite a bit of excitement around the trip with lots of research and discussion around flying in the area - big mountain flying and the effect of the sun as it moves across the sky, the risk of valley wind, the different launch sites and routes we might try, culminating in Pete Logans' brilliant description of the route from Chamonix to Annecy and back via the Aravis Range using beer mats on a table in the Horse & Farrier.

But we managed. We had a car so we travelled to get out from under the weather. Annecy one day and into Italy twice to a site called Cavallaria at the mouth of the Aosta valley. I thought this site was a real find and I had one of the best flights of the week there. I'd certainly consider going back there for a week - less than an hours drive from Torino, multiple launches with the highest around 1500m which is



Haute Savoie In Beer Mat Form



Plaine Joux



Plaine Joux launch





Complete agreement on which way to fly after take off



Col de la Forclaz, Annecy

large and grassy, huge landing field and a shuttle bus back up the hill for €5 or €10 depending on which launch you go to. It's got the flats and a series of smaller hills out front, sits on the ridge line that stretches east and west and the bigger mountains behind.

On the last day the weather in Chamonix finally settled and we were able to get up above the Brevant. I got to the highest I've ever been at a little over 2600m and I was very happy to be using battery heated gloves as it was cold. But what beautiful views. And with the best flight coming on the last day it meant we went away from the week on a high note.

That's another item on the 'must revisit' list

Jake Simpson

wasn't feeling very good about the last day of flying in chamonix. I had landed like a complete twazzock the day before in Italy and the local flying school had managed to shake my nerves about the approach in chamonix a few



Pete Logan takes off.
Col de la Forclaz, Annecy.





days before. I decided not to fly at the plan praz launch, I had a bad feeling about the day. But after giving myself a talking to, and seeing a bunch of people launch, I got ready and performed the shonkiest reverse launch of the trip. So far, not so good.

David, Tam and Krzysztof had launched before me, but I could only see david climbing like a rocket just the other side of the Brevent cable car. I headed towards David and before I knew it, the first thermal hit me like a freight train, so I looked, leaned and wanged the glider round nice and tightly. The vario kept going all the way around so I just kept doing it until I got up to david's level. By this time, Monsieur Pierre had launched and caught up. I was absolutely buzzing, and concentrating

on flying and avoiding the other gliders to the point that I hadn't looked where I was. After a while, I simmered down, got used to the bumps at cloud base and had a look around me. Below me was lac du brevent (I didn't know it even existed so I was doubly awe-struck when I saw it), slightly above me nestled in cloud was the upper cable car station, and the other side of the valley, over 2km above me was the summit of Mont Blanc. Wowser!

The group of gliders dispersed as some went off on xc, others went down to warm up. I stuck around a little before dropping down into the valley a little to warm up my hands. I decided it was too early to end my flight so went hunting for lift back to the top. With nobody else around me it was even more fun getting back to cloud



base, which had lifted 100m or so above the top cable car station. I got even better views of the surrounding valleys and peaks. Flying alone up there, I felt on top of the world! When my fingers became painful I went to land via the sunny side of the valley. I'm so pleased I flew. I'm sure it wasn't pretty flying, but by 'eck was it fun.

The first thermal hit me like a freight train

Tam

As soon as I started flying I knew I'd fly in Chamonix one day. Having skied there many times I had an idea of what the flying would be like, though the thought of walking down the arette on the Aiguille du Midi with a wing on my back had given me a few moments of concern! Cham feels a bit like a home from home and as the road starts climbing from Sallanche, the excitement levels start to build. This trip was no different - except that the excitement levels were already topped up just trying to get into Switzerland as one member of the party was detained by the Swiss Boarder guards. An innocent case of stolen identity many years ago it may have been, but the legend of the Jackal was born. The half hour delay as David convinced the guards that he was not their man was well worth the later fun we had at his expense.

After the appalling British summer weather, would we get a break and be rewarded with epic flying? We joked in the weeks leading up to the trip that we would fly up and down the Aravis so often that we would be bored with it. Did it deliver? Not quite: "The worst week's flying in Chamonix since April" was how David's mate Paul, who lives there, described it. So was it a poor plan all along? Not at all - just unlucky - on the best flying day that we had in Cham itself (our last day) Paul said he'd had better days in November in previous years!

But, we flew every day, on 4 different sites, (Plaine Joux and Annecy are the best launches I have ever been on). I flew a couple of tiny XCs and reached my highest altitude yet (taking off at 2000m does help!), and clocked up my 150th hour in the air. So, a pretty good week in fact. Throw in good company (we also met Dales pilots Dominic and Harry outside Flyeo in Doussard), the stunning Alpine scenery and (generally) helpful flying community and it is of course a fantastic memory. Flying above the town in such crystal clear air you feel like you could reach out and touch Mont Blanc. However, the only time the Aiguille du Midi launch was useable was first thing on our first morning - perhaps not the best introduction to Alpine flying! We'll have to go back next year - the Arette is yet to come!

Boom boom. (apologies for the editor, from the editor!)



Cima Cavallaria - 45°29'53.7"N 7°49'42.6"E

Or what to do when rain stops play in France

Pete Logan

Chamonix and the surrounding area are famous for many things.

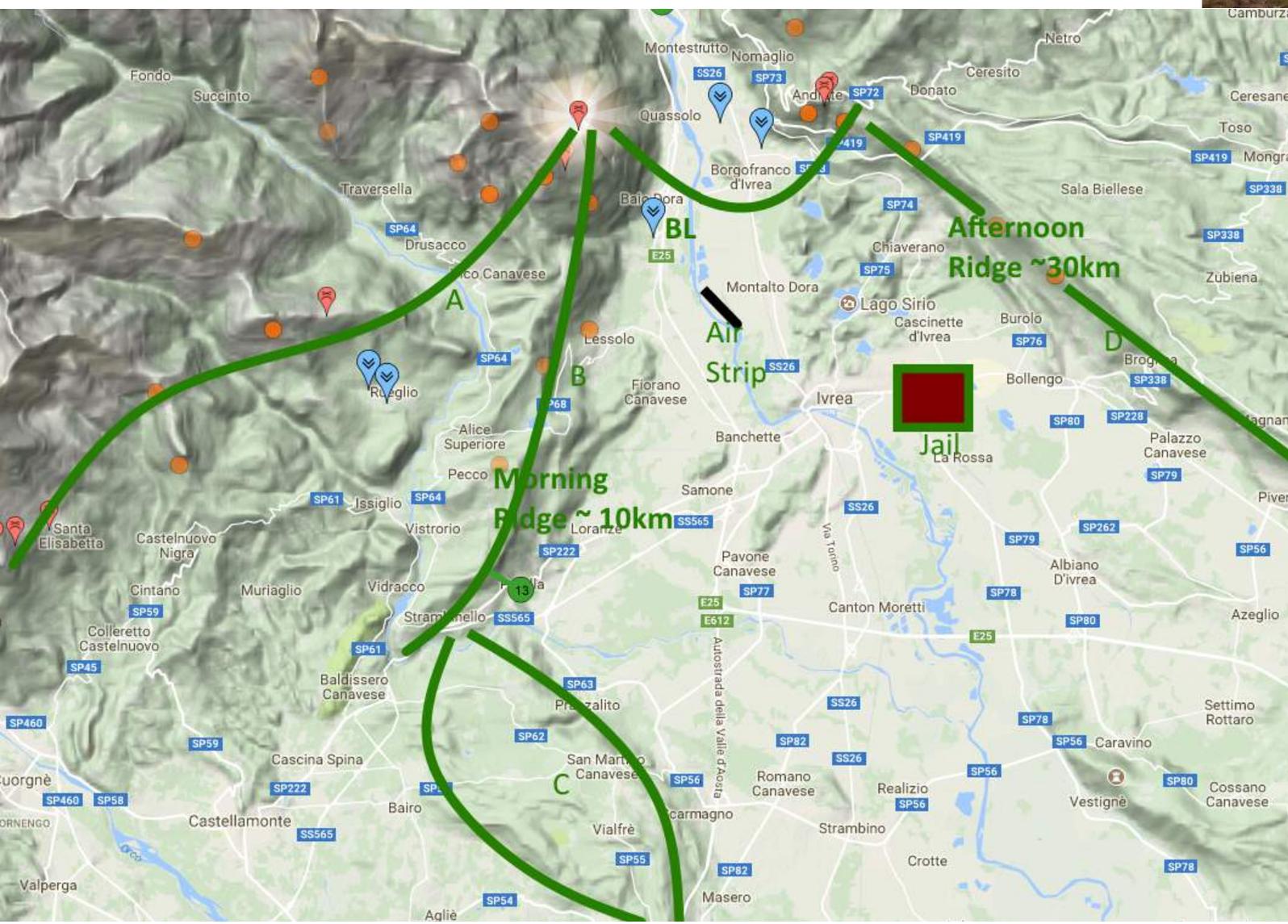
Paragliding is one of them. Cheese is another. Unfortunately this sets up a bit of a clash. A good Reblochon needs well fed cows and that comes down to lots of green grass fed by rain. After several days of weather more suited to cheese than flying we were open to considering travelling a little further to get some reliable conditions.

New Jake suggested we go to northern Italy to fly and given that Annecy, Beaufortain, Geneva and Aix Les Bain all had the same cheese making weather as the Chamonix valley, there was little other option. It's a sound idea though. In much the same way that

Lancashire is wetter than Yorkshire with the Pennines holding back or suffering from the majority of the rain, the Mont Blanc Massif and Haute Savoie hold back approaching fronts. Indeed, when you get into the Aosta valley on the other side of the Mont Blanc tunnel the grass looks a bit browner and there's plenty of irrigation going on.

Paragliding Map showed us that Cavallaria was the nearest site at the end of the Aosta valley which was going to have decent weather. No one knew anything about it though, including how to get up etc. At this point David May, otherwise known as the Jackal (why may be explained in other articles) phoned ahead to the local school, displaying a complete surprise ability to speak functional Italian. A useful man to have around in a (southern European) crisis.

It's about an hour and a half through tunnels and on the





motorway down the Aosta valley to the landing field near Baio Dora village, Ivrea. Going through the tunnel is about €54 return which is pretty reasonable when split five ways and there's the prospect of good flying. The scenery is good and the time flies by with games like Oú est Pierre? Here, the questioner uses Wikipedia to read out a version of Peter in some random language and the others have to guess the country. Jake felt the need to inflict this on us after Tam and I had exposed new boys Jake and Krzysztof to early '70s prog the evening before. Karma I suppose.

Buses to launch seem to go up at 9am, 11am, 1pm & 3pm. It's €5 to the launch half way up ~900m and €10 to the top launch at 1432m. It's 30 to 40 minutes up to the top in the bus. Take off as you can see from the map opposite is directly above the bottom landing and has a wide open feel to it. The view out onto the plains of northern Italy is stunning. Turin is off to the right but is a little too far to see. The impressive peak of Monte Viso, which is further (~100km), is obvious though.

A little to the right of TO is a set of pylons with power lines. Just something to keep an eye on and it doesn't seem to restrict the flying or thermalling out. Thermic wind was very apparent at 11:30 as we were unpacking but take off is on a ridge with a descent behind so a lot

of the wind speed was due to compression / venturi. Ten metres down the slope and it was all quite light and manageable.

We got advice on take off which I've tried to illustrate above. There are two ridge systems, one directly south of Cavallaria which works during the morning and the other leading SE on the other side of the Aosta valley mouth. Often a wide berth is needed to avoid getting sucked into the valley although on the day we were there it was not booming enough to setup an appreciable valley wind. Heading for the four comms towers from take off height or a little below is good enough for reliably making the crossing said the locals. This SE ridge works when the sun comes round to the SW and it runs for some 30 km or so.

To the south of the morning ridge, after about 8km it drops to lower, wooded hills which are still workable. The clouds out there were fewer but several pilots, including the Jackal, disappeared off that way. One other route which would work most of the day, since the ridges faced many directions, is to head directly SW towards another TO called Santa Elizabetta.

There is airspace, particularly a grass strip along the river a few km from BL. No one seemed too concerned about





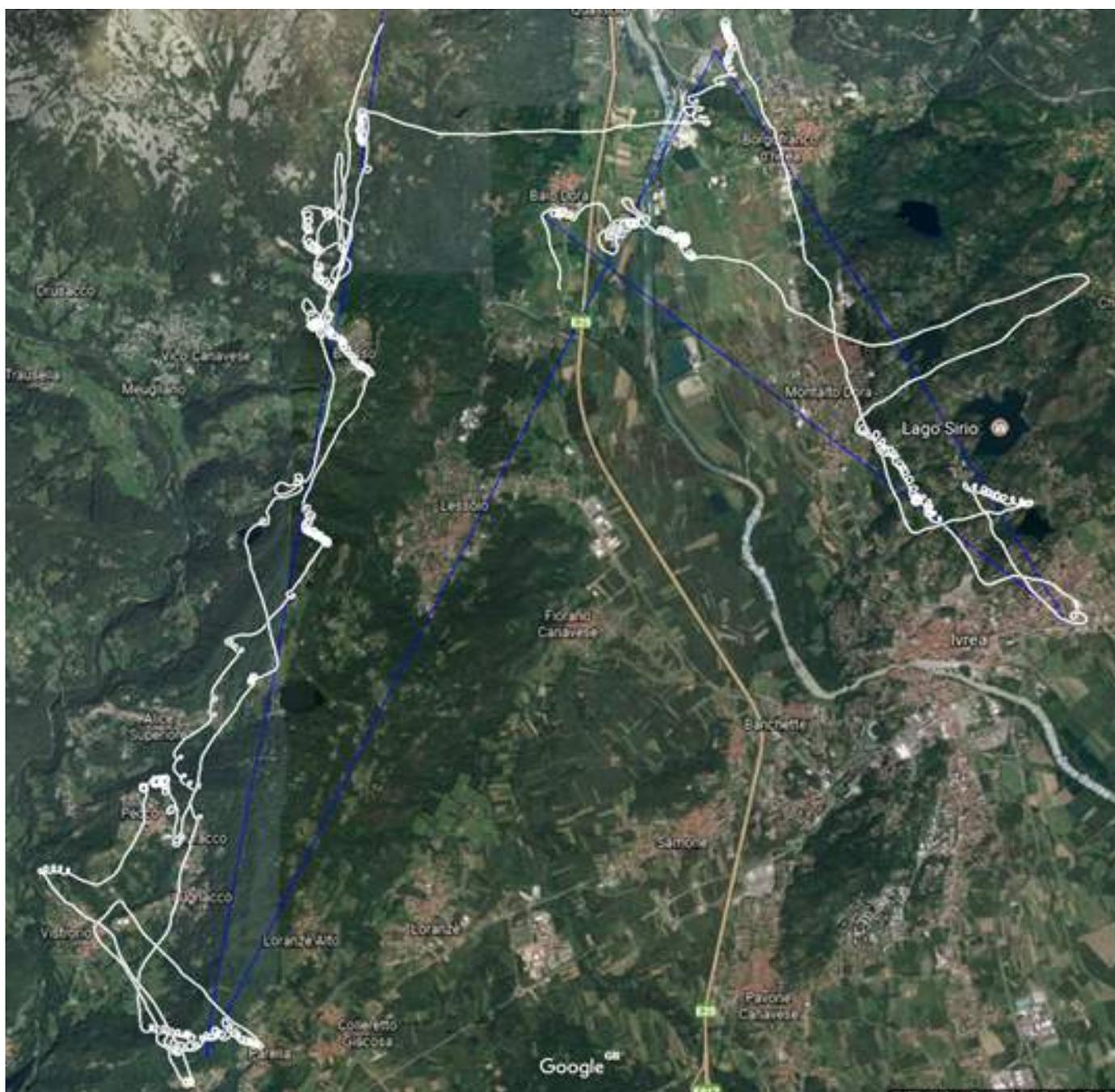
this though least of all the pilots of several light aircraft I saw landing there. One to be avoided though is over flying the jail to the east of Ivrea. It's obvious once you're in sight of the town.

Thermals come up launch but also were releasing well in front meaning there's no great need to build your climb on top of take off. If you're getting low then reliable thermals release from the church in the village of Brosso nestled on top of the ridge a few km south of Cavallaria. Both Jake and I can attest to this.

Here's my track for the day. TO is right at the top to the left. There was no need to turn as development on the day meant base was only a couple of hundred metres above TO and by midday there was lifting cloud all over the place. My plan was to head down the morning ridge but I turned back to wait for Tam and David to launch.

Due to the awful weather there were thirty or so Swiss, locals, French and Brits flying so thermals could not have been marked out better. That meant it was pretty easy to jump from cloud to cloud, gliding on bar and only taking a few turns to top up back to base again. Five or six repetitions of this got me down at the SW edge of the map where the morning ridge starts to drop off.

I had a bit of indecision here about what to do, which is rarely a good thing. The ground out front was lower and the sky looked very blue but one glider had committed to it. I knew from the radio though that Tam was struggling there and had landed not much past the end of the ridge. I decided to head back NW and pickup a cloud that would take me back to TO for an out and return, vaguely remembering that an out and return is one of the Advanced Pilot tasks.



The Jackal was flying south, way above me...

The cloud was dead. I'd used up hundreds of metres getting there and more searching about. The only option then was to get on full bar and get onto the ridge. With my options narrowed it was time to fly the landscape rather than go from cloud to cloud. It became a case of settling into searching and working the broken thermals coming straight up from the ridge. At least it was nicely into sun though.

This kind of worked but I was no where near getting back to base again, with an inversion at around 900m that was frustrating to say the least. I worked my way back north hugging the ridge and taking lift where I found it. The bottom landing field was looking out of reach and at this point I was mapping landing options since there were patches trees I wouldn't have the glide to fly over. The Jackal was flying south, way above me at this point and I radioed for him to drop a rope down I could climb. He didn't have one.

At this point I had been working some zeros above trees on the east side of the ridge and I'd noticed a kite had come in below me, almost as if it was pimping my climb. It looked disinterested in it after a few beats and wandered off into wind. Within a hundred metres it had found a lovely little core and I returned the favour of pimping off its climb. This one was the life saver and got me out of the bowl, above the ridge line and pylons, high enough so I could flop onto the village of Brosso where one of the folks on launch had said the house thermal was.

This worked as planned with a good, stong set of climbs back to base. It was then easy enough to pop back over to launch to close my out and return and start the crossing to the afternoon ridge. I was waiting the tell-tale valley wind signs; ground speed dropping, sink, turbulence. None came as I headed for a glider working a cliff on the other side of the valley, below the four antennas.

Rising ground and low bumpy hills gave me a great climb straight back to base and at this point it was pretty clear that I was under a cloud street and there was no need to head for the afternoon ridge since it had all been in shade for a long while. You can see from my track that I just headed straight south down



the street to Ivrea. At times flying through 5 up climbs since I was in the whispies anyway. The view here is fantastic with lakes, vineyards and castles all the way down to Ivrea itself.

I had to cross rivers and the motorway to make it to the bottom landing field

Again, it was looking blue in the air south to Ivrea so I planned to fly onto the afternoon ridge where it was in sun. However, the jail and its restricted airspace was directly in the way. I tried to find a way around it as I had a good look at Ivrea. River winding through terracotta rooves, domes and terraces – just your average Italian town. All of this burned height again and I had to back off from trying to pass round the jail. Options narrowing I headed downwind of a car park that had been in the sun and was able to work a weak climb that developed as it went. Blatant product plug here – the Cayenne 5 is just a fantastic glider to sit back and relax into a climb with. It's almost as if it tells you what to do.

Back at base I was passed in short order by a sailplane heading north into the mountains and then a hang glider going west to the flats. Other than that I'd been on my own for the last hour. Back in the safety of the cloud street I had a re-plan and had noticed that part of the afternoon ridge had been in sun for a while and had some fresh looking cloud coming off it. That's the big right turn to the east on my track.

Not every plan works as well as you hope it might. The long min sink cross wind glide was going to put me on the ridge at below ridge height. I didn't fancy committing to a ridge that had been in cloud most of the afternoon so headed back.... To a dying cloud street. It had turned into spreadout and was not giving much lift so I decided to head for the bottom landing field knowing I had to cross the rivers and motorway to make it. The glide wasn't looking doable.

The landscape wasn't giving me much and it was obvious I had to find something to get me over the river, at least, since the bridges were not conveniently placed for a walk back to the landing field and club house. Salvation came in the form of a pig farm and slurry pits which seemed to be both source and trigger. This smelled about as good as you imagine it did. At only a couple of hundred metres above I'll take what I can get.



The pig farm and slurry pits smelled about as good as you imagine they did

The smell eased as I got higher and I decided to wander over to some burning fields for some respite. Nothing. So back again into the pig thermal. As the smell faded, or I just got used to it, I decided to stay here and get the most out of my flight. It was good to just play in the light lift within sight of the landing field. Eventually the lift stopped and I did the same for a few turns around the village of Baio Dora before heading in to land.

Three and a half hours in the air and a lot of sight seeing. A top reward for fleeing the cheese making weather in Cham.

PL

Links

Site Description:

<http://www.paraglidingmap.com/default.aspx?launchid=123977>

Video:

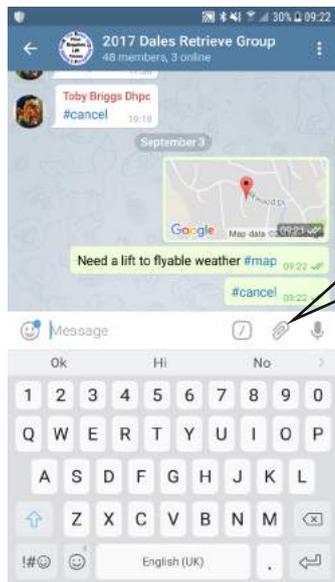
https://www.youtube.com/watch?v=R4eO_HpbwIE

Club Page: <https://parapendiocavallaria.jimdo.com/>



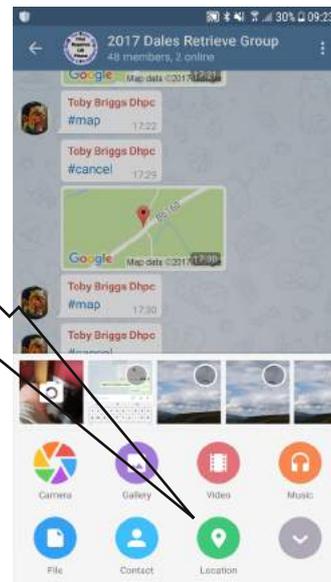
The Dales Retrieve Group on Telegram

A reminder to those who are not yet on the retrieve group, but may wish to join, and a reminder to those who are on the group on it's correct use!



1. After you've landed open Telegram and share your location in your retrieve group:

(paperclip > Location)



This will place your pin on the map on xcrt.aero, and will show your position on the retrieve group.

Only after you've done this do you:

2. Send a message that includes the tag “#map” and the message will appear on your pin on xcrt.aero (when you click the pin) – eg. “Trying to get back to Milk Hill #map”

This appends your message to your pin on xcrt.aero. So anyone looking at the full map can see where everyone is who is looking for a lift, and by clicking on the pins can see where they are trying to get to



3. Look at xcrt.aero in your phone's web browser to see if there are any other pilots nearby
4. Message them directly by clicking on the “Message...” link when you click on their pin (NB. This only works if they have set their Telegram username – HINT: SET YOUR OWN by going into Telegram Settings and scroll down a bit!)
5. If you move location, then share your new position, and send another #map message (NB. only the most recent #map message posted AFTER you've shared your location will be displayed)
6. If you no longer need to share your location then post a message which includes the tag “#cancel” or “#home” – eg. “back at the hill #cancel”

If you are not a member of the Dales retrieve group but want to join, you need to get the Telegram app, and contact Tim Pentreath. He will add you to a trial group and guide you through a test of the above and add you to the groups you wish to join - there are about 8 groups covering the whole country

There's a helpful video here:

<https://www.youtube.com/watch?v=x4DxNJvEasA&feature=youtu.be>

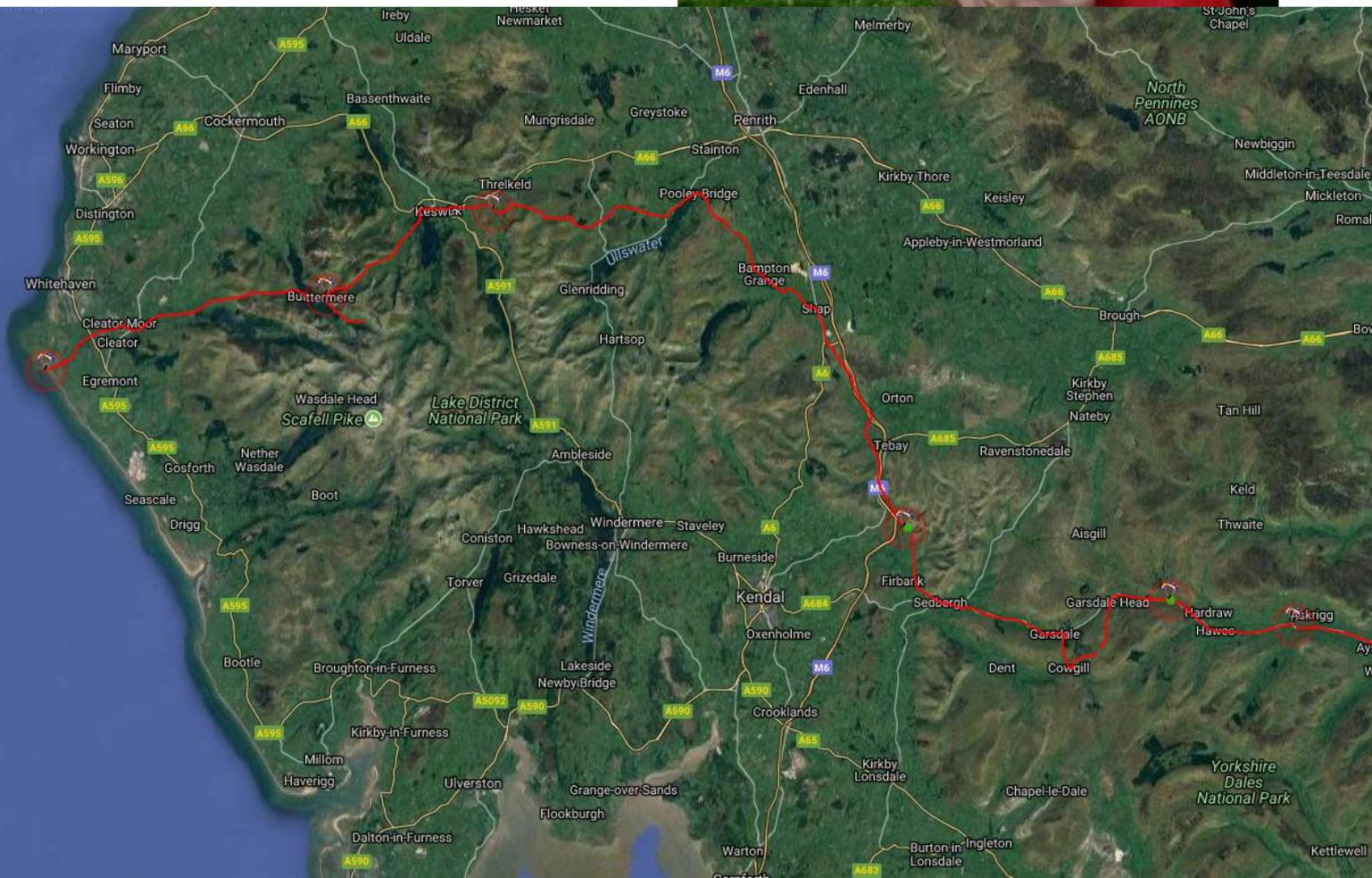
Walking the Earth

Glyn Cassidy's Coast to Coast Hike and Fly

At first it seemed simple,

St Bees to Robin Hoods Bay by foot or paraglider. I would take my paraglider, walk from one launch site to another and fly as far as I could, simple! There were a few things I had to consider, I had never flown in The Lake District, The Yorkshire Dales or the Yorkshire Moors, I am still a low air timer with only 125hrs flying, I would be on my own in the hills in a strange place and most importantly, I have had a quadruple heart bypass! Simple was becoming the way 'not' to describe my challenge! The wife, who would be my ground crew also had her concerns!

The master plan for day 1 was to walk to Buttermere, 15 miles away where I would have my first launch point. If the weather had played game, it would have been. It would have been the perfect situation; walk to Buttermere, take off, fly to the other side of The Yorkshire Dales, land and maybe walk with a few flights



thrown in to Robin Hoods Bay! Having checked the weather before we left though, it wasn't looking good for any real cross country flying and my perfect situation was not to be!

If anything, it was the complete opposite of my perfect situation. The first 4 days would see me walk 63.9 miles through Cumbria to Whitestone's (near Tebay and the M6). The weather would play a big part in keeping me on the ground with low cloud and forecast heavy rain, which at one point would make the Honnister Pass on foot a bad choice, let alone flying! I took a more Northerly route to avoid the pass which I was informed by a local mountain guide was 'a good choice' as 2 people had been lifted off the hill the day before when the weather was only getting going! This Northerly route would also keep me closer to the launch sites if the weather was good enough. I was a little gutted that I wasn't flying, but to be honest, the views from the ground were still breath taking. I was really starting to enjoy my solitary walks enjoying the wonderful scenery and chatting to the sheep, don't laugh, we have all done it, haven't we? The Buttermere Pass and 'Old Coach Road' were probably the hardest in the first few days. They were the part where I would be separated from civilisation for the longest time, with only me able to get myself off the hill without calling for help. Looking back I would also say this was the most exciting parts of the first few days. I certainly had some amazing views of the

rolling hills with low cloud touching the tops.

63.9 miles in 4 days had taken its toll on the body. The legs were starting to ache, especially the knees and ankles. I was managing to keep on top of the feet and even though they were taped up, the blisters were still troublesome! I decided Friday would either be flying or a rest day, the legs had had enough for now and needed to recover. It would also give the wife a chance to rest

If anything, it was the complete opposite of my perfect situation

and spend some time with me. She had been doing an awesome job making sure I was OK, picked up quickly and had everything ready to go for the next part and still managed to fit in some shopping! Taking a quick look at the Whitestone's launch point on Friday morning, it wasn't flyable. A rest day it was then. I had time to nurse the body which it desperately needed and spent most of the afternoon looking at the weather for the weekend and enjoying the local culinary delights. I was also starting to get excited as maybe the forecast of a change in weather was going to save me a lot of walking?



For a few moments I forgot about the rain

Saturday morning came and we headed out to Whitestone's, which I had walked to on the Thursday. The weather was looking good, the clouds seemed to be clearing and getting higher, but the wind was due to get stronger around lunch. Add that to the valley flow, I decided an early walk up would be the best idea. Hills don't look so big until you start to climb them and with a 20kg backpack on, it took me over 30 minutes to get to launch! I looked round to see that there was a rather large black cloud on route with a lot of water falling out of it! I now had choices; stay on the hill and get wet, walk back down and then have to walk back up again, neither of which I fancied; or get myself in the air and race the rain, still not a great situation as the rain would bring gust fronts and a fabric wing isn't the best thing to be flying in heavy rain! I gambled on the launch and got myself in the air.

For a few moments I forgot about the rain as I gained a little height and took in the most amazing views from up high. It was a great feeling to finally be in the air with my

tired legs resting in the breeze. I worked the ridge slowly gaining height, I had my first peak over the top of the hill showing me the Yorkshire Dales for the first time. A few Red Kites circled further out front showing me where the lift was and the sun shone through the clouds lighting up the ground in a beautiful countryside green. It was an amazing view, but whilst soaking in the enjoyment of flying at last, I hadn't realised that the grey cloud and rain was closer than I thought. Decision time, land or see if I could outrun the rain along the ridge towards Sedbergh? I took the race which at first seemed feasible, but as I had to go along the ridge, I wasn't making any ground on the rain which was now starting to play havoc with the air. The wing tips were starting to flap about with a few small deflations every now and then. Much of my concentration was now taken trying to keep the wing above my head! Having spotted my landing field, I tried to push on for as long as I could. After a while I realised I had reached my limits and with little height left for any other option and spits of rain hitting me, I took the landing in the field just as the rain started to get heavy.

A quick pack of the glider saw me back on foot walking towards Sedbergh. I had managed only 4kms in the air, but it felt like I had done a 100km cross country flight! It was great to have flown and take in the views, albeit for



only 20 mins and I was smiling like a kid who just got the candy. It had ignited my need for flying so I took the rest of the day pushing on towards Brent Side, another launch point near a little town called Cowgill. My route there wasn't the best and I almost got myself caught out with a short cut that turned into some of the hardest terrain I have ever had to cross! The thought of an amazing flight from Brent Side with the weather looking really good for Sunday definitely spurred me on!

I had already spoken to the wife informing her that Sunday would either be another walking day, but there was a good chance I may get a really good cross country flight! I spent another evening checking NOTAM's and planning my epic flight. We arrived back at Brent Side after again checking the weather forecast in the morning. It had changed to low cloud in the morning and high winds in the afternoon, dammit! I kept thinking I had a chance, if the clouds lifted enough before the wind picked up, but after over an hour waiting, the decision was made to move onto Stags Fell. At least it would give the clouds a chance to lift, I could make some ground if they didn't and if Stags Fell worked would give me a ridge to fly along all the way towards my goal.

As I passed Stags Fell I knew it was not an option due to the strong winds which were only increased by the



valley flow. Still with the need for more flying after my flight at Whitestones, my plan now was to push on into the Yorkshire Moors and more launch sites.

Monday saw the longest walk yet, 23 miles, with a determination to get more flying in! It almost cost me the challenge! My left shin had started to hurt early on and I knew it was shin splints. I had this before many times whilst in the military, normally after an 8 mile TAB (Tactical Advance to Battle) done in 2 hours carrying 20kgs. The next day normally saw me fit and ready to go again, but that wasn't to be!

As I woke on Tuesday I realised that even walking was going to be a struggle! It also crossed my mind that I may have just cost myself the challenge by pushing too hard, but I knew I couldn't give up. As soon as I started walking I could tell my pace was a lot slower than the day before, but with some strapping and good old pain killers, I pushed on in the hope of getting to another launch site with the improving weather outlook for the week. My plan had been to get to Osmotherley, but for the first time on the challenge I didn't make my target! I was still concerned that my pain in my shins was going to slow me down and could stop me walking. It amazed me that the rest of the body had now bounced back and if it wasn't for the shin pain, I felt I could have kept up the pace of my first few days. It certainly showed the surgeons, doctors and nurses had done a great job during my operation!

I had 2 more launch sites in mind which could possibly give me some air time, but I was very aware that the unstable atmosphere was going to give some high winds and some overdevelopment of the clouds. I still had hope it would work out somehow to get me flying, although this may have just been wishful thinking. I already knew Carlton Bank was not going to be an option due to the weather so pushed on in the hope I





could get to Captain Cooks Monument for the next day, as it looked like there was a small window of opportunity in the morning. I came up short of Captain Cooks again due to my slower pace which meant I would not be able to make it in time before the weather stopped me flying. As I continued to walk I watched as the clouds built to into towering cumulonimbus and realised yet again the decision not to go back to the site was a good one! Having started to realise I was looking at the last couple of days walking I put my head down and pushed on.

Having accepted my fate of walking to Robin Hoods Bay it was now mind over matter, with the help of some pain killers of course and with the weather giving some sunshine, a few thunderstorms and heavy rain, which I managed to miss on the whole, I pushed on realising that just because I hadn't had as much flying as I would have hoped for, there were still some amazingly beautiful views to enjoy as I walked. Most of my time on the challenge was spent looking at the weather and how the clouds were developing, guessing when the gusts would come and trying to work out what the wind was about to do. I had certainly learned a lot about the weather while I had been on my journey!

After coming through Whitby I finally found the sign with 'Robin Hoods Bay 3 miles' I was both looking forward to getting the challenge finished, but also sad that it was soon to be over! It had been an amazing time, a challenge that tested me more than I had planned, but had given me so much more confidence in myself after my operation. Hearing the sound of the ocean, I came down into the bay with the wife walking the last mile with me. She had done an awesome job and as always had been there for me every step of the way. My rock could now relax, it was over, I was safe! There was a great feeling of relief when I saw the sign on the pub

wall showing it was finally the end of my journey! With a few photos done, the Coast to Coast book signed at the pub and a fresh pint of Wainwrights Beer, I sat down and relaxed. It wasn't the fanfair finish I thought it would be, but it didn't matter, I had done it and looking back I had really enjoyed it! I had walked 150 miles and flown 3 miles through 3 amazing places from the West coast to the East! I had completed what I set out to do, to say thank you to 2 amazing charities Help 4 Heroes, The British Heart Foundation and everybody that helped. I hoped that the difficulty I had overcome on the challenge would show my real appreciation, something I didn't know how to put into words! From a man who 2 years ago thought that he would never fly again, to be able to now say 'I did it' I hope will give others who fall on bad times the knowledge that it is never over, unless you give up!

It wasn't the fanfare finish I had hoped it would be, but...looking back I had really enjoyed it!

GC



Club Coaches

Dales Hang Gliding and Paragliding Club - Coaches List (Aug 2017)

Name	HG/PG	Location	Phone (+0)	Email address	Availability
Trevor Birkbeck	HG	Ripon	1765658486	trev.birkbeck@gmail.com	Various
Steve Mann	HG/PG	Kirkby Malzeard	1765650374	stev.andbex@btinternet.com	Weekends
Kevin Gay	HG	Ripon	7794950856	krGay@talktalk.net	Various
Ed Cleasby SC/CC	PG	Ingleton	7808394895	xcflight@gmail.com	Various
Rob Burtenshaw SC	PG	Oxenhope	7747721116	burtenshaw@fsmail.net	Sun and various
Peter Balmforth	PG	Leeds	7714213339	peter.balmforth@ntlworld.com	Weekends
Alex Colbeck	PG	Harrogate	7717707632	alexcolbeck@gmail.com	Weekends
Kevin McLoughlin	PG	Lancaster	7767652233	kevin-mcloughlin@hotmail.com	Weekends
Martin Baxter	PG	Wetherby	7775785479	mrbaxter@hotmail.co.uk	Weekdays
Toby Briggs	PG	Pateley Bridge	7582156471	tobybriggs@btopenworld.com	Various
Fred Winstanley	PG	Higher Bentham	7770741958	fredwinstanley@sky.com	Various
Simon Goodman	PG	Leeds	7720061200	simon.goodman@talktalk.net	Various
Richard Meek	PG	Preston	7446445157	richard.meek64@gmail.com	Various
Minhaj Minhaj	PG	Leeds		minhaj.minhaj@googlemail.com	Various
Jan Tempest	PG	Leeds/Harrogate	7724133453 7482298437	jantemp3@btinternet.com	Various
David May	PG	Ilkley	7928318219	dav.may@gmail.com	W/e & various
Chris Williams	PG	Spain/Preston	7973222713	stayhigh@btinternet.com	Occasional UK

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 and advising on 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 also need to do some coaching during the year to further develop their coaching skills and to retain their rating.

Please make use of their skills and experience to further your own skills and knowledge.

Ed Cleasby
DHPC Chief Coach/Senior Coach
August 2017

Anyone wishing to become a Club Coach should contact me directly for any advice or be proposed for training.

Please note:

- Please check the list and let me know any detail changes/corrections/additions..
- That you have been added if you feel you should be. Some people did the coaching course but said (sometimes verbally only) that they didn't wish to be added as a DHPC coach. I'm unsure in some cases who they were.
- I have no mugshots to put on the website for Fred Winstanley, Steve Mann, Kevin Gay, Rob Burtenshaw, Jan Tempest or check the coaches list against what appears on the coaching page of the website. I can trawl google for your handsome/beautiful faces but you may not like what I find. Up to you..
- A reminder that to renew your coach rating you DO NOT need to send me your renewal forms, simply email me a request to renew and I email the BHPA office and it's filed against your name for renewal.



The Past April 2007

Response to Robin Hood Airspace Expansion Proposal

Club Presenting Response: Derbyshire Soaring Club
Club Contact Details: Kathleen Rigg, Chairman
Windy Ridge, Summer Cross, Tideswell, Buxton, Derbyshire, SK17 8HU
01298-872190/07768-961971
chairman@derbyshiresoaringclub.org.uk

Background Info on Derbyshire Soaring Club (DSC)

This club was formed in the 1970's and represents around 500 hang glider and paraglider pilots launching from sites around Castleton, Hathersage and Curbar. Pilots launch from these sites and use thermals to fly cross country downwind from the Peak District to the east coast. On good thermal soaring westerly days around 50 club members will be flying cross country beyond the M1 out towards the east coast.

Background Info on Cross Country Soaring Flight from DSC Sites

Hang glider and paragliders have low airspeeds (20 – 40mph) and of course no engine so are very dependent upon travelling downwind when flying cross country to make good distances. The current British distance record on a hang glider is 165 miles. Flying cross wind is limited to around 5-10 degrees at best so attempting to fly around large obstacles such as the proposed Robin Hood airspace will severely limit and prevent cross country flying from DSC sites in future.

The areas of airspace to the west of Robin Hood airspace, although they do not extend to the ground will also cause us significant problems when flying cross country. We fly cross country by flying to cloudbase in one thermal before gliding downwind to the next thermal. With airspace ceilings above us between 3000-4500' this would prevent us from reaching cloud-base and with less height above the ground when setting off on glide, we would be unlikely to reach the next thermal and so land.

****bit about type of weather conditions pilots go XC in – VFR, good visibility, CBase heights****

Whilst it could be argued that hang glider & paraglider pilots can transition through class D airspace by contacting the ATC at Robin Hood on airband radio, in practice this would not be practical as it would take several thermals and around 20-30 minutes for the pilots to transition across the airspace W -> E. Pilot's height would vary significantly during this transitioning time from 1000' below cloud-base to ground level.

Attached are diagrams of the westerly DSC sites which will be significantly impacted by the proposed Robin Hood airspace expansion.

Objection to Airspace in Principle

The DSC Committee objects to the expansion of the Robin Hood airspace as it will effectively prevent all cross country soaring from club sites in the prevailing westerly wind directions (W -> SSW). This will bring to an end a leisure activity which has been taking place for over 30 years from the Peak District.

The DSC also wishes to challenge the airspace expansion in the following areas:

- Current levels of arrivals and departures at Robin Hood do not justify such a significant airspace expansion;
- Future increases in arrivals and departures are only proposed levels and cannot be guaranteed;
- Currently airlines are decreasing in size, amalgamating and consolidating their position NOT expanding;



With our current travails over Leeds Bradford Airport ACP it is perhaps apposite that this objection from the DSC to the proposed expansion of Robin Hood Airport Airspace features in the archive from past Skywords. This was a draft letter, to which members were requested to add and assist if they could. You will notice that the issues and objections are very similar.

As we know, the outcome of this proposal was the corridor - as referenced at the bottom of the second page.

A timely reminder to get your objection in against the LBA ACP if you have not already done so!

With large airports already in existence at Leeds/Bradford, Manchester and Newcastle the need for another large airport in the area is not justified;

Adding large blocks of airspace may protect the airlines flying within them but actually reduces the safety for General Aviation flying in and around the airspace. Ie pilots are forced into the narrow gap between Leeds/Bradford & Robin Hood and will all funnel round the south end of the airspace to stay within uncontrolled airspace;

Proposed Amendments to Airspace to Enable Limited Cross Country Flight

- A Reduce the overall width of CTR-1 hence minimising impact on General Aviation operating outside the controlled airspace. eg. Remove the narrow strips running N/S in CTA-1D. Airspace should be designed for minimal impact to airspace users rather than to align with existing lines on airspace maps.
- B Raise ceiling of CTA-1 to 3000' – the current 2000' limit is of no use to hang glider/paraglider pilots so effectively expands the footprint of the airspace by 50% for cross country flights from DSC sites.
The southerly extent of CTA-1 is of particular concern due to the ATZ's for Netherthorpe and Retford being included within them, plus the ground cover below being largely covered in trees – limiting landing options. As the ATZ's extend to 2000' (ie the ceiling of CTA-1) the only option for the pilots is to fly to the south of CTA-1. There is no option to “weave in and out” around the edges of the ATZ's on hang gliders & paragliders.
Raising the height to 3000' is not ideal but provides pilots with a fighting chance of staying airborne whilst transitioning past Robin Hood either to the north or south.
- C Raise ceiling of CTA-2 & CTA-4 to 4500' – the current limit of 3000' effectively prevents cross country flying in this direction as pilots need to stay airborne and below the 3000' limit for 25-30 miles. The extra 1500' whilst not ideal would again provide pilots with a fighting chance of staying airborne whilst transitioning past Robin Hood to the north.
If CTA-1 is raised to 3000' there would be no need to have either of these CTA's set so low anyway.
Raising the ceiling of these areas would provide significantly more space for General Aviation to co-exist more safely in this gap between Leeds/Bradford & Robin Hood.
- D Reduce size of NE corner of CTA-1 – from your proposal document this portion of the airspace is never used so why is it required at all? Reducing the footprint of the airspace for pilots flying N-> S from either Caunton, Notts Aerotow or from Carlton Bank model ridge would definitely help when transitioning past Robin Hood.

Proposed Corridor Agreements by Request on Specific Days

****INFO RE BRISTOL AGREEMENT FROM RICHARD WESTGATE****

Only requested on 20-30 days per year at most across both options;

Only be requested from March -> Sept;

Only on days with good VFR visibility due to weather conditions required for cross country flight;

- A Raise CTA-2 & CTA-4 to 6000' ceiling and CTA-8 to 5500' from 12 – 6pm.
Enables improved transitioning around Robin Hood airspace from DSC sites in SW-> SSW wind directions and from Carlton Bank model ridge in N wind direction.
- B Enable VFR Corridor S of A631 through CTR 0 – 6000' from 12 – 6pm.
Enables full cross country capability from DSC sites in W -> WSW wind directions.

Club Sites

Dennis Marston

Simon Tomlinson

Northern Sites



Dennis
07968 380829
dennisandmargaretm
@yahoo.co.uk

Simon
07759 138971
sigma7man
@gmail.com

Addleborough	Semer Water
Bishopdale	Stags Fell
Brant Side	Tailbridge
Dodd Fell & Grove Hd	Wether Fell
Nappa Scar	Whernside

As mentioned earlier, we have a new sit, Fremington Edge. The provisional site guide is published here.

Please note the following important issues:

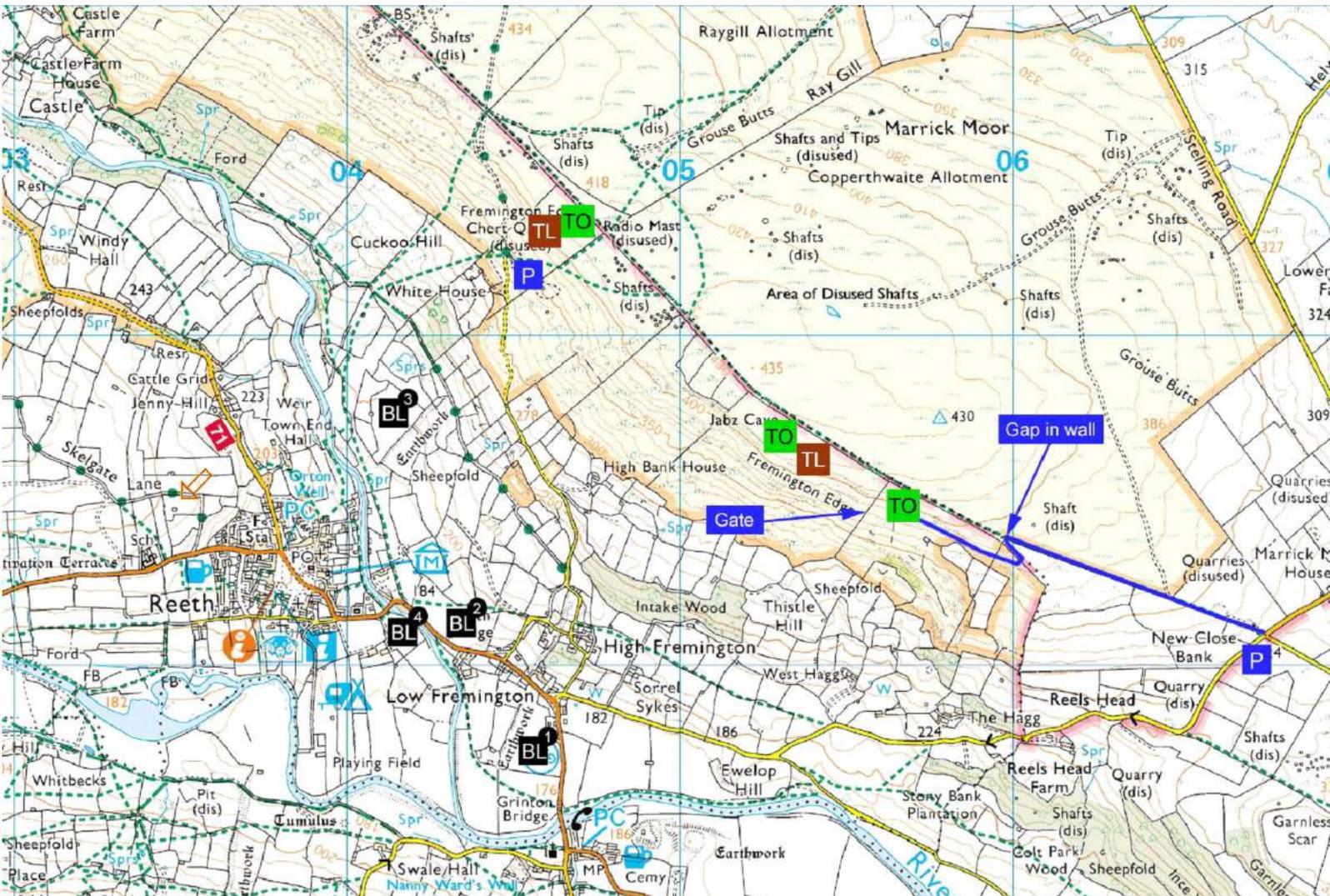
This is a draft site guide, and will be fully confirmed at some point in the future

It is a site for experienced pilots only.

Please make sure you contact Ronnie - details opposite - before flying

Only use the White House end for access at present (there is a new locked gate at the other end, we need to sort this with the land owner

Access at White House end is very narrow



Site Name	Fremington Edge
Site Code	TBC
Grid Ref	NZ 046003
Wind Dir	WSW to SSW (200 – 250)
Height	1350ft AMSL, 750ft top to bottom.
Grade	Experienced pilots only

Parking From High Fremington drive up the single lane road towards Fremington Edge and the White House. There is parking space for several cars on the right, opposite the drive to the White House. Alternatively take the Hard Stiles Road heading east from Fremington and park on the right just before the right turn to Marrick.

Access From the White House parking, continue on foot up the stoned track, then head to the right on the public footpath to the take off area.

NOT TO BE USED AT PRESENT:

From Hard Stiles Road, follow the public footpath staying on the right hand side of the wall until you reach a step in the wall to the left. Where the wall turns sharp left there is an opening. Re-fasten any temporary fencing or gates. Once through, carry on in the original direction to the first take off area. A steeper take off area with top landing lies a little further on but you must only pass through the gate in the wall, which is located slightly down the slope. Close all gates.

Telephone Reasonable mobile coverage. Public telephones in Reeth and Grinton.

Hazards Electricity cables between take off and the bottom landing fields.

Rocky ridge and slope.

Site can be susceptible to out of phase wave.

Possible rotor from trees and buildings in landing field 2.

XC pilots should be aware of Danger Area D408 downwind of the site.

Rules You must text Ronnie Bailey before flying. He will respond if there are any issues you need to be aware of.

BL3 is closest to the ridge but should only be used in an emergency.

Due to lambing or hay making the following closures apply: do not fly if there is a risk of needing a field that is closed.

BL1 – closed all of April, May and June.

BL2 & 4 – closed March 15 to April 15, and all of June.

BL3 – closed all of May and June.

Changes to these dates will be publicised on the DHPC website.

Reeth Show occupies some of the bottom landing fields and usually takes place over the bank holiday weekend at the end of August.

Owners Central and NW TO, BL 2 & 4: Ronnie Bailey – 07812 778941

SE TO: Stu Price, Dales Bike Centre - 01748 884908

BL3: Alan Kendall - 07792 795751 BL1: Paul Brown - 01748 884232

Comments The Dales Bike Centre is located near to BL1. Stu Price has been very helpful: please make use of the excellent bike shop and café.

Gary Senior flying at Fremington, Sept 29

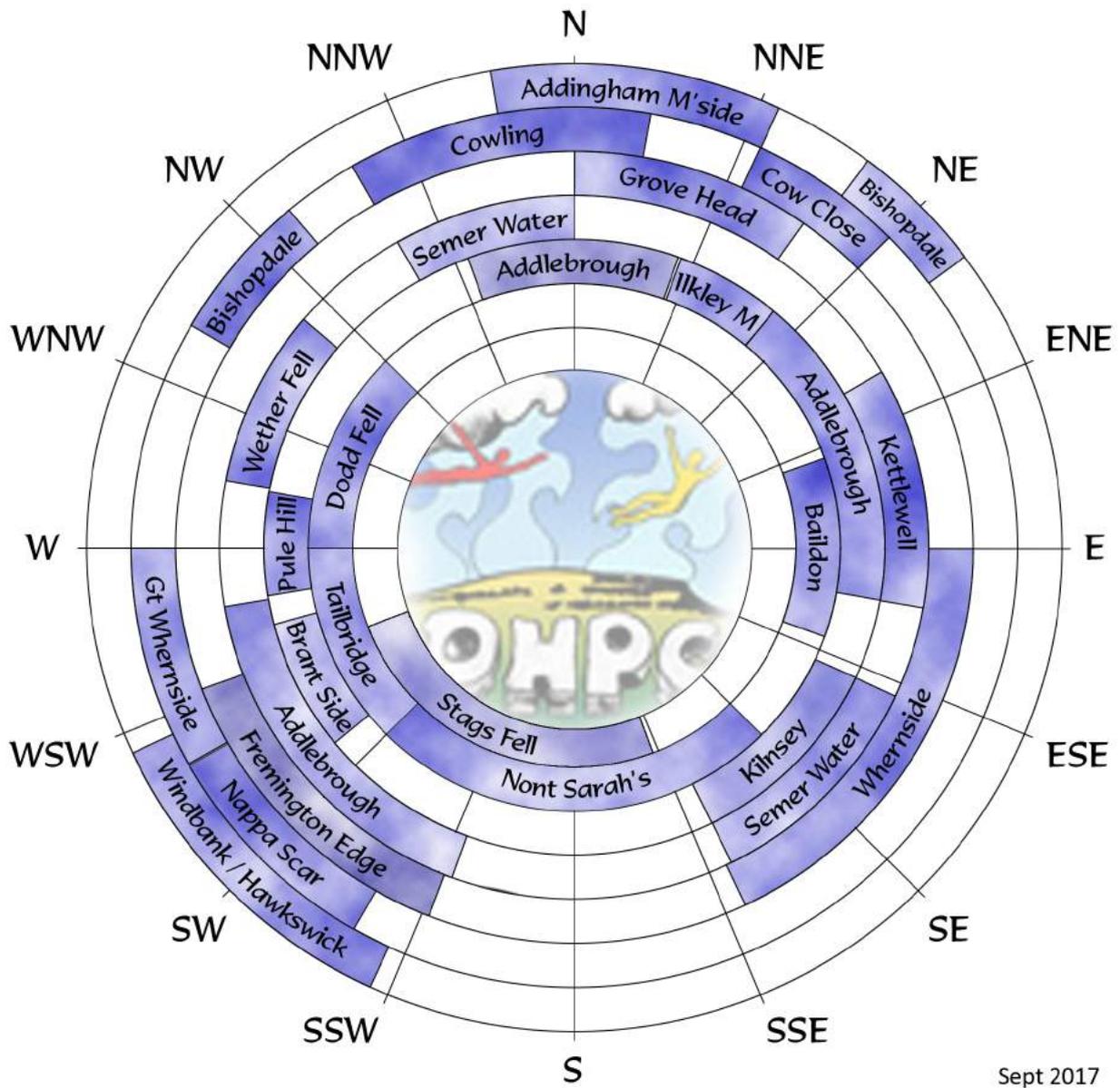




Photo: Simon Tomlinson

New Wind Rose

New site, new wind rose! Try not to get too excited, but the rose we have had since May 2015 has now been updated and will be on the web site before you can say "I object to the Leeds Bradford Airspace Change Proposal"





Toby Briggs

tobybriggs@btopenworld.com
07582 156471

Southern Sites

Addingham	Hawkswick
Baildon	Ilkley Moor
Cow Close Fell	Kettlewell
Cowling and Sutton	Kilnsey
Great Whernside	Windbank

Your picture here! With Toby moving to Wales, there is a need for a new committee member to cover Sites - South - brief job description give below. If interested, contact Martin: chairman@dhpc.org.uk

DHPC Committee Job Description

Sites Officers

General

The DHPC has 2 Sites Officers; one maintaining the sites north of a line running east-west through Kettlewell, and one maintaining the sites south of this line. The Sites Officers are responsible to the Chairman for the maintenance of club flying sites.

Specific

Brokering an agreement with the various owners, and other users of each site, as to how it will be used and what restrictions are appropriate.

Publishing this agreement as a site guide on the website and, from time to time, in hard copy.

Monitoring the agreement and adjusting it as appropriate.

Making every attempt to ensure that members abide by the agreement.

Maintaining a list of farmers with whom we have a relationship and acting as the point of contact between them and the club.

Inviting farmers to social functions.

Notifying farmers of competitions where larger than usual numbers of pilots are expected.

Ensuring that each farmer receives an appropriate gift at Christmas.

Acting as club representative on the Yorkshire Dales National Park Authority Airports Advisory Group.

Liaising with neighbouring clubs and schools in the area to agree reciprocal rights.

From the BHPA Tech manual (para 1.3.15):

Site Sovereignty and Registration

Whenever a club (or other airport) has negotiated the use of a site then it is regarded by the BHPA as the 'resident club' and any other clubs or pilots wishing to fly from that site must contact that club before approaching the site owner or entering the site. (See Appendix A.)

Site registration

Any school or club planning to negotiate the use of a site is required to seek clearance from the BHPA to avoid conflict, and any club obtaining the use of a site must register it with the BHPA to be recognised as the resident club. (Site database entry form TWH290994 is available from the BHPA office.)

Dales photos September 2017

Boys will be boys (as they once said in less enlightened times!)



Passing the time when its just a bit too breezy!
Tailbridge Aug27th

Photo: Dennis M

The Howgills in all their glory



Sharing a thermal with Pete D. Brant Side



Marston. Sept 20th



Photo: Simon Tomlinson. Aug 28

A popular day at Windbank!

Sept 2nd



Photo: Pete Logan

A rare picture of the Chairman of the DHPC actually flying -
"The boss arrives"



Brant Side, Sept 20th

Windbank. Sept 2nd

Photo: Simon Tomlinson



Photo: Adrian Nixon



EYE CANDY FOR CLOUD LOVERS





Night take off in full aurora



Photo: Mats Land

From: <http://www.nationalgeographic.com/adventure/lists/aerial-sports/gorgeous-photos-paragliding-adventures-around-the-globe/>



Club Contacts

Contacts details for the new committee are given here.



Martin Baxter - Chairman
chairman@dhpc.org.uk



Ed Cleasby - Chief Coach
coaching@dhpc.org.uk



Trevor Birkbeck- Club Sec / HG Comps
contacts@dhpc.org.uk



Tim Rogers - Librarian
library@dhpc.org.uk



Neil Plant - Membership Sec
membership@dhpc.org.uk



Rosie Darwood - Social Sec
social@dhpc.org.uk



Pete Darwood - Paragliding Comps
pgcomps@dhpc.org.uk



Safety Officer
safety@dhpc.org.uk



Helen Setnika Zambas - Trophies
trophies@dhpc.org.uk



Marek Setnika Zambas - Treasurer
treasurer@dhpc.org.uk



Dennis Marston - Sites Officer North
sites_north@dhpc.org.uk



Simon Tomlinson - Sites Officer North
sites_north@dhpc.org.uk



Toby Briggs - Sites Officer South
sites_south@dhpc.org.uk



Alex Colbeck - Website
website@dhpc.org.uk



Tam - Newsletter
skywords@dhpc.org.uk

The committee meets on alternate months, on the 3rd Thursday of the month at 7.30 at the Horse and Farrier. Although minutes are not published, members are welcome to attend to observe proceedings (if you are that way inclined). Regular items cover each of the areas above.

If you want to draw anything to the attention of the committee, either collar one of them when you see them on the hill, or email them using the addresses above,

DIARY DATES 2017

Below are some significant dates for Dales pilots - either local , UK, or World Flying events, and some local events not flying related which may be of interest. If you want anything adding, simply collar me on the hill or at a club night, or email to: skywords@dhpc.org.uk

Date	Event	Website
Sept 29	Simon Yates - My mountain life, Otley	www.mountaindream.co.uk/the-wild-within
Sep 30-Oct1	DHV HG meeting, Buching, Germany	www.dhv.de
Oct 5	DHPC Club night. Rigid to Floppy	
Oct 17-22	Oludeniz AirGames	http://babadag.com/babadag/
Oct 28 - Nov 4	PWC, Guayaquil, Ecuador	www.pwca.org
Oct 27	Fell running then and now. Kenny Stuart. Skipton - In aid of UWFRA https://www.eventbee.com/v/jud1th/event?eid=189159514#/tickets	
Nov 2	DHPC Club night - Making the grade	
Nov 16 - 19	Kendal Mountain Festival	www.mountainfest.co.uk
Dec	DHPC AGM - free beer	

2018

Olympic Council of Asia has included paragliding in 18th Asian Games (32 Olympic + 8 non-Olympic sports)

Jan 9 - 21	2017 PG World Cup Superfinal, Roldanillo, Colombia	www.pwca.org
Jan 11	DHPC Club night - film comp	
Feb 1	DHPC Club night - Ask the Panel	
Feb 28	DHPC Reserve Repack	St Mary's, Menston
Mar 10th	Farmers' Dinner	Boar's Head, Long Preston
Apr 5	DHPC Club night - Tales from North of the Border	
May	Kossen Super Festival	
June	777 Fly Further	
Jul 8 - 21	20th FAI European Hang Gliding Champs	Krushevo, Macedonia
Jul 14 - 28	15th FAI European Paragliding Championship	Montalegre, Portugal



Parabollox - or Parafact

Ghosts in the Moorcock.

Any self respecting old remote pub has to have ghosts!

Parafact

Send your contribution to: skywords@dhpc.org.uk