

The Dales Hang Gliding and Paragliding Club

CLUB RADIO FREQUENCY 143.850Hz



Skywords

www.dhpc.org.uk

February 2015

Now with a
centre page
spread
Phwoarrrr!





Martin Baxter

CHAIRMAN'S CHAT – Feb 15

Sites are a club's greatest asset. We are very lucky in the Dales: we don't pay ANY site fees (OK we pay a contribution towards Nont Sarah's and Pule, but they are Pennine Sites). Other clubs pay thousands of pounds for their sites. A few years ago I got involved in trying to negotiate Great Whernside. The farmer wanted £350+VAT per year and so we declined the offer because of the precedent it would set.

But generally we have an excellent relationship with the farmers, and we cultivate it in 2 ways. Firstly they all get a bottle of their favourite tipple at Christmas. And whilst the Sites Officers are delivering the drinks they also drop off an invitation to the Farmers' Dinner. Each farmer gets a free dinner for 2 and a free bar tab. If all the farmers took us up on the offer it would probably bankrupt the club, but experience has taught us that only a handful will turn up. Cunningly we are seen to be very generous for a minimal outlay – after all this is Yorkshire, and we have a certain reputation to maintain!

It used to be called the Dinner Dance and was held in or around the Skipton area. Apparently it was well attended by members, but over the years interest has dwindled. We're not entirely sure why this has happened. Perhaps the intrepid spirit of early hang glider pilots has been diluted by paragliding; perhaps disposable income has reduced; or perhaps we're all a bit older.

As a consequence we have focussed more on the farmers. We've moved further north, laid on a mini-bus for them, and removed the dance/disco element focussing more on getting to know the farmers and building relationships. Recognising that only the hardiest of members will turn up we now ask committee members to act as hosts and in return they get to claim travelling expenses. They still pay for their meal and drinks.

Every year I make a speech on behalf of the club thanking the farmers for their support. And to my astonishment, without fail, they make a response saying how little trouble we cause and how welcome we are. We seem to have hit upon a winning formula.

In bygone days our annual Trophies and Awards were presented at the Dinner Dance. But the lack of any recipients forced us to move it to a club night. This year, at the request of the farmers, we have re-introduced the awards ceremony to the Farmers' Dinner. Ed has also promised a short video review of the year. Of course some things haven't changed: balloons are prevalent, and the raffle remains as popular as ever.

Elsewhere in this edition you will find an invitation to this year's Farmers' Dinner. Please feel free to come along; express your gratitude to the farmers, talk about flying, applaud our trophy winners, and watch me make a fool of myself. All good entertainment.

Fly safely,

Martin Baxter

Chairman

If God had meant man to fly...

... he'd have given him wings!



This month I have tried to develop the style of the newsletter a bit, in part due to the spectacular photographs from Ian Brindle's trip to Chile, one of which I have produced as a two page spread. In order to view it properly you will need to set up your pdf viewer to both show side by side pages and to show page 1 on its own. To do this:

In Adobe Reader XI:

View > Page Display.

Select "Two Page View"

Select "Show Cover Page in Two Page View"

Uncheck "Show Gap Between Pages"

This should work. Let me know if not! Enjoy.

Tam

INSIDE THIS MONTH

- | | | |
|--|--|--|
|  Chairman's Chat |  Ian Brindle—Chile in Nov |  Safety—Reserves |
|  Noticeboard |  Ed's Coaching Column |  Missing Hen Harriers |
|  Updated Coaches List |  Farmers' Dinner Invite |  3 Peaks Challenge |
|  Judith Mole on Skills |  Reserve Repack Invite |  Rules |
|  Committee Profile - Kate |  Sites News | |



CLUB NOTICES



Next Club Night

Thursday 5th February, 7.30 for 8 pm

Judith Mole

Return of kit
from Aerofix

Improving your flying through individual goal setting

This workshop is aimed at any pilot who wishes to improve their flying, whether that be gaining more confidence, going XC, comps, etc. However, very low airtime pilots (CP with less than 5 hours) may not get the most from it. The workshop will look at how to set yourself goals and tasks to work towards those goals. Pilots should leave with a basic individual goal list (to be expanded at home if appropriate) to work towards during the season. You'll need pen and paper.

Meet at 6.30pm if you want to eat with your flying mates

[Horse and Farrier, Otley, LS21 1BQ](#)

Farmers' Dinner

You fly their land, come and thank them for the opportunity. They'd love to meet you!

28th Feb 2015

Windbank

Note changes of arrangements at Windbank. Details on the website

Future Club Nights

Mar and April—
Its looking like Photo and Video Comp for March club night, April still to be confirmed but will be a good night to finish off those long winter nights, we promise! From May onwards, get out there and fly!

Judith is a good friend of the club. We are currently serialising her skills and safety articles in this newsletter. She has been flying first hang gliders and then paragliders since 1996. She is probably best known for her Paragliding Podcasts (<http://www.theparaglider.com/podcasts>) and webcasts. The workshop on 5th Feb is loosely based on her own podcast on Improving your Flying where she described her methodical approach to getting better, safer and having more fun while in the air.

Kendal Film Festival



Broaden your horizons! As part of the world tour, the film festival returns to:

Kendal Brewery Arts Centre

April 16th 2015

DHPC

Reserve Repack

St Mary's School

Menston

February 28th

See Full page article

Page 25

Banff Mountain Film Festival



Wed 22 April

Harrogate

Fri / Sat

24th/25th April 2015



CLUB COACHES



Your Club Coaches are for using—so, use them! Don't be shy, none of them have been known to bite, well not without extreme provocation anyway. All the people below have volunteered to help new pilots / newcomers to the area—they WANT to help you.

Dales Hang Gliding and Paragliding Club - Coaches list (December 2014)

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
David Brown	PG	Ingleton	7757333480	d.brown208@btinternet.com	Various
Alex Colbeck	PG	Harrogate	7717707632	alexcolbeck@gmail.com	Weekends
Kate Rawlinson	PG	Colne	7976510272	katerawlinson@hotmail.co.uk	W/e & school hols
Kevin McLoughlin	PG	Lancaster	7767652233	kevin-mcloughlin@hotmail.com	Weekends
Martin Baxter	PG	Wetherby	7775785479	mrbaxter@hotmail.com	Weekdays
Toby Briggs	PG	Pateley Bridge	758256471	tobybriggs@btopenworld.com	Various
Fred Winstanley	PG	Higher Bentham	7770741958	fredwinstanley@skv.com	Various
Richard Shirt	PG	York	7786707424	rshirt@advaoptical.com	Weekends
Simon Goodman	PG	Leeds	7720061200	simon.goodman@talktalk.net	Various
Andy Byrom	PG	Keighley	7796421890	andy.active@unicombox.co.uk	Weekends
Dave Coulthard	PG	Leeds	7595895149	d.coulthard2@ntlworld.com	Weekends
Sean Hodgson	PG	Haworth	7999806084	sean@ogi.me.uk	Various
David May	PG	Ilkley	7928318219	dav.may@gmail.com	W/e & various

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
November 2014

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

There is more detail on coaching with-in the club on the website.

Coaching days are always announced on the web site homepage and shout-box



Dales Hang Gliding & Paragliding Club
www.dhpc.org.uk
143.850MHz



British Hang Gliding and Paragliding Association
The Old Schoolroom
Loughborough Road
Leicester LE4 5PQ
Tel: 0116 261 1322
Fax: 0116 261 1323
Web: www.bhpa.co.uk
Email: office@bhpa.co.uk

Judith Mole

SKILLS—Why keep a log book?

© Judith Mole. Reproduced with permission

When learning to fly, each pilot is required to make a note of their flying hours in a log book in order to have a record of their experience. Many pilots soon give up on keeping their log book, because it is a hassle to complete it, it seems not to matter after x amount of hours attained, etc. I believe this is a mistake. So why is it a good idea to keep a log book?

- 1) It provides an accurate assessment of the hours you have. Unless you keep a log of your hours, you just guess what you have, and this is invariably an exaggeration
- 2) It allows you to accurately assess how many hours your glider has. If you do not know how many hours your glider has, how can you know when it is due to be serviced, have lines or wires changed, etc? Noting in your logbook when your parachute was re-packed, when repairs were made to the glider, etc. helps you to maintain the safety of your equipment. Therefore your log book acts as a service manual for your glider. If you make modifications to your glider, your log book can be used to keep track of the effects the modification has made to the flying characteristics of the glider.
- 3) Everyone overestimates their flying hours until the day they want to sell a glider, when they suddenly have far fewer hours. When buying a second hand glider, would you trust someone who guesses their hours, or do you want to know exactly how many hours the glider has?
- 4) A log book allows you to track your development as a pilot. Your learning doesn't stop when you get your CP, P or even AP. There isn't a single pilot on this earth who claims to have learnt everything about paragliding or hang gliding. Writing down what you learnt from a flight, what you did, where you went, what the forecast was and how correctly or incorrectly you interpreted it, helps you to track your learning and development over a period. This leads on to point 5...
- 5) Keeping track of your learning allows you to reflect over a period of time where you have been, how you are performing at present and allows you to plan where you need to go as a pilot. It helps you to set goals. In your log book you can note down weaknesses in your flying and then you can work on these, noting down improvements as you go.
- 6) It helps you learn more about flying sites and weather. Keeping track of where you flew, what the conditions were helps you to learn a lot about sites, where thermal sources are, any peculiarities in the landing area, etc.

A log book doesn't need to be boring – you can always add pictures, doodles and maps! Reading about your flights years later can be hours of fun too.

Judith's articles and podcasts appear regularly on her [website](#), and in [the Paraglider](#) online magazine

Ian Brindle

CHILE IN NOVEMBER



This is a bit of a travelogue—but bear with me

The moment Dean Crosby mentioned he was running a November trip to Iquique, Chile and before I had engaged my brain I blurted out; 'sign me up for that'.

Iquique sits on the Pacific coast where the Atacama desert meets the ocean. A year round Mecca for paragliding, Iquique is reputed to have 360 flyable days a year. Around three hundred thousand people reside in the Chilean tax haven. The local economy has been kicked back into life by building the largest tax free zone in South America, exempt from the Chilean 19% VAT rate and 5% import duty. Incidentally; tourists visiting any part of Chile are exempt from VAT on accommodation providing payment is made by credit card in US dollars. Our hotel bills were paid in US dollars!

Could I endure a 14 hour flight and not see more of Chile than Iquique; of course not when inland is the Atacama, one of the worlds most impressive natural phenomena. The Atacama salt flat is one of the driest places on the planet, it never rains on the flat, the Altiplano and Andean volcanoes stand as an impenetrable barrier.

A logical centre for the exploration of the Atacama is the aptly named San Pedro de Atacama.

This is a bit of a travelogue; but bear with me, I hope that my ramblings are sufficient to peak curiosity, you would miss out on a truly remarkable place if you stuck only to committing coastal aviation. The photos we took of the Altiplano were enough for Chris Seals to chuck up visiting Manchu Picchu in favour of the Atacama; enough said.

San Pedro de Atacama is a green oasis in a landscape as devoid of plant life as anything this side of Mars. The place has found a modern existence by welcoming tourists; from round the world gap year backpackers to £1000 a night hotel guests. Entirely single storey; the town

clusters around a main street and square comprised of restaurants, mini-markets and travel agents all competing to sell desert trips at the same uniform price. For some reason the Chileans like dogs or at least put up with them and San Pedro is littered with them. The idle hounds spend the day lying about in the shade. Tourists feed them, which accounts for the disproportionate number of well fed idle hounds getting under the feet. In Chile dogs know their place and man is top dog so there isn't any problem with ankle biters.

The top trip from San Pedro is the Salar de Tara on the Altiplano at 4200m. The road, and only tarmac road into Argentina in this neck of the woods climbs over the Andes topping out at 4830m before descending. Take this road, climb through the inversion into startlingly clear air and dive off at a particular bend; drive across the gravelly surface passing wind hewn rock land marks and you arrive at the Salar de Tara. The salty flat is a particularly

important breeding ground for the three species of flamingo found in Chile. Photographs give an idea of the place; you should visit to experience the scale of the raw geology on display.

We hopped out on the way over to the Salar de Tara at a heavily mineralised lagoon for a photographic opportunity; in the back drop was a distant peak. The guide casually remarked that it was his favourite local volcano; 6000m (for £90 you can take a days guided walk up it). The Altiplano is that sort of place.

Other trips in the area are the Taito geysers; the highest geothermal vents on the planet at 4300m. The visits here arrive at dawn to get the best effect as water vapour from the boiling springs condenses in the crisp morning air. Think boiling water vents rather than explosive Icelandic style geysers and you won't be disappointed. Winter is the time for the geysers to put on more explosive events.



The extended tour of the Altiplanic lakes to include the piedras rojas is a good day tour. Prevailing winds continuously lift the salt from the pan and blow it over the face of a down-wind mountain. Millennia of salt have given this black volcanic mountain a white face. Winter sees the pan covered by up to 3m of snow.

The painted valley, an area of geothermal activity frozen in time, is a half day excursion worth doing. Don't be afraid of not being a geologist, the colours from mineralisation need no explanation.

If all this desert splendour is not enough for you then you could take a three day trip into Bolivia to the Salar de Uyuni salt flats. I haven't tried this trip partly because we were there for a week and the trip is three days out in 4x4 transport with a fourth days hard drive back to San Pedro. Round the world trekkers take a

We hopped out on the way over to the Salar de Tara for a photographic opportunity

one way trip as a jumping off point for the rest of Bolivia and the world.

San Pedro to Iquique by Tur Bus.

The Chilean long distance bus service is excellent; book for Iquique in advance, reserve a seat as per aircraft seat allocation and off you go, \$12,500 (c.£13) for an eight hour panoramic ride via Calama, a gritty mining town in the middle of nowhere, Tocopilla, a coastal port





The author on the bus!

for bulk mineral export, and a coastal route north that is every bit as impressive as route one in California.

Iquique;
the bit you have been wading
through the travelogue for in the
vain hope of a mention of flying.

Coming into Iquique (pop 300,000)
from San Pedro (pop 1,800) was a
bit of a culture shock; the high
rise, the cars.

Dean Crosby and Robin Lund to-
gether with the rest of the clients,
Mark Bradley, Phil Dale, David
Heald, Simon Laundry, Chris Len-
non, Terry Jackson and Graeme
Stephenson were residing in the
flight park shipping containers out
of town.



Iquique, heading North



Chile in November—Ian Brindle

Maureen had rejected a fortnight in a steel box and had reserved us an air conditioned sea view room at the Holiday Inn Express in the centre of town.

Bus fare from the central and very convenient hotel (we landed on the beach a few yards away most days) to launch was \$550 (60p). Bus stops, parada, are found sparsely in Iquique; which matters not one jot simply stick your arm out in any half sensible place and the bus driver will slam on and pick you up. The uniform fare system assists the uninitiated tourist, one fare for any or all of the route, hence 60p for a 30 minute ride to launch.

A personal highlight was a Crosby assisted fly out towards the airport finished off with a glide back to the beach for lunch

Following Dean on glide



Dean and Robin had the place sorted, ideas from a local bumble around to out and return towards the airport. Iquique flying is a game of two halves; first half, watch the Turkey vultures start soaring and thermalling. Take off early, push the Turkey vulture out of its thermal and ride the light lift as the sea breeze gets established and await the convergence as the morning cloud is cooked off by the desert furnace and the thermal strength increases. Second half, late after-

noon dune flying. The earlier the sunshine, the earlier and punchier the thermals is the rule. Site assessment, easy gradually steepening slope to the fore, town aft. Landing options, sand dunes behind flight park or beaches beyond the city. Although crossing the city tower blocks looked daunting, in practice only a smidgen of height above take off was needed to reach and fly over the Pacific in smooth sea air looking for pelicans and sea lions prior to landing on an

enormous beach.

A personal highlight was a Crosby assisted fly out towards the airport finished off with a glide back to the beach for lunch. In all my years flying I have never tried flying with a guide. Flying with a skilled pilot is an eye opener and goes something like this.

I followed local pilot Alex aboard a Delta 2 on a glide over the ridge to the west face that would lead south. To my delight, as I crossed the ridge having backed off full bar in a cowardly manner, I saw him grovelling about the gravel at the bottom of the ridge. Dean came round low and climbed out as I plunged down to join the level of Alex. At this point Dean got the tow rope out; 'come on lad the only way is to keep going'; so I did.

This is when I found all this turning stuff I have been doing over the years is a waste of time. We flew, without turning along the west face, the north-west face, hopped over the spiny headland onto the south west face, then the western bowls with northern headlands. If I showed any lack of resolve by having the temerity to gain a bit of height by thermalling Dean was on the radio, 'not worth turning here lad', on until the airport runway was in clear sight.

I was allowed to do a bit of thermalling on the downwind leg back. At the spiny headland I climbed to base. A few yards away on the other side of the spine a cloud formed with base two or three hundred feet lower. I got a bit of a kicking but not as much as I was expecting; the sea air gave a nice calm glide to the beach. I am still not sure what we were flying in on that trip.

Iquique in November is where the acro 'dudes' repair to in order to hooligan about over the desert.

Public transport for afternoon dune entertainment was not an option; Dean had organised the loan of the flight park school run Honda and a Delica in order that we could join the festivities. A dune which faces the afternoon sea breeze is maybe 75 feet at the highest point with a sandy and gravelly escarpment which does not face the sea breeze is adjacent. Kite up the dune for a few feet, launch, climb out above the dune in the afternoon heat and sea breeze, make a strategic move to the escarpment, soar and thermal up 2000 feet under a convergence cloud, push out over the flat ground and hooligan about, repeat. If you want to find out how rubbish your ground handling is try it in the company an acro pilot sliding across a dune on short wooden skis, or running a perfectly balanced wing up the slope and then executing a flowing turn and launch.

I would fly off towards the airport out of the way of the acro pilots infinity tumbles, helicopters and SATs and amuse myself by seeing how far the convergence cloud would take me. Back at the dune I would saunter off coast side out of the way of the air show, lose height in a very non-acro style and sneak in and land.



The Dune

Iquique, heading South



Return to Iquique, from the North



Photo: Dean Crosby

Iquique, from the Pacific



The lads staying at the flight park were determined on an away day north to Pisagua. A flight park man with a van was hired for the day.

Pisagua flying follows the same profile as Iquique. Take off at the top of at the hill in the morning and take off at the bottom in an afternoon. I really wouldn't say that Chile flying assessments would be universally transferable.

The flying at Pisagua is sublime, take off from a headland south of town and fly along rising bowls, connect with the convergence and thermal over the desert. A bomb out option with a sting is a large beach directly below take off; a walk round the headland to Pisagua is the penalty.

The afternoon launch area to the north is stunning. Fly on a deserted coast with the desert and Pacific for company as the sun sinks and the air mellows.

At the end of the trip I asked Dean if he would consider a return match with Iquique; he said 'yes I would' and I think I agree with him. Fifteen days flying out of fifteen, flying over the ocean and landing on the beach, packing up on the grass verge and strolling in for your £2 lunch, some of the most stunning desert scenery on earth hard by with the Altiplano; what is there not to like. ***Ian Brindle***

At the end of the trip
I asked Dean if he
would consider a re-
turn match with
Iquique. He said:
'yes I would'.
I agree with him.

Desert flying Iquique



Photo: Dean Crosby

[There are more photos from Ian's trip on the website](#)

[Dean's site, Active Edge, is here](#)







Ed's COACHING COLUMN—Transitions

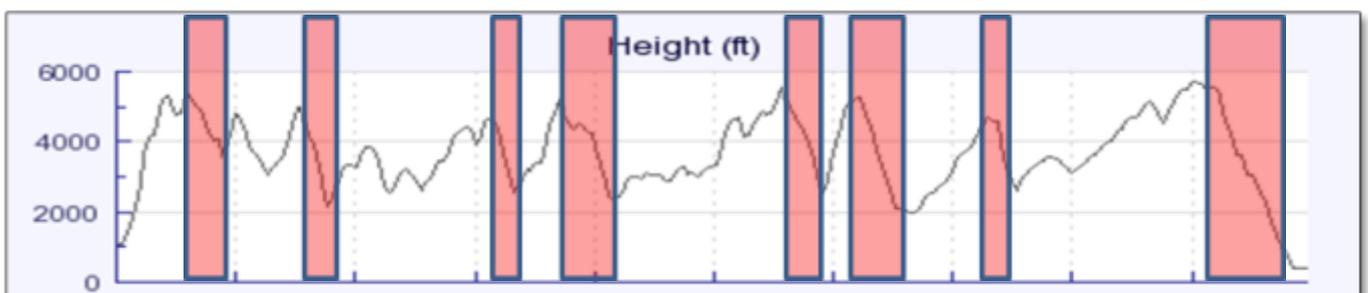
In paragliding terms 'transition' is the name we give to any passage of flight that takes us from one place to another and is especially relevant when we fly cross country. It could be (but not exclusively):

- Valley crossings
- Passing from the mountains or high ground into the flats.
- Inter-thermal (thermal to thermal)

I've tried several times in the past to write a short article about the subject, as it especially fascinates me, but each time I concluded it was far more complex than I initially realised and warranted more a full book chapter than a simplistic magazine piece. So, on each attempt I've backed off and left it unfinished. This is another stab, but be aware I've gone for the simplistic model.

Paragliders and even hang gliders don't have a great glide performance, roughly around a quarter that of a decent sailplane. Once we have gone through the excitement of climbing to cloudbase and that euphoric moment of thinking we are so high we could on for ever – then we quickly need to think about how we best conserve our altitude until the next reliable lift. The decisions one makes and how you deal with the stretches of sinking air is equally if not more important than your ability to thermal up in lift. My reasoning behind that, is climbing engenders a positive state of mind, whilst flying through sinking air, as the altitude unwinds and the ground comes ever closer, can easily lead to doubt, pressure, negative thinking and poor decisions.

Take a look at the altitude chart below. It could be from any of hundreds of long xc flights. EVERY flight is a saw-tooth of altitude changes and corresponding emotions, no flights are an easy, straight line jaunt high across the countryside.



Most, but not all of the transitions, are marked as transparent red. The one thing missing is an overlay of the flight onto GE which, with the introduction of terrain, provides more information about the where and why of the sinking air

Taking the three common examples of transition stated at the beginning of the article.

Valley crossings. In the mountains (big hills) there is a stronger diurnal cycle at work than on the flats, so the time of day has quite a pronounced effect on the conditions – or put simply crossing a valley during the early and mid-part of the day will likely be accompanied by stronger sink and the need for greater speed. An example of this would be that whilst ridge soaring you meet regular thermals on the hill, but when you push out front they are often difficult to find and weak. Any hill in front can make this worse – or if you are lucky and the lee side has been taking sun, then later lee side thermals may be possible. Later again, in the afternoon the centre of the valley can actually be better than the ridge an indication of the diurnal cycle moving into its latter stages. Understanding what to expect on a valley crossing helps you to:

- Choose an altitude and time for your crossing or ...
- Choose a particularly good, developing thermal to help your passage
- Studying the terrain for the best place (line) to cross – not always the shortest
- Where to aim for to best connect with the next climb
- The speed to fly to minimise the height loss
- A gaggle can help, but it often needs a confident pilot to take a lead.

As a rough guide the lower you are the greater the sink if the lee side falls away a lot. This makes it best to get the maximum height you can and to hold onto that for as long as you can as you begin the crossing. Alternatively, try to ensure that the thermal you take is a good strong one that will tend to override terrain influences. As with all things flying there are a number of variables at work that need to be factored in. If you meet heavy sink it rarely pays to turn back, so expect it and push on until the ground, a patch of sun, a trigger point or good cloud start to play in your favour. It usually works in our percentages game – what doesn't is a few moments of dithering as it leads to height loss and equally important a lack of belief.

Passing from high ground into the flats. The Lakes has this transition stage, so does the Dales and the Peak district. In each case the high ground falls away into the flatlands and many xc flights end at the 25 – 35k mark. As the air descends the thermals tend to weaken and become more spaced out. As a result this becomes a crux section – perhaps extending for 10 to 20k or until the influence of the high ground is negated. On the plus side once it starts to work again you can enter a stronger section of lifting air. Embarking on this especially long (for a paraglider) transition requires some thought and cautious flying and you again need to stack the odd in your favour by:

- Trying to begin the transition by having maximum height and holding onto any lift for as long as possible even zero is worth it. Don't be in a rush.
- Searching out the best line based on other gliders, terrain (follow fingers of high ground), birds, clouds.
- Using a cautious approach to the use of speed bar – you may need to at times, but it's also a more measured use to maximise the glide.
- Try to have something to head for that may act as a good thermal source/trigger.
- Expect to have to get lower than you'd like but also expect to find lift – think positively.
- Give yourself a pat on the back once established in a good climb over the flatlands.

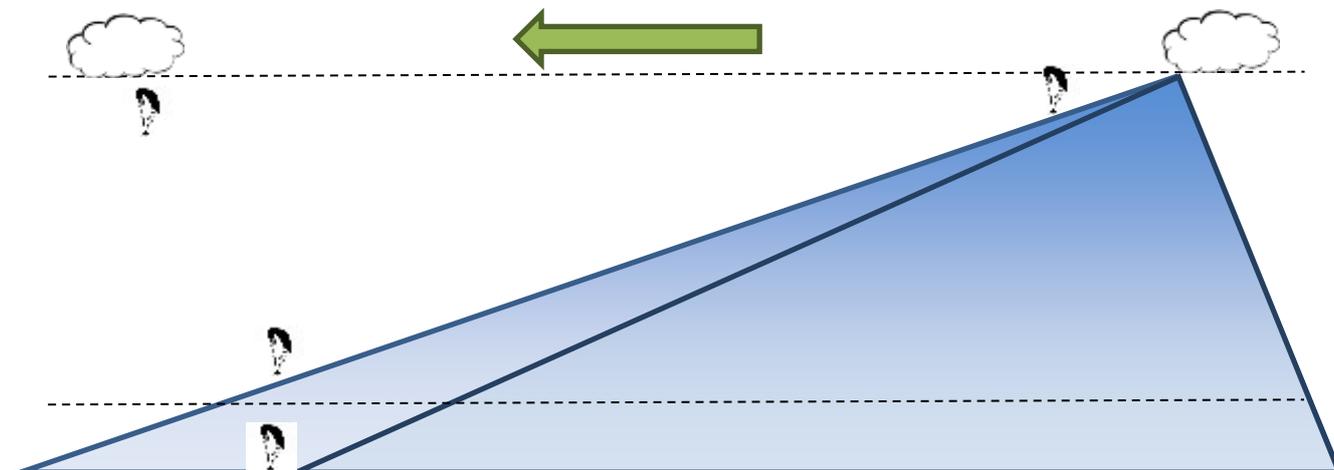
Many flights are made out of the Dales and Derbyshire, so it's easy to study a lot of tracklogs and see how the transition was made – or not! Look at things like the conditions on the day, the height that was required, how much sink they had to deal with, how long was the transition to good lift. A high cloudbase helps, but surprisingly perhaps, weaker conditions can often be easier than strong days when huge sink can lurk to catch the unwary. As an illustration – I got caught out on a BP Cup task last summer. I left the Peak at 6000' en route to what I thought would be an easy run into goal and first place. I left a small gaggle of four others and was away. They hung back (bar one) and kept milling. I sunk out to the ground and was 4k short – not long after after they drifted (milling) overhead and into goal. The next day much weaker and with less sun, I took my time and was into the flat without too many problems. That's what trying to race at the wrong time does.



Photo: Passing out of the Peak at 6000' and ignoring the power of the gaggle

Inter-thermal transitions. This is a bit more straightforward. Cloudbase is a wonderful place to be and unless you are a competition hound or an xc league points chaser on a mission, there really is no great hurry to rush on. I tend to be quite slow, I enjoy being high and it also buys me thinking time if I mill around for a while. Whilst your cloud is still working it pays to stay with it and whilst it may not feel like it you are progressing (check your map screen zoomed in) in your downwind drift. So, unless you have something better and more reliable to go for, then I would tend to stay with what's working. Leaving strong lift usually heads you into strong sink, so think twice as the lift starts to die and the cloud breaks up (watch its ground shadow) now is the time to move on. To some extent your heading will be based on sound thinking about the next cloud, a good ground track over possible thermal sources or anything that indicates a climb. Negotiating the transition between thermals will involve varying degrees of sink, so seeking the best line and the best speed are important to conserving height. It's very much about height management, because height is time and time equals lift opportunities

think of it as a cone with a downwind slew.



In reality the glide slope is unlikely to be straight, as the glide angle will vary according to the sink encountered at any given time. But the principle of trying to arrive at a point with enough height intact to still work lift remains. This is essentially a function of correct speed and the chosen line. Useful in achieving this is an instrument field showing glide angle; using only your vario is misleading as it is reacting to vertical movement and speed, but not distance covered.

Finally, returning to the first altitude diagram through a long xc flight. Every xc flight is a very powerful emotional and mental experience. It involves by the laws of physics as much down as it does up. How you deal with the down parts is the real test and the lower you get the more it will test your resolve and your skills. Any long xc will probably put you to the test a number of times and when you are heading down and getting low then (in my opinion) that is where the best pilots excel and the longest xc flights are achieved. When the going gets tough etc

Before embarking on an xc try to look at where any of the three transition sections mentioned may crop up and try to be at least mentally prepared for them. Knowing what to expect can help you through them and fortune often favours the brave it really does.

(This topic will be covered again at the Joint Coaching Day on 31st Jan – any questions or you just wish to shoot me down then I'll get me blindfold)



Ed's COACHING COLUMN—Coaching Notes

A new DHPC member, David May has joined the list of coaches and is very willing to help anyone in the Ilkley area. He is an experienced pilot and another person I feel can be left holding the fort as I drift over the back and neglect my duties.

Coaching registration: Anyone wishing to register for coaching can get a 2015 registration download from the coaching section and return to me please (after mid February when I will have amended the form for 2015).

Coaching days: We'll try and get these running for March – but if the weather doesn't play ball I'll see about an indoor – 'Intro to the Dales, the sites and weather' if enough interest.

Good Luck to all pilots for 2015, Spring is around the corner and a whole new season.

Paraglider Pilot



**What my family
thinks I do**



**What my friends
think I do**



**What my girlfriend
thinks I do**



**What my relatives
think I do**



What I think I do



What I actually do



CLUB DIARY 2015



February

5	DHPC February Club Night	Otley
7	SHPF Ratho Repack	Edinburgh
7	Registration for Ozone Chabre Open Opens	
28	DHPC Reserve Repack	Menston
28	DHPC Farmers' Dinner	Cracoe

March

1-13	World Hang Gliding Champs	Valle de Bravo, Mexico
5	DHPC March Club Night	Otley
7	BHPA AGM	Nottingham

April

2	DHPC April Club Night	Otley
11-18	PWC Brazil	Baixo Guandu

May

1-4	British Paragliding Cup Round 1 (Pennines)	Chipping
2-6	British Open Series Round 1	SE Wales
23	BOS Round 2	Yorkshire Dales
29—31	Lakes Charity Classic	Buttermere

June

4-7	Super Paragliding Festival	Kossen, Austria
26-3 Jul	Ozone Chabre Open	Laragne, France

July

	North South Cup?	
4-11	Gin Wide Open	Tolmin, Slovenia
11-18	PWC Portugal	Montalegre, Portugal
25-29	BOS Round 3	Mid Wales
	Red Bull X Alps	Salzburg—Monaco
31—9 Aug	British Paragliding Cup Round 2	Derbyshire & Lancs Gliding club

August

8-15	PWC Switzerland	Disentis, Switzerland
30—6 Sept	PWC Spain	Ager

September

3	DHPC Club Night	Otley
	Pennine Parafest?	Chipping, Lancs
17—20 (Estimated Dates!)	Coupe Icare	St Hilaire, France

October

1	DHPC Club Night	
24-31	PWC India	Bir, India

November

5	DHPC Club Night	Otley
---	-----------------	-------

December

2-12	PWC Superfinal	Valle de Bravo,
3	DHPC Club Night (AGM)	Otley

Want something adding to this?
Just let me know! Tam



Kate Rawlinson

SAFETY—Reserves

Reserves - even though I have (fortunately) only pulled mine at a re-pack and looked after it, I don't really give it much thought, but it is now 9 years old and probably due for replacing. Below are some things to consider when choosing your first or a new parachute. If you would like advice on whether or not your reserve is still ok or the correct size etc, come along to the Dales Re-pack on February 28th and speak to Bill Morris (see Skywords add or website for more details).

Kate

Emergency parachutes

An emergency parachute gives you a second chance, perhaps a final chance, when some catastrophe occurs.

- An emergency parachute should be part of your flying equipment.
- Choose one that will give you a true (non-gliding) descent rate of around 5.5m/sec (never more than 7.5m/sec) at your total weight in flight - including the weight of your glider.
- Preferably choose a certified emergency parachute
- Make sure that it is correctly connected to your harness and correctly installed (so that it can be deployed when you want, and won't deploy unintentionally.)
- Maintain it properly (which includes having it repacked regularly).
- Make sure you know how to use it, and use it when you need to!

Choosing a parachute

Buying a parachute that is clearly marked as conforming to the CEN standard EN12491 is strongly recommended. Such parachutes will have passed rigorous speed of opening tests, descent rate tests (max. 5.5m/s), stability tests and strength tests. In the strength test the manufacturer has the choice of two test speeds, and the successfully certified parachutes therefore carry on the certification label the warning: 'not suitable for speeds in excess of 32m/s (115km/h)' OR 'not suitable for speeds in excess of 49m/s (176km/h)'. Other than checking the certification label and deciding whether you will be happy with the lower speed certification or whether you want the added strength of the higher speed tested alternatives, the final very important thing you need to do is check that it is available in a size suitable for your total weight in flight (this figure includes the weight of your glider). If you buy a parachute not certified to EN12491 then the earlier DHV and AFNOR standards give some measure of quality assurance, but you must be careful to ensure that the parachute you select will give an acceptable descent rate at your total weight in flight. Look for one with documented rates of descent at different loads, and choose one that will give a descent rate of less than 7.5m/sec (ideally around 5.5m/sec) at your total weight in flight.

Descent rates / equivalent fall height.

As the expected descent rate increases, so does the likelihood of injury and its severity. A descent rate of approximately 5.5m/s (18ft/s) is recommended as this keeps the likelihood of injury low while keeping all the other design factors (parachute bulk, weight) manageable. Slightly higher descent rates are acceptable, but a descent rate of 7.5m/s (24.5ft/s) should be regarded as being the maximum limit: any existing

parachute system that will, at your all-up weight, give you a sea-level descent rate greater than 7.5m/s should be replaced. It is sometimes easier to visualise vertical descent rates by equating them to stepping off a wall of a certain height. 5.5m/s (18ft/s or 12.3mph) is your velocity when you hit the ground after stepping off a wall 1.5m (5ft) high. A descent rate of 7.5m/s is equivalent to a drop of 2.5m (8.2ft). When you have imagined falling from this height onto your feet and doing a PLF, try imagining falling from this height onto your back, or your side, or your head...You should also bear in mind that in an actual emergency, factors such as lift, sink, altitude, a semi-inflated paraglider or a damaged hang glider may all conspire to increase or decrease your descent rate.



DHPC Reserve Repack 2015

28 February 2015 (10am – 2pm)

[St Marys School Menston, Leeds, LS29 6AE.](#)

Brilliant value, just £10

When was the last time you checked your reserve? Manufacturers recommend repacking your reserve at least every six months. Bill Morris from the BHPA is coming to do a reserve repack day with the Dales club.

All welcome – paragliders, paramotors, speedwings, even hang gliders. No need to be a Dales Club pilot.

To book email Kate at katerawlinson@hotmail.co.uk or phone/text on 0797 651 0272. See details on the [website under events.](#)

It's worth the fee just to hear Bill speak!



Simon Goodman COMPETITIONS—The 3 Peaks Challenge

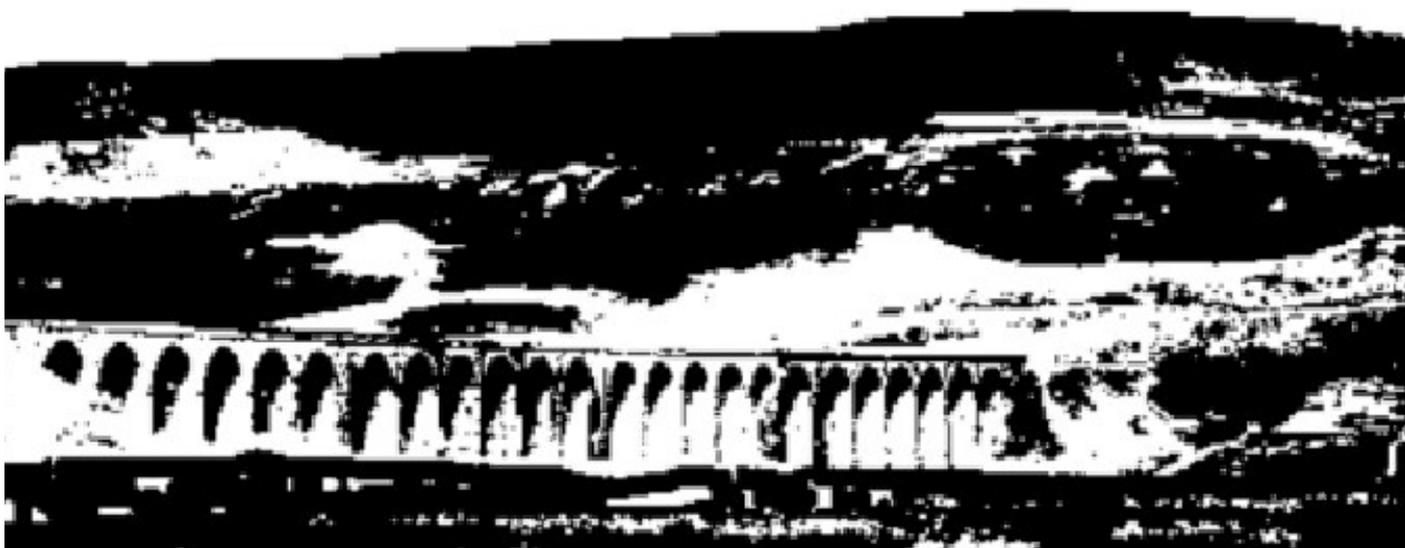


A long standing Dales free flight challenge is to fly a triangle encompassing the summits of the 3 highest peaks of the Yorkshire Dales; Ingleborough, Wharfedale and Pen-y-ghent. In recognition of the difficulty of the task, two cash prizes of £300 (one for paragliding and one for hang gliding) were established for the first pilots to complete the flight.

To date this has only been achieved once, by Dave Smart [flying a paraglider in June 2012](#), although there have been several further flights that have narrowly missed completing the task. The hang glider prize remains to be claimed.

In addition, any free flyer successfully completing the challenge according to the rules below will be eligible to have their name engraved for posterity on the club 3 Peaks Trophy, especially commissioned to commemorate such flights.

While the route is a relatively short flat or FAI triangle of around 30km, depending on turn point positions, it is technically challenging, as evidenced by the single successful completion to date.





The Dales 3 Peaks Challenge



The Rules.

Open to all BHPA flying members

All flying/site access must be in compliance with the guidance and restrictions specified in the Dales Club site guide (<http://www.dhpc.org.uk/site-guide>). If you are not a member of the Dales Club and you have any queries, please contact the club prior to flying via contacts@dhpc.org.uk

Evidence of flights should be provided in the form of a UK National XC league compliant IGC tracklog file from an appropriate GPS-Altivario instrument

The flight must encompass all three trig points of the 3 peaks' summits:

Whernside:	54° 13.732'N, 2° 24.120'W	(SD738814)	736m
Ingleborough:	54° 9.971'N, 2° 23.874'W	(SD741745)	723m
Pen-y-ghent:	54° 9.361'N, 2° 14.924'W	(SD838733)	694m

The 3 peaks summits form a flat triangle, but this can be extended to a FAI triangle by flying from Whernside to the north of the Ribblesdale viaduct (around Gayle Moor), or to the east of Ingleborough towards Horton-in-Ribblesdale.

The peaks may be tackled in any order, but the pilot must close a loop around all 3 peaks (i.e. fly outside the summits, not just tag cylinders). The task must comply with other rules for triangles as per the UK National XC league .

[The flight must be submitted to the National XC League](#) (either HG or PG), and a copy of the IGC file sent to contacts@dhpc.org.uk.

Flights are to be foot-launched but can be made from any Dales site, landing can be anywhere without livestock. The pub at the Ribblesdale viaduct, or the Hill Inn close to Chapel-le-Dale are good options

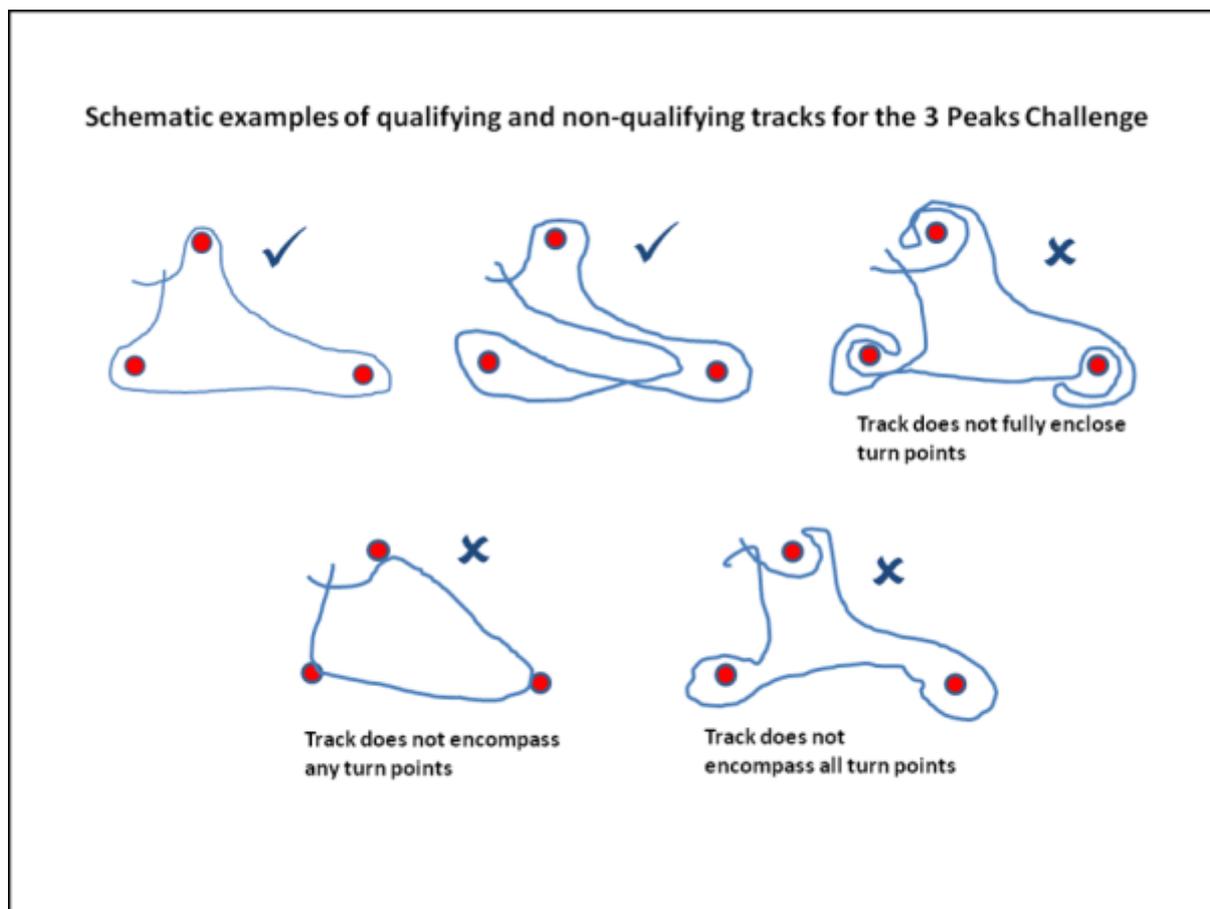
No power or aero tow allowed.

The DHPC reserves the right to publicise successful completions.

Any award will be made by the DHPC Committee on satisfaction that a pilot has completed the challenge according to the competition rules; their decision will be final

A written account of the flight must be submitted to claim the cash prize for first hang glider completion.

February 2015



The Advice...

An account of Dave Smart's 2012 flight will be found on the DHPC website . In addition, local pilot Jake Herbert provides the following advice:

Ideal conditions are a light south easterly with cloudbase not necessarily that high, maybe 4-5000ft. It'll still have to be a weatherjack 4 kind of day though. Take Off is best from Whernside which has the easiest walk up or the three and best access. Park in Chapel-le-Dale at SD737773 and follow the paved private road up NW to Ellerbeck. A steep and brutal climb ensues but it'll be worth it. Fly north along the face of Whernside to bag the trig point and work up height.

Go forward onto the SE face of Ingleborough which is a huge bowl and should be booming but watch out for getting low immediately behind Ingleborough. It's steep, dark boggy and possibly turbulent. Use the limestone pavements to top up your height along the route. In fact these limestone pavements (karsts) are the key to the whole triangle. Although the rock is white it heats up very quickly in direct sun so expect big moonbeams around them.

On the way to Pen-y-ghent there's a quarry and more karsts. Once on Pen-y-ghent there's a large slope to soar facing south east covered with dark millstone grit, again this should give a good climb away. If you're low approaching Pen-y-ghent it may be possible to sneak round the low shoulder to the south to get directly onto this face. Don't land around Pen-y-ghent though, the farmer is known to be not keen on fliers.

Once you've topped up on Pen-y-ghent there's the small matter of getting back, but at least the wind's in your favour. It might be tempting to cross directly to Whernside but it's an undulating area of bogs with few triggers and has been found to be a dead area in the past. It's probably best to back track onto Ingleborough or Simon Fell at SD759744 for the jump back to Whernside.



PYG



Committee Profile

KATE RAWLINSON—Safety Officer

I joined the Dales Hang Gliding and Paragliding Club in June 2006 after completing my CP with Northern Paragliding. I hadn't been with the club long when I was persuaded into joining the committee as Librarian taking over from Liz Addy. This was actually a good move; I got to know members and got out flying lots. A year later I moved to Paragliding Competitions Secretary and in 2009 Newsletter Editor. I resigned off the committee in November 2013 as I was just too busy at school on DofE expeditions with pupils, Basic Expedition Leader Training and First Aid Training for my Duke of Edinburgh Leader qualification.

After a lot (and I mean a lot) of emails at the end of last year from our Chairman and other committee members (only interested in the fact that since I stopped so had the biscuits) I was eventually worn down and persuaded to re-join the committee in December of 2014 as Safety Officer taking over from Pete Spillett.

As for my flying career I started on a fantastic dark blue and red Apco Fiesta, it was like flying a bus, but I loved it. I quite quickly moved onto a Niviuk NK1 a brilliant little wing I got my first XC on it in a BCC comp at Jenkin Hill 23k (a total fluke) I sold it on the DHPC Forum to a man in America. I now fly a Nova Mentor 2 that I have had since 2010, although I have been thinking about changing it to a new Nova Ion light (I just need to persuade Tony to let me have a go on his before I make my mind up). When I get asked why I fly it's simple, I just love the freedom of having my feet off the floor, doesn't matter if it's a super XC or just a tootle up and down the ridge.

I have been a Dales club coach since 2009 and hold an Outdoor First Aid and Incident Management qualification. I intend to be involved a little more this year with the club, coaching days and new members. I also intend to get out flying a lot, lot, lot more this year as last year I only flew out in Bassano.....pft!!

See you on the hill.

Kate x





The mystery of the missing hen harriers

The club, on your behalf, spends quite a bit of time managing our relationships with farmers/estate managers. This article provides some insight into the world of gamekeepers, grouse, and birds of prey.

This is an edited extract from an article published in The Guardian's "Long Read" series on 13 January 2015. [The full article and comments can be read here](#). Its worth a read.

Last spring, when walkers on the Lancashire moors came upon two hen harrier nests, they alerted local conservationists. Not because these powerful birds of prey represented a danger to wildlife, but because the harriers themselves are under threat. When they got the call, staff and members of the RSPB, helped by local volunteers, set up a 24-hour watch to protect the nests. Over the summer, under the gaze of their guardians, the harriers raised nine chicks, four of which were named by local schoolchildren: Sky, Hope, Highlander and Burt. By late summer, as they prepared to leave the nests, the fledglings were fitted with satellite tags so their movements could be monitored.

At dusk on 10 September last year, a few weeks after the juvenile birds had successfully left their nest, the 9.5g tag on Sky's leg abruptly stopped transmitting. Three days later, Hope's signal was lost. Both birds had disappeared. The scientists and local bird-lovers who had worked so hard to protect them were convinced someone had deliberately shot these birds out of the sky. And they had strong suspicions about who was responsible.

"Are they gamekeepers that killed these birds? It's supposition," said Phil Gunning, a retired police inspector who runs a grouse syndicate, a small group of friends holding an exclusive right to shoot on 5,700 acres of Bowland each season. We were speaking on the landline in the Hark to Bounty pub, as there is no mobile phone reception on the moors. "There's an awful lot of birds of prey out there and an awful lot of people don't particularly care for them. You'd have to be pretty naive to say a gamekeeper has never killed a bird of prey but to generalise and say, 'It's gamekeepers' is simply not fair."

Unlike most birds of prey, which are territorial and fight each other over nesting and hunting grounds, the hen harrier nests close to other harriers. "They pile in there together like footballers pile into a bath at the end of a match". In 2013, there were just two harrier nests on [Langholm Moor](#) in Dumfries & Galloway, Scotland (an experimental site where harriers are protected) but in 2014, 10 nests produced 47 fledged hen harrier chicks on the same 119km/sq site. So many grouse-guzzling hen harriers thriving in the area meant the grouse population was reduced too far to sustain a commercial shoot.

Moorland owners want to be allowed to move hen harrier nests. Brood management would guarantee that if more than one hen harrier nested in any 10km/sq area of grouse moor, government scientists would remove additional nests, raise the chicks in captivity and release the young birds into lowland areas. "There would not be a feather on a hen harrier chick's head harmed". This, she argued, was the key to stopping their persecution. Why would anyone harm hen harriers if they posed no risk to the grouse shooting industry? "It just needs the RSPB to give it a try."



David Brown NORTHERN SITES FOCUS



Addleborough, Nappa Scar and Semer Water (North Face)

Firstly, I would ask readers to inform me of any mistakes or inaccuracies regarding the content of my Skywords articles. Secondly, I am a PG pilot so my experiences of flying in the Dales is therefore bi-ased toward this discipline. However, I am very aware that virtually all the sites we currently enjoy were negotiated by HG members and, although they are outnumbered by PG members, I have tried to include them whenever it seems appropriate. HGs, quite naturally, tend to use Wether and Tail-bridge and, less often, Stags and Semer, so the subject this month may not be of much interest to them. Sorry HGs.



Addleborough SW Face

Addleborough, Nappa Scar and Semer Water north face are under used sites and perhaps it is time to change this in 2015. Let me start with Nappa.

Nappa Scar

Nappa Scar is one of the few sites I have not flown. I visited it in the early 1990s but conditions were not right to fly. I seem to remember the parking, the walk in and the launch area were reasonable and landing options were also reasonable. Its main drawback is the rocky escarpments which can cause some rotor turbulence and scratching close can be dangerous. It caught an experienced PG pilot out some years ago resulting in a serious injury. On the plus side, it takes a SSW wind with good XC potential where Stags is perhaps better with a SW wind, and also may offer an out and return

toward Stags and beyond, or even a Dales triangle!

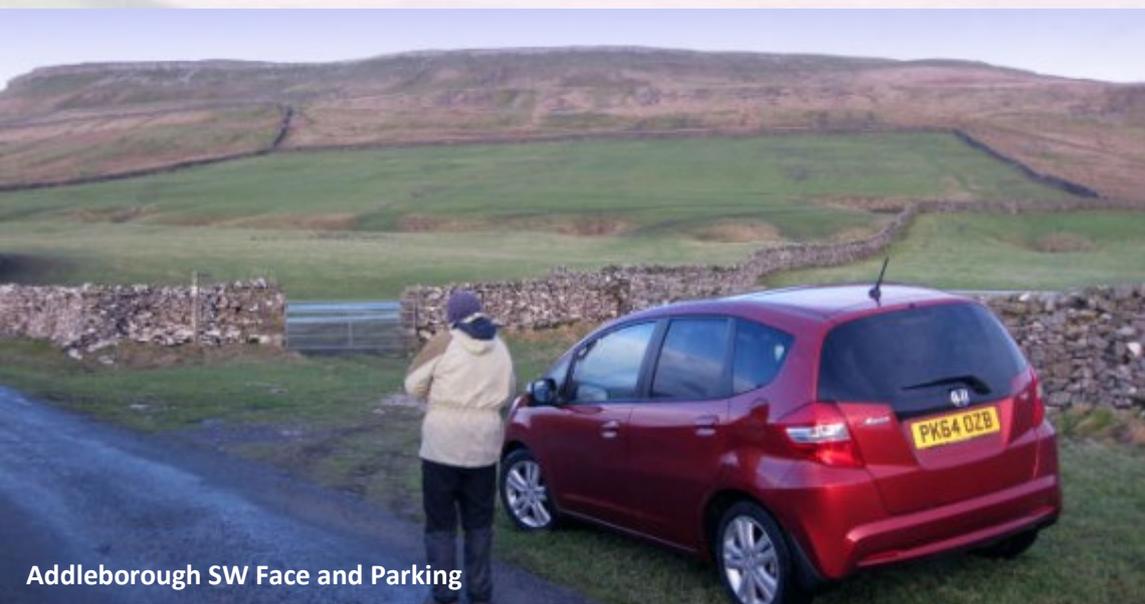
Semer Water (North Face)

Semer Water north face is another site I have not flown. It is worth considering when a northerly is blowing since we only have Grove Head and (now) Ingleborough summit which take that direction. In the past, I tended to go to Model Ridge or Wolf Crag in the Lakes but I'm going to give this face a go at the next opportunity.

Addleborough

And now to Addleborough. This is where it all started for me in March 1991. Northern Hang

Gliding school had embraced Paragliding in its infancy and Addleborough was its number one training site. My first day was on the SW face and obviously successful. Several training days later, with the occasional visit to Tailbridge, I gained my CP having also



Addleborough SW Face and Parking

flown the east and north faces during my training. Being a school training site I flew elsewhere after attaining my CP and I haven't been back since. When Northern (now Sun Soar) moved to Kirkby Stephen the DHPC took the site.

Since taking over as Sites Officer North, I am now again aware of this site and I am going to fly it once more as soon as the weather permits. I've met the farmers when delivering the Xmas bottles and cards and they are very friendly. They did say, as did the farmer below Nappa, that they had not seen anyone fly-



Addleborough SW Take Off



Simon Goodman

COMPETITIONS

A valuable learning environment

Although it may not seem like it the moment, with these short sodden days, howling wind and snow, the new season is actually not too far away. Give it six weeks or so and should be seeing the first hints of spring thermals. Now is the time to begin thinking about potential competitions to enter in 2015. You certainly don't have to be a Sky God to enter a comp, and in fact there are several which cater specifically for lower airtime and intermediate pilots. The Lakes Charity Classic and the BP Cup, both have sections open to CP rated pilots, and if you're Pilot rated, but not massively experienced at XC, there are friendly, laid back comps such as the Gin Wide Open and the Ozone Chabre Open, where the emphasis is on fun and skills development with more experienced pilots acting as mentors.

I did my own first comp last year at the Gin Wide Open at Ager, Spain in September. It was a spectacular venue, and although the weather could have been better (and I could have flown better), it was superb fun and I learnt a huge amount about comps in general, task flying and myself as a pilot. One of the most important lessons I came away from the comp with is that it's really important to keep sight of the bigger picture of why you fly, as it's quite easy to get caught up in a competitive fervour that can influence your risk judgement. It seemed as though a significant proportion of inexperienced pilots were flying in situations, or taking risks they wouldn't do in the course of normal flying, such as scratching low in leesides, or aggressively pushing the bar in gnarly air. You need to ask yourself what you're prepared to risk for a t-shirt and short lived kudos. However, keep things in perspective and you'll learn a lot and have a huge amount of fun.

Selection of friendly comps 2015

Comp	Venue	Date	More info
BP Cup Round 1	Chipping (Pennines)	1 st -4 th May	http://www.bpcup.co.uk/
Lakes Charity Classic	Buttermere	29 th -31 st May	http://www.cumbriasoaringclub.co.uk
Ozone Charbre Open	Laragne, France	26 th June-3 rd July	http://www.flylaragne.com/
Gin Wide Open	Tolmin, Slovenia	4 th -11 th July	http://www.flywideopen.org/
British Championship 1	Krushevo, Macedonia	20 th -27 th July	http://pgcomps.org.uk/?page_id=1317
BP Cup Round 2	Bradwell (Peak District)	31 st Jul-9 th Aug	http://www.bpcup.co.uk/
British Championship 2	St Andre, France	22 nd -29 th Aug	http://pgcomps.org.uk/?page_id=1317
Pennine Parafest	Chipping (Pennines)	To be confirmed	http://www.penninesoaringclub.org.uk
XC League	Anywhere	April-October	http://www.xcleague.com

Clearly these are my first additions to the Club Calendar I developed on page 23! Tam



The Dales Club Farmer's Dinner



on

Saturday 28th of February 2015



The Devonshire Arms, Cracoe (01756 730237)

www.devonshirecracoe.co.uk

Dress code smart casual, 7:30 for 8pm

Following the success of the last few years it's back to The Devonshire Arms in Cracoe. As usual we'll meet in the bar for drinks from 7.30pm where there will be a free tab for the farmers. At 8pm we'll move through to the dining room to tuck into a scrumptious 3 course meal. During coffee the Chairman will thank the farmers for their continued hospitality, followed by presentation of flying awards and then we'll launch straight into the raffle. Oh and there may be the odd balloon/helicopter as well...

We plan to run the minibus service for the farmers around Hawes again - if there is sufficient interest. We may even be able to squeeze a few members on board. The function room only seats 46 and so everyone will be strictly limited to 2 tickets.

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

The club will be paying for the farmers. The cost for members is £25.00 per person.

[More detail on the website, under "Events"](#)



Addleborough East Face

ing the site all of 2013 and I expect 2014 was the same. This seems such a shame when it might particularly suit newly qualified CP members and take the pressure off Stags Fell. There is also the potential for XCs, both straight line and triangles.

Finally, for anyone in the club who manages to fly there before I do, I would like to encourage you to post a flying report on the Forum. Additionally, it would be nice to have the impressions of pilots on any of our lesser flown sites just to help keep them in mind.

David Brown



Addleborough North Face Take Off

Know Your Clouds!



Pyrocumulus