

The Dales Hang Gliding and Paragliding Club

CLUB RADIO FREQUENCY 143.850Hz



# Skyywords

[www.dhpc.org.uk](http://www.dhpc.org.uk)

April 2015

G'day mate,  
what do you  
think?

I think we should  
move to  
Yorkshire!



**Martin Baxter**

## **CHAIRMAN'S CHAT – April 15**

This will be a short one. I'm booked on the 10am flight to Malaga tomorrow morning and haven't started packing yet. Twelve days at Hotel California should help me to shake off the winter blues, and I hope to come back current and ready to take on anything that the Dales cares to throw at me. Mind you the weather in Spain looks a bit changeable at the moment. We'll see.

Flying out of Leeds/Bradford is very convenient, although I guess that I'm helping them to justify that extra airspace that they are threatening to impose over the Dales. It's all gone worryingly quiet, but I've made a few new friends in the sailplane community who are up in arms about it and are planning some stiff opposition (although their main concern is the airspace to the south of the field). We've got another meeting towards the end of April where I hope to find out more.

I quite like Jet2. I find that their 22kg weight allowance (for my large rucksack), along with 10kg of hand baggage is more than enough and I haven't yet had any arguments about sports equipment. I suppose that one of the hidden benefits of a lightweight reserve is that you can carry an extra kilogram of underwear!

On the insurance side of things I see that 'Swift' have realised what paragliding actually means, and ceased to continue to provide cover. I'm now back with JS Insurance, as recommended by SunSoar. I went for single trip cover: the premiums for an annual policy seem to have increased quite a lot.

Anyway that's your lot. I'm going to try to actually do some flying rather than talking about it.

Fly safely,

Martin Baxter

*Spring has sprung!*

*Let's get Flying*

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in Two Page View"

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## Spectacular scenes of solar eclipse

10 March 2015 Last updated at 14:18 GMT

Millions of people across Europe, Africa and Asia have been enjoying spectacular scenes as the Moon passed between the Earth and the Sun.

The period of greatest darkness - nearly three minutes - occurred over a spot in the Norwegian Sea, a little below the Arctic Circle, at 09:46 GMT.

Here are some images of the eclipse, set to the music of Gustav Holst's, The Planets.

[Read more](#)

**Breathtaking' solar eclipse witnessed by millions**

Credit: Brian Doub, CSC



### Caution—Safety First

We have been officially notified that the newsletter has become a bit gaudy. We apologise and will attempt to make it less so in the future. In the meantime, if you are particularly sensitive to bright colours, please put on your flying shades before continuing to read , or simply avoid pages 1-35



# CLUB NOTICES



If the editor has bribed you with offers of beer for articles, this would be an ideal time to claim them!

## Next Club Night

**Thursday 2nd April, 7.30 for 8 pm**

## Bring Your Flight Deck!

We are putting together an evening of instruction and learning on the use of various bits of kit. Bring along your flight deck, you may be able to teach and to learn.

It's the last club night of the winter—next month you could be flying at this time in the evening!

Horse and Farrier, Otley, LS21 1BQ

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

## Future Club Nights

September 3rd, 7.30 for 8.  
Unfortunately the Social Sec has not let me see his forward plans. We can only assume he has have something organised. Get out there and fly!



LAST SATURDAY IN JUNE

Have a great day out and support Mountain Rescue  
Choose a challenge event in stunning upper Wharfedale

**THREE PEAKS**  
Birks Fell, Buckden Pike, Great Whernside

**TWO PEAKS**  
Buckden Pike, Great Whernside

**VALLEY WALK**  
Dalesway, Paradise Walk

Start and end at Kettlewell village. Help us by being sponsored for this event

Support UWFA—they may save your life one day!

Printing supported by **Dalesman** magazine  
With kind support from Dales Dairies

## Banff Mountain Film Festival



Wed 22 April

Harrogate

Fri / Sat

24th/25th April, 2015.

Kendal Film Festival  
Broaden your horizons! As



part of the world tour, the film festival returns to:  
Kendal Brewery Arts Centre

## A word of thanks from our newest life member!

Hello Martin

I thank you and all my fellow Dales Club members for the presentation on Saturday evening. Your words were surely excessively generous and will give me a lot to keep up to in future!

As you know, it turned out to be an emotional evening for me, and one I will not forget for all the best reasons.

Yours most sincerely,

Noel.





# 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 (March 2014)

Name	HG/PG	Location	Phone (+0)	Email address	Availability
Trevor Birkbeck	HG	Ripon	1765658486	<a href="mailto:trev.birkbeck@gmail.com">trev.birkbeck@gmail.com</a>	Various
Steve Mann	HG/PG	Kirkby Malzeard	1765650374	<a href="mailto:stev.andbex@btinternet.com">stev.andbex@btinternet.com</a>	Weekends
Kevin Gay	HG	Ripon	7794950856	<a href="mailto:kgay@talktalk.net">kgay@talktalk.net</a>	Various
Ed Cleasby SC/CC	PG	Ingleton	7808394895	<a href="mailto:xcflight@gmail.com">xcflight@gmail.com</a>	Various
Rob Burtenshaw SC	PG	Oxenhope	7747721116	<a href="mailto:burtenshaw@fsmail.net">burtenshaw@fsmail.net</a>	Sun and various
Peter Balmforth	PG	Leeds	7714213339	<a href="mailto:peter.balmforth@ntlworld.com">peter.balmforth@ntlworld.com</a>	Weekends
David Brown	PG	Ingleton	7757333480	<a href="mailto:d.brown208@btinternet.com">d.brown208@btinternet.com</a>	Various
Alex Colbeck	PG	Harrogate	7717707632	<a href="mailto:alexcolbeck@gmail.com">alexcolbeck@gmail.com</a>	Weekends
Kate Rawlinson	PG	Colne	7976510272	<a href="mailto:katerawlinson@hotmail.co.uk">katerawlinson@hotmail.co.uk</a>	W/e & school hols
Kevin McLoughlin	PG	Lancaster	7767652233	<a href="mailto:kevin-mcloughlin@hotmail.com">kevin-mcloughlin@hotmail.com</a>	Weekends
Martin Baxter	PG	Wetherby	7775785479	<a href="mailto:mrbaxter@hotmail.com">mrbaxter@hotmail.com</a>	Weekdays
Toby Briggs	PG	Pateley Bridge	7582156471	<a href="mailto:tobybriggs@btopenworld.com">tobybriggs@btopenworld.com</a>	Various
Fred Winstanley	PG	Higher Bentham	7770741958	<a href="mailto:fredwinstanley@sky.com">fredwinstanley@sky.com</a>	Various
Richard Shirt	PG	York	7786707424	<a href="mailto:rshirt@advaoptical.com">rshirt@advaoptical.com</a>	Weekends
Simon Goodman	PG	Leeds	7720061200	<a href="mailto:simon.goodman@talktalk.net">simon.goodman@talktalk.net</a>	Various
Andy Byrom	PG	Keighley	7796421890	<a href="mailto:andy.active@unicombox.co.uk">andy.active@unicombox.co.uk</a>	Weekends
Dave Coulthard	PG	Leeds	7595895149	<a href="mailto:d.coulthard2@ntlworld.com">d.coulthard2@ntlworld.com</a>	Weekends
Sean Hodgson	PG	Haworth	7999606084	<a href="mailto:sean@ogi.me.uk">sean@ogi.me.uk</a>	Various
David May	PG	Ilkley	7928318219	<a href="mailto:dav.may@gmail.com">dav.may@gmail.com</a>	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  
February 2015

*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 within the club on the website.

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



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www.dhpc.org.uk  
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Judith Mole

## Accidents ...and how to avoid them

This article first appeared in the paraglider online magazine. We will publish it in 2 halves. Stay safe!

Judith Mole broke her back in a paragliding accident in March 2013. The accident was entirely her fault and was caused by over-confidence, complacency and a desire to impress the new boyfriend. Understandably she has since been mulling over how to be a safer pilot. Here she shares some insights and tips. What you will read in this article isn't anything new or revolutionary, but might be a timely reminder of something that has recently slipped. Hopefully reading it will keep you just that little bit safer.

### Your kit

Apart from not flying kit that is completely unsuitable for you (like a CP pilot flying a comp wing), you should spend some time looking over your equipment and considering whether there is something you can do to improve it. For example, is your speed bar set up so you can get your foot tangled in it on launch or landing. If yes, go buy a different system, or fit some elastic to the edges to make it retractable and get it out of the way. Is your harness set up to get in and out of it easily?



There are two ways of avoiding accidents:

- 1) don't launch;
- 2) if you do launch, don't hit anything.

It's that simple, isn't it? Since most of us do want to launch, there are a few ways to try to minimise the chances of hitting something – be that the ground, someone else or something else. If we take it as a given that canopies these days are safe – and they are, if flown in smooth conditions – then what makes the difference is the actions of the thing dangling underneath.

If you want to be a safer pilot, then the first thing to do is a self-assessment. Here's a few things to think about:

Similarly, do your gloves often get caught in your risers when using As & Cs for launching? Are your boots slippy? New gloves or boots don't cost that much – is it worth a potential dragging?

When setting up your kit it is essential to develop a routine and to follow this strictly. On a hang glider this is easier because mostly the thing won't assemble properly unless you've followed the steps to rig it in the correct sequence and then it's up to the pre-flight check to make sure all the bits are in the right place. With paragliding, it is easier to get away with rushed assembly of the canopy and harness and you can also often get away with little mistakes – like having a brake twisted through the lines, or wrapped around the riser. A quick let go of the brake and fiddle will remedy it, but is it a

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

good idea to be without your brake and fiddling just after launch?

You are safest when you follow a routine, so you know everything is in the right place and ready before you launch. There is nothing wrong with using reminders – like fitting some red tape to your flight deck to remind yourself to check that you have done up your leg loops.

Talking of kit... don't make things more difficult than they already are. Adding camera mounts or extendable poles might make cool footage to show your mates, but less cool when they record your crash. Any additional item that can snag in your lines, trip you up or cause you to be less observant is a ticking time bomb...

### Your knowledge

Many accidents in the UK are caused by changing conditions – usually wind picking up or changing direction. Because paragliders have improved in performance in recent years, it is possible to fly them in higher wind strengths. However, they still have an upper limit – particularly lower-rated paragliders. While it is tempting to take off in 20mph when others are flying, how sensible is that on a DHV1 wing? Not very.

So an assessment of your knowledge at this stage is useful. How good is your met knowledge? Can you spot an approaching warm front – not on a chart or on the forecast, but on the hill, when it is actually happening? Do you know what will happen to the conditions when it does arrive and what the time-scales on the changing conditions are? Not sure? Best to talk to someone or get that Met book back off the shelf.

How much knowledge do you have of your canopy and how it works? E.g. point of spin and stall? What the trim speed of your canopy is? Thinking through what you know and (more crucially) what you don't know will help you to decide which gaps need to be filled.

### Your skills

The key to becoming a better pilot is to want to improve – all the time. If you look at top pilots you can see that they're brilliant at ground han-

dling, thermalling, assessing when to launch and go over the back, etc. They weren't born with these skills... they put the time in. Goal setting is one way to check your current skills set. Think about where you want to be at the end of the season, in one year, in five years. Break down the skills needed to get there and then think about what you need to do to get there. Simple really. Then write yourself a list of the skills you need to practise and stick it in your flight deck and try to work on one each time you go flying. Oh, and book that SIV course.

### Your attitude

The most important factor by far in staying safe is your attitude. Have a look around you and assess which pilots are the good ones in your opinion... who do you aspire to be like? The balls-to-the-walls-fly-in-any-old-crap bravado merchants, or the quiet safe ones that know something, can pick the good days and stay up in nothing? There are people in every club who are accidents waiting to happen and we all have an idea who they are. They usually have the following characteristics:

- think they know it all
- fly in completely unsuitable conditions, get away with it and claim it was 'peachy'
- unwilling to learn/listen
- accidents or potential accidents are never their fault.

A safe attitude isn't about only doing 'boring' flights. It's about watching, listening and learning all the time. Trying to improve skills and knowledge and pushing your envelope when you are ready to do so, i.e. when your skills and knowledge allow you to do this in a safe manner.

### How current are you?

Paragliding doesn't have to be an extreme sport, unless you make it so! The best way to stay safe is to practise, practise, practise. Like other sports-people, we have to train to improve. If you fly a lot, your glider handling skills will improve, your muscle memory will increase and you will be more relaxed in the air. All helpful in avoiding accidents.

Continued next month.....



## Ed's COACHING COLUMN— Big Brother?

Just over a year ago, for the 2014 season, some of the pilots I fly with started talking about the possible benefits of livetracking. I'd come across it via watching the Xalps in 2013 and through using dedicated trackers in the GWO (Gin Wide Open). The rather hit and miss reliability of previous years seemed to have been sorted and maybe it could work for us too in terms of providing live coverage of our flights, keeping an eye on each other, aiding retrieves and allowing third parties (friends/family) to watch and provide a degree of involvement, plus adding to safety and general nosiness about what was going on and where – even from the frustration of your workdesk. The pleasure from that last point may be doubtful as I found last summer watching friends on my pc doing cross country flights – when it works it can get quite gripping, even addictive, as the height unwinds and the vario goes into deep sink, you may not be there - but you know the feeling.

I looked at a number of systems, like Skylines, but came back to the idea of Livetrack24 as being the most developed, supported and popular system.



During 2014 the number of local and UK users has been growing (according to the developer) ..... many pastimes use the system, infact, despite the benefits to paragliders we tend to lag behind other sports who use it as both an additional recreational tool or for competition. I know a number of club pilots are fully aware of Livetrack24 and have subscribed, but I think it still has some way to go to really bring full benefits. It's a number game and as the user numbers increase I find it becoming more useful.

So, in a nutshell ..... for those not sure what L24 is.

Livetrack24 provides realtime tracking of your position, with full snail trail and speed, distance, altitude and vario readings. It will work from any device with a SIM card with GPRS traffic and data usage is very low .... around 35 -40 kb/hour of flying time. Information is displayed as both 2D/3D maps or text mode if on a cheap mobile. Even if you lose signal it will simply store and later send on that data package – so no track points are lost. It provides auto upload to online xc leagues (not UKXL) if you so wish. Last year I ran it via xcsoar which provides that option, but to save battery power I now simply use the L24 app on my phone, switch it on before take-off and stuff it in a pocket. It works OK, but I'm tempted to get a dedicated tracker – the latest V2 version being about £135 with a years subscription

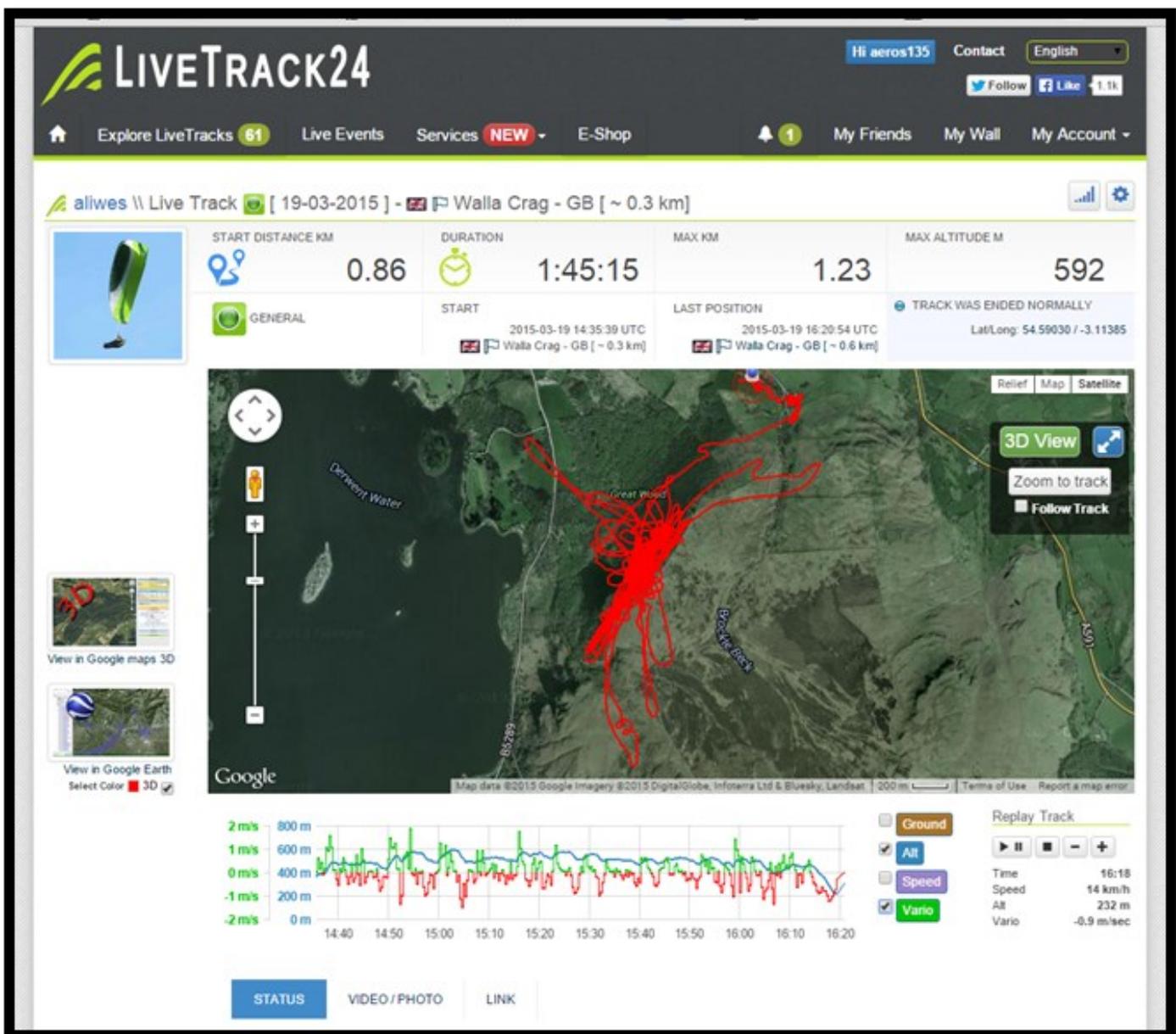
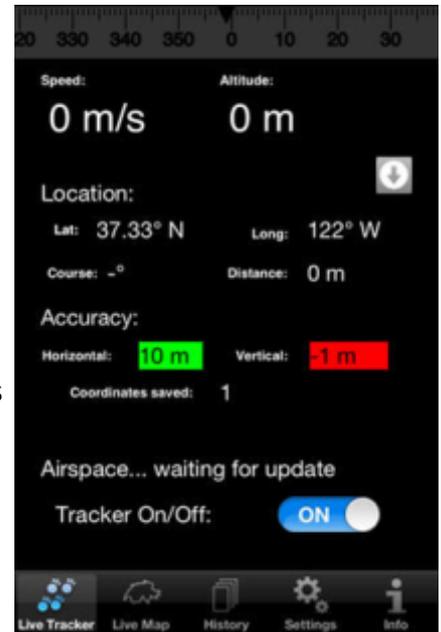


thrown in. I currently pay about £3/month for the premium service, but you can try it for free.

I have the L24 app set to my own preferences so this means from all users I choose my list of 'friends' and if enough club members wished the premium service provides for a group option (your Club for example). A visit to the website will quickly acquaint the unfamiliar with how it works and it allow you to easily filter sports/country/groups/event etc.

Also included is the facility to connect via SMS messaging, or to use alerts to defined users, reporting your position and status in case of personal injury.

A sample of typical screens (main user data screen – but I only use to switch on and off tracking and it then lives in my pocket).



The above is Ali Westle's flight -viaFlymaster Live L24. It was good to watch Ali scratching around on Wall Crag whilst I worked!

Right (Ali on a recent Blease xc flight to Dalston).

I really was willing him to get up towards the end – in fact it got quite gripping.

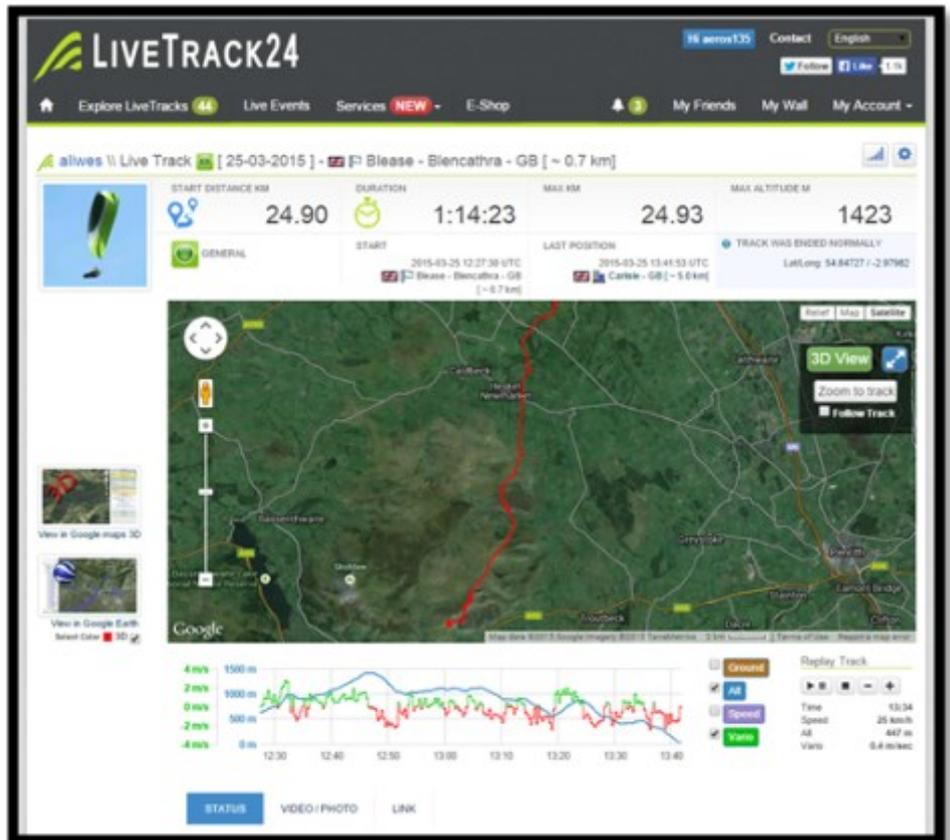
My current 'friends' group is 22 UK pilots and about 6 local one's but with time this will hopefully grow.

It remains to be seen if this will have relevance for many pilots who are just nipping out for a few hours on their local site.

However, I've found the benefit tend to be for those not there – like fellow pilots who, before leaving work and hoping for an evening fly can check if anyone is

currently out and flying. Or .... the family, kids, partner, wife can tune into the experience live via a pc. All you do is drop a quick text of your estimated take off time and they can watch it all ..... and criticise your poor xc flight later. Helps for retrieves too I find.

Anyone interested can find out more at <http://www.livetrack24.com/>  
Incidentally, my name is aeros135 ..... Yes, real names would help.



## Coaching notes

Thanks for the registration forms. The group is shaping up nicely.

I went over to Windbank of the 22<sup>nd</sup> March .... late as usual. Conditions were good, but possibly a bit testing for lower airtime pilots. Some of the thermals were a bit rough edged and bouncy and typical of an early spring day. As the wind freshened on take off many opted not to launch – a wise enough decision. However, very few chose to walk down to the lower grassy slopes which would have provided a much easier take off. The flat area above the small cliff at the top is subject to strong compression and roughness as the air breaks over the edge. So ..... Just because everyone gathers there doesn't mean they are in the right place – think it through for yourself ..... or ask! There were a lot of coaches out.

The next Clubnight (probably mentioned elsewhere in Skywords and on the website homepage) will be looking at instrument use – not specifically about instrument types, but will be a general coverage/ discussion. If you've any instrument issues however, there should be someone to help you out. We'll also look at useful apps. So try to come along as it should be useful. Instruments and their use always seems a topic people enjoy.

**Please take it carefully during the spring months we all tend to be a little flying rusty.**

EC

# Flying in the land down under

***Rosie and Pete Darwood***

***(low-airtime pilots recently arrived in the UK from  
where beer does flow)***

**One** of the first things you notice when flying in Australia, apart from of course the climate, is the amount of space. Theoretically, each person can lay claim to approximately 33 hectares which, when compared with the UK at less than 0.4 hectares per capita, is a lot. Of course the population is not distributed evenly and most conurbations are in a relatively small area in the South East of the country. However, it does serve a purpose in illustrating the sense of freedom felt when flying in Australia. On the pretty coast lines there are perfect soaring opportunities, with the chance of whale, dolphin and sea eagle watching from the air. Step inland for extended ranges of hills and escarpments, perfect for launching and going far. Further inland still there are thousands of kilometres of flatland flying potential, especially if towing is your thing.

But why would you bother travelling 17,000km to undertake the notoriously fickle sport of jumping off a hill with a bit of nylon above your head when there are *arguably* better places to fly a lot closer to the Dales? The answer, in this case, is that we were already living the dream in a kind of “between permanent jobs” type arrangement and paragliding had not even yet entered our psyche.



Lake Saint Claire

Spare time was already filled to the brink with running, biking, canyoning, bushwalking and chasing snakes through the national park on our doorstep.

## The beginning

With the looming of a rather notable birthday, the vague memory of the epic Banff film festival entry from 2011 and the desire to do something totally different (not a mid-life crisis), a residential paragliding course was booked in secret for May 2013. Initially for just one, when we got to the middle-of-nowhere destination and the secret was out, we were both convinced by the charismatic instructor to give it a try.

The course was great, intense and terrifying all at the same time, especially when thermalling several hundred metres above the launch with only the reassuring voice of the instructor over the radio to protect you. However, it ended, we sat the exam and only then discovered that the hardest parts of paragliding were still to come. It took six months of procrastination before we purchased one set of kit between us and got our next flights in. Over the following months we dabbled in coastal soaring a couple of times and went back to the middle-of-nowhere to find the conditions rather too full on for our capabilities.

Spare time was  
already filled to  
the brink with  
running, biking,  
canyoning, bush-  
walking and  
chasing snakes



Air Traffic Control



Stanwell Tops

Finally the big break came at Easter 2014 when we were convinced to head to Manilla for the annual beginners competition. We were adopted by the Kiwi team, not just because they were super friendly, but also due to beginner XC distances scoring three times as far. We launched, hung around in the air with lots of other pilots and waited for the much anticipated words of wisdom from our team guru once we had climbed above the hill. These came over the radio and we headed off for a down-wind glide, aided by a line of convergence; our first XC! That was it, we were instantly hooked, no matter that we had failed to find another thermal or get a reasonable distance, the whole leaving the hill and landing out had been achieved and it was clear from that moment on which aspect of the sport would captivate us.

## The sites

The most famous site in Australia is without doubt that of **Manilla**, five hours North of Sydney and sufficiently inland to avoid any sea breeze influences. It has a rounded hill of about 800-900 metres, with takeoffs in most directions apart from North and North West, and is part of a line of ridges in the area with generally benign profiles. There is not a lot to do on wet or blown out days, but with a claimed 366 flyable days per year you don't have to worry about this too much!

Manilla is where the best non-tow distances are typically achieved with a number of 300km flights notched up this February at the annual XC camp and 100km being flown on a regular basis by the skilled pilots. Despite being in the middle-of-nowhere, pilots make the regular pilgrimage to try and further their personal bests or just to get kilometres and hours under their belts. Rosie's PB was achieved on a blue day, cross wind and in a different direction to all most all the other pilots flying that day. Her flying concentration was so intense that she had no idea where she had got to or how far she had flown, but as it turned out, once she got a hitch in the right direction, her distance was up there for the day. Not to be outdone, Pete tried again and again and was eventually rewarded later in the season with a more conventional run down the ridge in a Northerly direction under the cauliflower cumulus that he had previously been terrified of.

**Stanwell Park** is one of the famous coastal soaring sites and being only an hour South of Sydney on



the edge of the beautiful Royal National park it attracts many hang gliders and paragliders as well as plenty of onlookers. Perched about 150m above clear waters, the cliff is intimidating at first but with a beach bottom landing option and plenty of others around one soon settles in. Good pilots with the right sea breeze can explore the coast line as far as 50km to the South of launch and some have gone on to achieve notable XC distances when the cliff line moves away from the sea and thermals take over. To us however, a few kilometres North into the Royal National park was pretty exciting.

**Bright** is a small alpine town on the edge of the Australian snowfields (yes they have some) in Victoria, about eight hours South West of Sydney or four hours North East of Melbourne. It is picturesque, has wineries and a micro-brewery, plenty of restaurants and for non-flyable days, which are more common in the mountains, there is excellent mountain biking, bushwalking and a variety of other activities. However, the main attraction is an immaculately kept North facing takeoff positioned to make full use of the usual valley wind. Launching here and climbing out in one of the two house thermals provides a wealth of tree covered ridges

# This is not the place for world records, but the flying is stunning

to explore. This is not the place for world records, but the flying is stunning and regular large triangles and out and returns are achieved by those with the secret knowledge. Whilst not in that league, we enjoyed our trips to Bright with more modest distances, some very helpful thermal tuition and lots of nice wine.



Bright





State of Origin, Manilla, NSW, Australia





Last, but by no means least, our closest and favourite flying site is **Blackheath** in the Blue Mountains about 100km West of Sydney. These mountains are characterised by flat forested tops and dramatic sandstone escarpments leading down to often impenetrable temperate forests in the valley bottoms; a climbers and bushwalkers paradise. The flying here is complicated and the site is rated advanced, not least because

there are very few landing options other than the paddock which is round the corner and therefore not visible from take off. However, the small club are super friendly and with lots of encouragement we were soon achieving significant heights about the mountains, with views all the way to Sydney, and when the conditions were right, heading off to the North East attempting to cross the notable sink holes to-



Grose Valley

## The rock faces start to glow orange as the sun goes behind the Great Dividing Range

wards Lithgow and beyond. Blackheath is special to us for many reasons apart from its stunning location; it is also close to where we lived on our last trip to Australia as well as a spot offering perfect sunset soaring opportunities on Westerly days. The rock faces start to glow orange as the sun goes behind the Great Dividing Range and the air is smooth and friendly. Topped off with a cold beer after packing up in a dark landing paddock, what can be better?

## Practicalities

With kangaroos hopping around launches in the early morning and evening, wedged tailed eagles joining you in thermals, parrots, reptiles and all manner of other weird and wonderful wildlife to keep you company whilst chilling in the landing paddocks with a cool schooner or watching the amazing skies whilst waiting for the perfect conditions on launch then Australia has a lot to offer.

The climate is significantly better than that of the UK with year round opportunities for those prepared to travel. The air temperature is usually pretty warm until at cloudbase on a winter's day and this is often between 2000-3000 metres or beyond. Airspace is thankfully simpler; in most XC venues we flew the only significant issue is the region around a non-controlled airport, although this can be entered with the appropriate VHF airband radio and credentials. Where there are airspace

...kangaroos hopping around launches in the early morning and evening, wedged tailed eagles joining you in thermals...

ceilings, they stay fixed as opposed to moving with pressure as the transition layer does not start until 10,000 feet AMSL and this also happens to be the limit of gliding activities without supplementary oxygen rules applying.

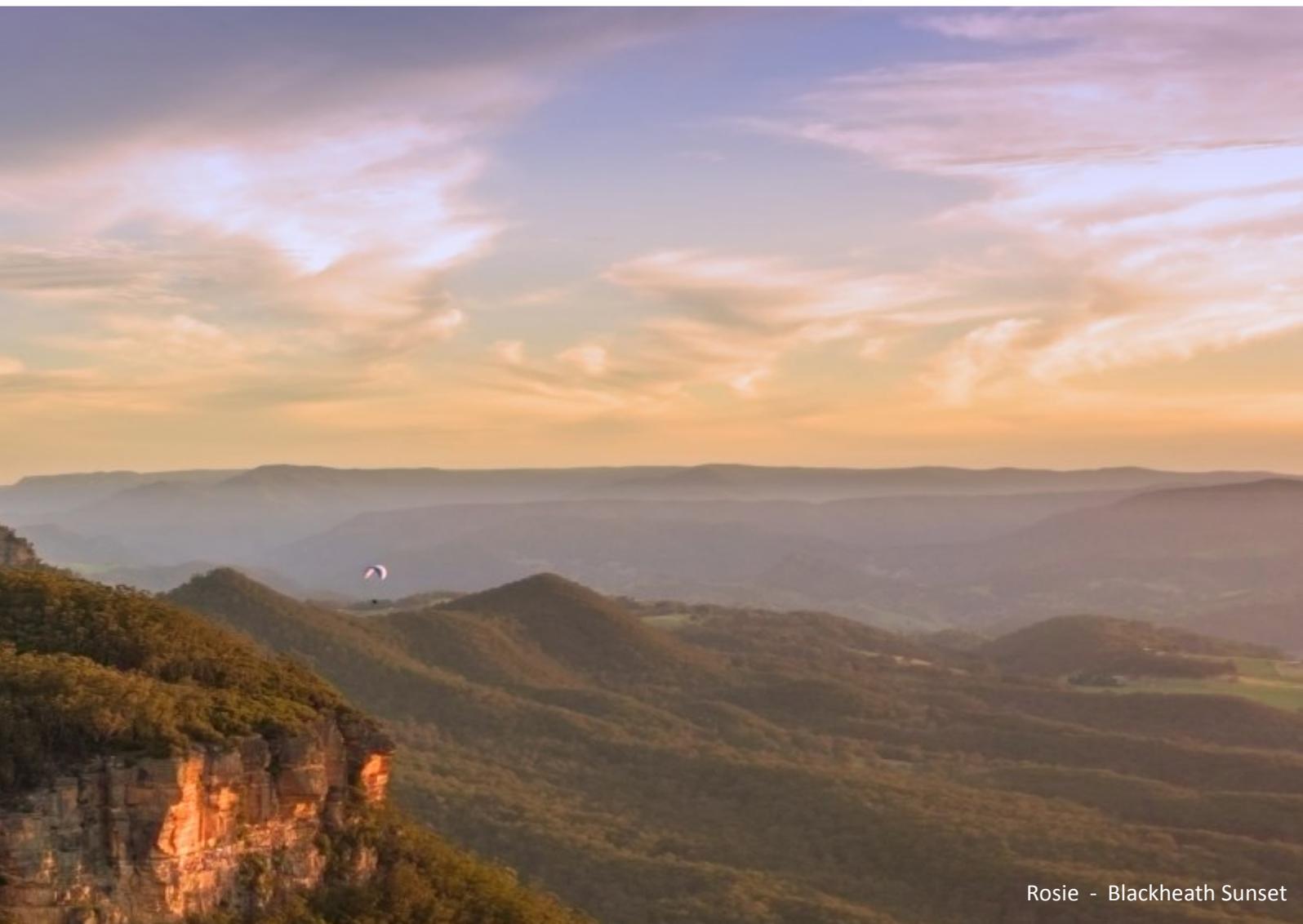


## ...Australia has a lot to offer.

The free-flying scene in Australia is compact and super friendly. Wherever you go, you'll always bump into a familiar face, even as a low-airtime pilot. The sport is regulated and pilots have to be a member of the national body, the HGFA, to fly.

However, temporary membership is easy to obtain and the qualification requirements under full membership are very similar to those in the UK. In terms of rules of the air, these are pretty similar to the UK and certainly collision avoidance rules and conventions are the same and generally well observed. If you are not lucky enough to be able to live the dream for a year or two, then the months to aim for are the southern spring, i.e. September to November, as well as late summer and early autumn, i.e. January to April.

Finally, how flying compares to the UK or Europe is something that we are not currently able to provide comment on, but we hope to address this as 2015 progresses. The two things we have noted so far are that the pressure systems rotate in the other direction and at the moment the UK charts appear to have a lot more depressions with lines closer together! ☺





Trevor Birkbeck—Club Secretary

## The Farmers' Dinner – February 2015

Once again, we held our annual get together at which, apart from having a good social gathering, we invite our farming friends who, most importantly, welcome us to use their land for our hang gliding and paragliding flying.

This year we returned to the traditional venue for our Dales Club celebration, where we began this event some thirty five years ago, the Devonshire Arms at Cracoe.



There was a good attendance as more club members were able to be there this year, totalling 45 persons in all. The farmers (20 in all) included Cliff and Debbie Allen from Wether, the Lamberts from Semer, the Cloughtons from Stags (or Addleborough), the Sunters from Dodd, the Spences from Addleborough, the Plewes from Gt Whernside and the Ivesons. Unusual to not have the Dodds from Windbank in attendance.

Chairing the evening for the Club was Martin Baxter (away at a BHPA exec meeting last year) so all went pretty smoothly; a returning feature (at the Farmers request) was the presentation of flying trophies to those recipients who were present. Members there to receive trophies included Denis Marston, Kevin Gay, Melise Harland and Gary Senior (who took 2 trophies away). Dean Crosby, who performed so well in 2014 was absent simply because he was away flying in South America – I mean, where is his sense of responsibility!

Most importantly, Noel Whittall was presented with his certificate of Honorary Life Membership for his sterling efforts in hang gliding, paragliding and work in the BHGA (now BHPA). It was very noticeable that this (as it was intended) meant a great deal to Noel as he got quite choked up, talking to those at the evening after the presentation. Members should note that the only other Honorary Life Membership presented by the DHPC went to Rob Whittall for his stunning achievements of becoming World Champion in both Hang Gliding and Paragliding.

The evening meal went very well, a great treat for the Farmers – it was as much a pleasure for the Club

Club Chairman presents their trophies to:



Ed



Gary



Dennis



Melise



Pete



Kev

## The Farmer's Dinner – February 2015 (Cont)

to be able to say thank you to them all – where would we be without their support? Balloons and other flying toys were rampant, as per normal, and after the meal we had the customary raffle, prizes organised by my Kate, with raffle tickets hawked around by my Kate (Lindsay), t'other Kate (Rawlinson) and Karen Kear.

All present made an estimate of the length of time that we would be subjected to Martin's speech for; with a bottle of wine as the prize for the closest, which this year was won by David Plews, one of the farmers.

Ed Cleasby carried out the most important function of driving the Farmers minibus from and back to the Hawes area – normally carried out by Pete Johnson, who was away at a comp this time. I made up for Ed not being able to drink by getting fairly wobbly as Kate and I were staying at the Devonshire along with Noel, Dave and Tina Coulthard, Pete and Justyna Balmforth.

In summation, an excellent evening function enjoyed by all present – let's hope it leads the way to a fantastic flying season for 2015.

**TB**

### Good year for Steve Mann



Steve had a good year in 2014 and was presented with his awards at the March club night by Martin, these being the HG XC shield, Founders Trophy and suitable XC mug. Sheer luck for him, of course, that I did so poorly and opened this opportunity for his success. A situation that I am planning to correct in 2015. **TB**

# DHPC CLUB TROPHIES 2014

<b>HG XC Shield</b>	<b>Steve Mann</b>
<b>PG XC Shield</b>	<b>1st Dean Crosby, 2nd Mike Cavanagh, 3rd Ed Cleasby</b>
<b>Founders Trophy HG (Longest XC from the Dales)</b>	<b>Steve Mann</b>
<b>Founders Trophy PG (Longest XC from the Dales)</b>	<b>Dean Crosby</b>
<b>National XC league Cup</b>	<b>Dean Crosby</b>
<b>Northern PG Trophy (Best total distance in 1st year of XC)</b>	<b>Gary Senior</b>
<b>Active Edge PG Cup (Best first XC)</b>	<b>Gary Senior</b>
<b>Cock of The Dales (Most enthusiastic pilot)</b>	<b>Simon Laundry</b>
<b>Cockcroft Cup (Most improved pilot)</b>	<b>Dennis Marsden</b>
<b>Fairbrother Trophy (Pilot's pilot)</b>	<b>Ed Cleasby</b>
<b>Mark Sellen Trophy (Services to the club)</b>	<b>Melise Harland</b>
<b>Northern Paragliding XC cup (Best triangle, out and return or flight to goal made in the Dales)</b>	<b>Dean Crosby</b>
<b>Paragliding 100K XC Challenge (Best first 100K total from 6 flights)</b>	<b>1st Geoff Yeadon, 2nd Simon Goodman, 3rd Pete Balmforth</b>
<b>Best Skywords Article</b>	<b>Kev Gay</b>

# CLUB MUGS 2014



The new, must have hang gliding / paragliding accessory! Can be used to impress your mates at work, or at home to justify all those hours you spend away from your loved ones. What more proof do you need that your obsession is worth it. These mugs can't be just bought, but have to be earned (this bit isn't strictly true, as apparently Ed bought half a dozen, but you know what I mean). The mugs were awarded based on XC distances for the full year, from Dales sites.

In future years they will be awarded to pilots for the first time they achieve each distance (so you will never win 2 100k mugs for instance). Any queries to the Comp Sec, Simon Goodman! In a brilliant strategic move, your editor ensured he won a mug, but is the only one in the list below who can now win every one of the mugs available! If you didn't win one last year, you too could work your way up through each category in the coming years.

## **Congratulations to all inaugural DHPC XC mug winners, 2014!**

500k "I flew further than everyone else"  
400k "I flew a very very long way indeed"  
300k "I flew a very very long way"  
200k "I flew a very long way"

100k "I flew a long way"

50k "I flew quite a long way"  
Or "I know my place"

Dean Crosby  
Mike Cavanagh, Ed Cleasby  
David Smart, Jake Herbert  
Martin Baxter, Chris Fountain, Alex Colbeck,  
Philip Wallbank, Geoff Yeadon, Steve Mann  
Simon Goodman, Steve Etherington, Peter  
Balmforth, Geoff Crossley, Simon Tomlinson,  
Gary Stenhouse, Kevin McLoughlin, Pat Dower  
Mark Morrison

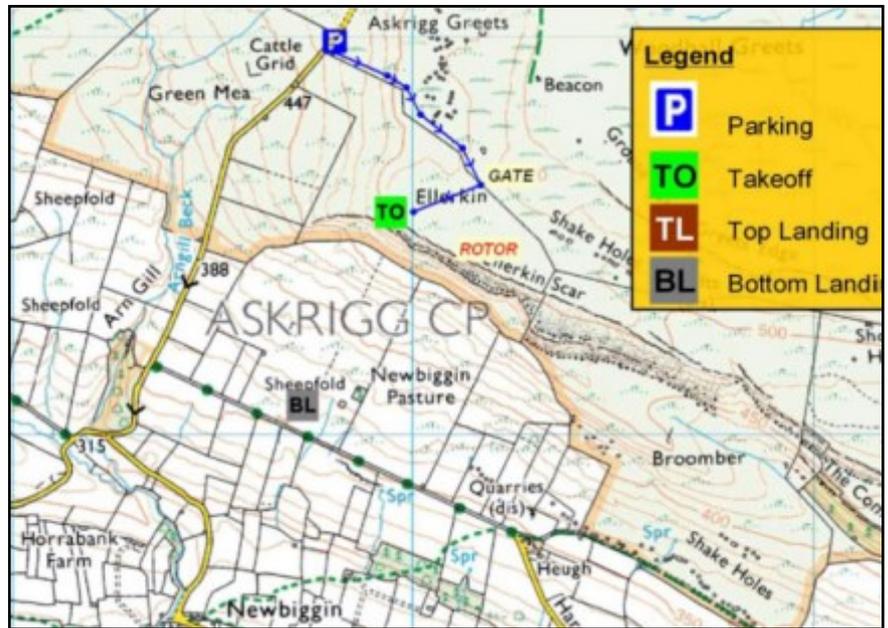


David Brown—Sites Officer, North  
 Site focus: Nappa Scar

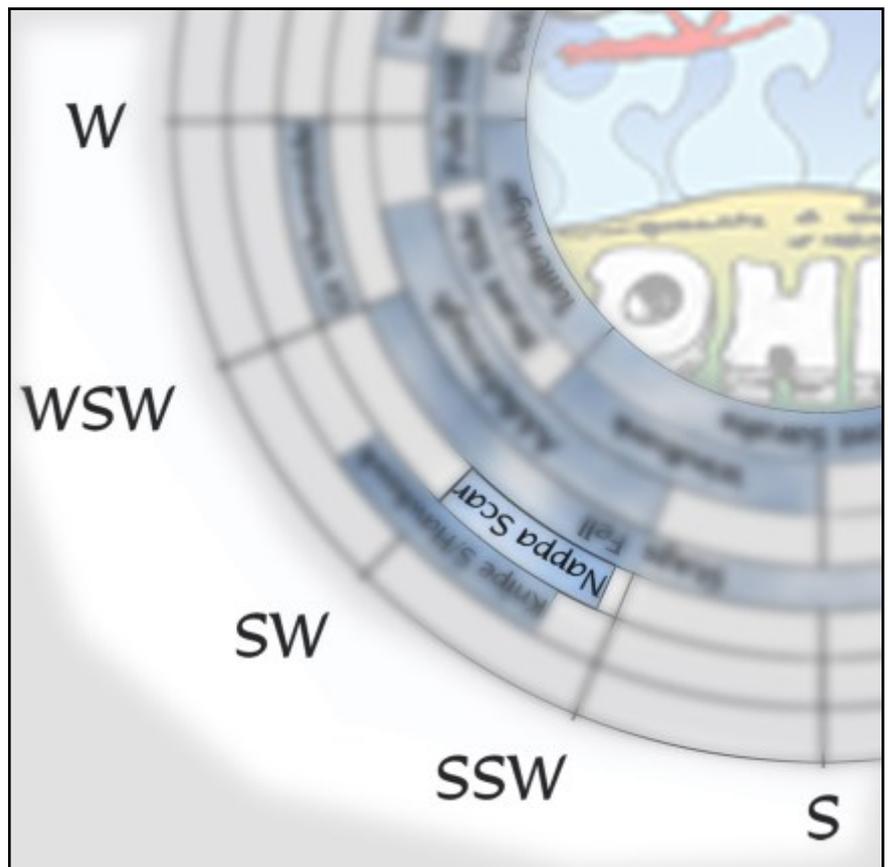
Nappa Scar lies just east of Askrigg in the Wensleydale valley and takes a wind direction of 205-225 degrees (SSW). It is somewhat under used by members which includes me. I'm told that it works well in the right conditions so I'm keen to give it a go as soon as I can. To encourage and help like minded pilots, I visited the site the other day to reacquaint myself with the lay of the land and the access/parking, taking some photos to help those that have not been there before.

Driving from Hawes, take a left turn out of Askrigg signposted Muker.

Where is it?



What wind direction does it take?



“It is somewhat under used by members, including me”



the site guide to a pair of gates. Go straight across the top to the top launching area. This is pleasantly grassy as well as an area just below the top and a little to the right as you look out over Wensleydale.

The site is recommended for experienced pilots only due to the risk of rotor turbulence in strong conditions or when the wind is a little south or west of SSW. 30 hours + should be OK. In light conditions it is also risky to scatch close to the crags for obvious

A little way up the hill, take the right turn signpost-ed Reeth and continue going uphill until the right hand wall turns abruptly away from the road.



reasons. On a good day, however, it is possible to fly out over Askrigg, make a ridge run up to Stags or down dale towards Leyburn as well as going XC toward County Durham.

There is room for several cars on the side of the road here and also 100 yards further up, by a road sign and a simple bench seat, room to park or turn round.



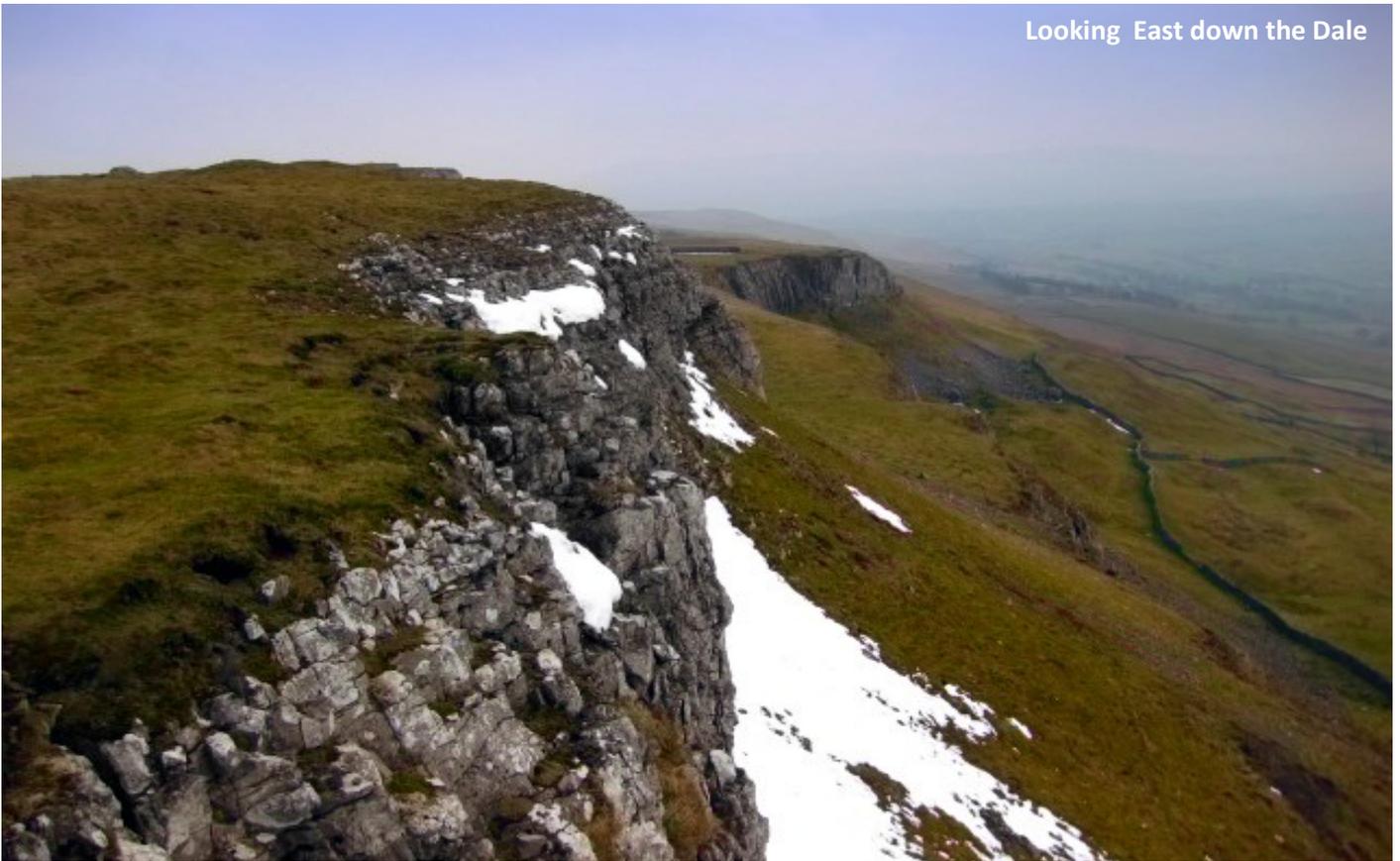
To access the site, follow the wall as instructed in



## Nappa Scar

### General Information

Lat / Long	54.327339, -2.066219
OS Grid Ref	SD 960 925
Site Ref (for NOTAM)	17.069
Height	Top 1675' (510m) AMSL Bottom 525' (160m)
Grade of Flyer	PG: Experienced HG: Experienced
Capacity	In light conditions : 5
Rules	No XC Aug –Dec At other times, gain 1000' ATO before going



One last point. Like Stags, when going over the back, it is recommended to attain at least 1000 feet above take off before crossing the open moor. If the transition is aborted, I would suggest flying westward toward the road if there is a risk of sinking out on the top of the moor.

You might come across Trevor Birbeck with his Hang Glider, or even a Paraglider when he completes his training (soon I hope) since he now lives in the locality.

Happy landings



DB



Looking towards Stags Fell

## Civil Air Notification Procedure (CANP)

Many thanks to Kate for her excellent article on avoiding the military if you go mid-week flying in



the UK. That photo of the Tornado certainly brings the message home. It's a timely reminder that we should all be using CANP if we go flying during the week.

I have been involved in CANP as BHPA Sites Officer, and frankly it's all a bit of a mess, as you may have gathered from various bits and pieces that I have written in Skywings. Against our advice the military have decided that they intend to continue to publish our busiest sites on their charts, although it isn't clear which sites those are; and so in turn it isn't clear which sites should have a site code. (A site code is useful because it refers to the centre of the flying activity rather than the quoted grid (often take-off) and can be used for different faces of the same site - think of Semer Water for example).

And the whole business of different sized avoids and warnings is rather confusing. I always ask for a warning (the edge of an avoid is often a choke point and, depending on the site, could still be on the

ridge, the top of the thermal or the bottom landing). We are trying to get the whole thing simplified, but I'm rather hindered by the lack of an up to date BHPA database (but that's story for another day).

But we have won a few of concessions:

**Ignore the >5 pilots rule. CANP even if it's just you. (If you put something on the forum others will follow.)**

**Don't be frightened to CANP all your options the night before.**

**They prefer you to email your CANP (see example below).**

**The cheaper number to use from your mobile is 01780 416001.**

**Although they may ask you to, don't cancel a CANP if you have published it on the forum/shoutbox. Somebody else may think they are operating under the safety of your booking.**

Below is an example of an email that I might send out by 8pm the night before:

**To: [cas-aslfoflfbc@mod.uk](mailto:cas-aslfoflfbc@mod.uk)**

**Please could I make the following notification for tomorrow; Wed 10 Sep 14:**

**Paragliding.**

**1. Site Code 17.008, Semer Water.**

**2. Site Code 17.010, Wherside.**

**From 1000hrs - 1800hrs local.**

**I estimate up to 6 gliders (weather dependent).**

**Martin Baxter**

**07775 785479 (ACK by email please).**

**I'll go for a warning radius 1nm up to 2,000' AMSL rather than an avoid if given a choice.**

Please bear with us whilst we try to clarify and simplify the system with the military, but don't use that as an excuse not to use what we currently have.

Tim Rogers

## Committee Profile



In contrast with most of my esteemed committee colleagues I am new to flying, though I've been walking, running, biking, climbing, skiing and snowboarding in the hills for a long time. Unfortunately I still have to work for a living so most of that has to be fitted in on evenings, weekends and using holiday allowance.

When the paragliding seed was planted in my head it seemed like a natural extension to all this. Apparently I fit the standard profile: middle-aged IT professional looking for thrills. However my long-suffering wife has heard it all before and when the subject was introduced casually into the conversation there was just the hint of a raised eyebrow and a faint sigh of resignation. So it was that I found myself starting school with Active Edge in the Spring of 2014, becoming a Club Pilot before the end of the summer and just about scraping together ten hours in the log book by the end of the year. I have an Extra Small Nova Ion 3 wing in a rather understated gold colour, an alarmingly coordi-

nated Large Swing Connect reversible harness, a Small residual bank balance and an Extra Large grin.

A librarian is one of the things I want to be when I grow up. Or an astronaut. So - librarian it is then. I'm excited to be the custodian of the DHPC library – it's a great resource with something to interest and in-

form red-ribbon flyers and seasoned veterans alike (in fact some of the library's books are penned by our seasoned veterans!). We have video guides to help develop your ground-handling techniques, weighty reference manuals explaining weather systems in mind-boggling detail, and breathtaking records of epic adventures in far-flung corners of the world.

Now that I've bigged it up, take a look at the list of contents on our website and come along on club nights to browse and borrow a book or DVD - unless I've already taken it out on loan!

I am also happy to be contacted via the website over the summer if you see something you would like to borrow, you can PM me, or find someone who knows my number!

TR



## Kate Rawlinson Dales Annual Reserve Re-Pack 2015

The Dales annual reserve re-pack took place on 28 February 2015 (10am – 2pm) at St Marys School Menston, with 30 pilots attending and Bill Morris from the BHPA at the helm.

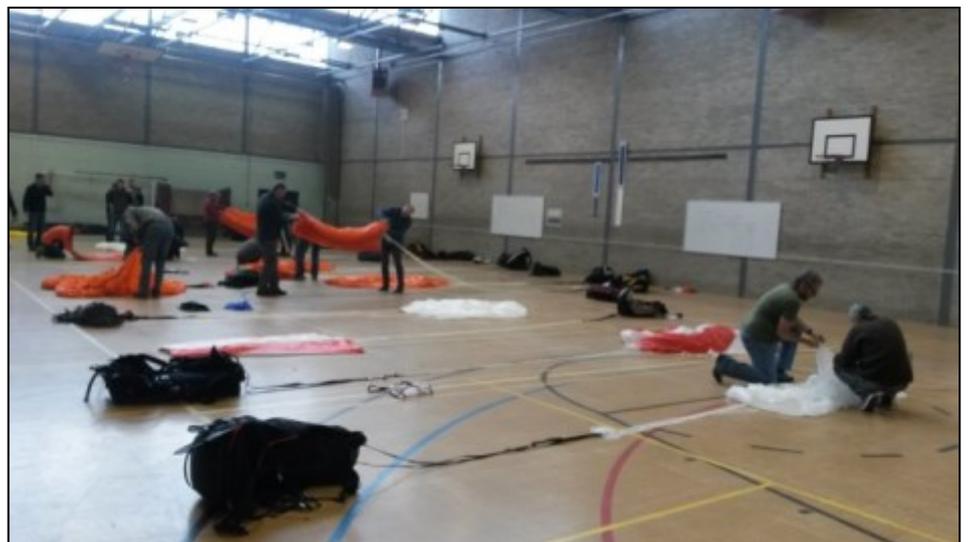
Even though there were no major issues the event gave plenty of reminders that a regular reserve repack is a very good thing. Everyone had a practice throw and working with pilots who had the same reserve got two or more chances to go through the process of packing.



Many thanks once again to Bill for all his help and advice.

It's not too late to get to a re-pack in another part of the country (see Skywings - or to have your reserve professionally repacked. Well worth it as there is always a chance that you will need to pull it during the coming season (and if you fly, even once, there is that chance!).

KR



# EYE CANDY FOR CLOUD LOVERS



## Algo Trip

“There will be a club trip to Algodonales with Baz & Sam at October half term that’s

**Sat 24<sup>TH</sup> Oct to Sat 31<sup>st</sup> Oct. 2015.**

Tony, Zena & Mrs Rawlinson are already booked. We only need one more to get the group discount and free airport transfers.

There are 4 places available over & above the 3 already booked.

Deposit to secure a place is £150. to book please contact:

**Tony Pickering on 07474 387773 or 01535 662846**

(Do not leave messages on my mobile.)

NB. Your place is not assured until I have received your deposit, contact me first though & do not book the flights until I have that deposit.

Flight available with Jet2 from LBA at 7am on 24/10/15 approx £310 return + baggage.”

*Tony Pickering*



In next month's fantabulous Skywords:

**SIV with Kerim!**



#### DHPC Site Officers

Need to report a problem, or need advice—speak to the relevant sites officer, as below



David Brown

[d.brown208@btinternet.com](mailto:d.brown208@btinternet.com)

0775 733 3480

0152 424 2192

#### Northern Sites

Addleborough

Bishopdale

Brant Side

Dodd Fell & Grove

Head

Great Whernside

Nappa Scar

Semer Water

Stags Fell

Tail Bridge



Pete Johnson

[pjohnson2503@aol.com](mailto:pjohnson2503@aol.com)

0796 875 9422

01756 636162

#### Southern Sites

Addingham

Baildon

Barkin Fell

Cow Close Fell

Cowling and Sutton

Hawswick

Ilkley Moor

Kettlewell

Kilnsey

Nont Sarahs

Pule Hill

Whernside



# CLUB DIARY 2015



February		
5	DHPC February Club Night	Otley
28	DHPC Reserve Repack	Menston
28	DHPC Farmers' Dinner	Cracoe
March		
1-13	<a href="#">World Hang Gliding Champs</a>	Valle de Bravo, Mexico
5	DHPC March Club Night	Otley
7	<a href="#">BHPA AGM</a>	Nottingham
April		
	<a href="#">XC League Opens</a>	
2	DHPC April Club Night	Otley
11-18	<a href="#">PWC Brazil</a>	Baixo Guandu
May		
1-4	<a href="#">British Paragliding Cup Round 1 (Pennines)</a>	Chipping
2-6	<a href="#">British Open Series Round 1</a>	SE Wales
15-18	<a href="#">North South Cup</a>	? Poss Peak District/Shropshire
23	<a href="#">BOS Round 2</a>	Yorkshire Dales
29—31	<a href="#">Lakes Charity Classic</a>	Buttermere
30—3rd May	<a href="#">British Paramotor Open</a>	West Mersea, Essex
June		
4-7	<a href="#">Super Paragliding Festival</a>	Kossen, Austria
26-3 Jul	<a href="#">Ozone Chabre Open</a>	Laragne, France
July		
4-11	<a href="#">Gin Wide Open</a>	Tolmin, Slovenia
11-18	<a href="#">PWC Portugal</a>	Montalegre, Portugal
20 - 27	<a href="#">British Championship 1</a>	Krushevo, Macedonia
25-29	<a href="#">BOS Round 3</a>	Mid Wales
	<a href="#">Red Bull X Alps</a>	Salzburg—Monaco
31—9 Aug	<a href="#">British Paragliding Cup Round 2</a>	Derbyshire & Lancs Gliding club
August		
8-15	<a href="#">PWC Switzerland</a>	Disentis, Switzerland
22-29	<a href="#">British Championship 2</a>	St Andre, France
30—6 Sept	<a href="#">PWC Spain</a>	Ager
September		
3	DHPC Club Night	Otley
	<a href="#">Pennine Parafest?</a>	Chipping, Lancs
17—20 (Estimated Dates!)	<a href="#">Coupe Icare</a>	St Hilaire, France
October		
1	DHPC Club Night	Otley
24-31	<a href="#">PWC India</a>	Bir, India
	<a href="#">XC League Closes</a>	
November		
5	DHPC Club Night	Otley
December		
2-12	<a href="#">PWC Superfinal</a>	Valle de Bravo, M.
3	DHPC Club Night (AGM)	Otley

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