



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

Skywords

www.dhpc.org.uk

November 2016



Can you see the target
on my back?

The only target I've got is to get to the
Club night on Nov 3rd. Pat Dower's
going to be there



Martin Baxter

CHAIRMAN'S CHAT – November 2016

You can all relax. It will be safe to come to the AGM on 1 Dec and enjoy a free beer in the safe knowledge that you won't get stitched up to serve on the committee.

Following my plea in the September magazine 2 volunteers came forward. I'm extremely grateful to both David Hedley and Gary Senior but, by their own admissions, neither was in an ideal position to help. So I approached a few 'likely' candidates.

To my astonishment every one of them agreed to take up a post and my faith in human nature was restored. In the end we actually had more than one candidate for a couple of jobs. After years of yearning for a contested post, the reality at last year's AGM was a bit embarrassing for all involved, and something that I don't intend to repeat in a hurry. So unless anyone not mentioned here has a burning desire to serve on the committee next year I intend to save time by proposing the following at the AGM:

Post	Name
Chairman	Martin Baxter
Secretary/HG	Trevor Birkbeck
Treasurer	Marek Setnicka-Zambas
Membership	Neil Plant
Safety officer	David May
Chief Coach	Ed Cleasby
Sites (N)	Dennis Marston & Simon Tomlinson
Sites (S)	Toby Briggs
PG Comps	Pete Darwood
Website	Alex Colbeck
Newsletter	Mark Morrison
Social Secretary	Rosie Darwood
Librarian	Tim Rogers
Trophies	Helen Setnicka-Zambas

I'm also grateful to Kev McLoughlin who agreed to take on the PG Comps role, but then stood aside to let Pete Darwood have a go. That leaves us with 2 husband and wife teams. I'm not sure how that will work out but at least it saves on travelling expenses! And contrary to a malicious rumour, Dennis and Simon are keen to emphasise that their 'civil partnership' will not extend beyond the job sharing of the Sites (N) post.

The deadline for proposals from members is 1 Nov. Thus far there haven't been any and I don't expect that to change before you read this. I haven't seen the accounts yet but I think it highly likely that subscriptions will stay the same. So it could be a nice short meeting...

Fly safely,
Martin Baxter,
Chairman.



CLUB COACHES



Dales Hang Gliding and Paragliding Club - Coaches List (January 2016)

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.co.uk	Weekdays
Toby Briggs	PG	Pateley Bridge	7582156471	tobybriggs@btopenworld.com	Various
Fred Winstanley	PG	Higher Bentham	7770741958	fredwinstanley@sky.com	Various
Richard Shirt	PG	York	7786707424	rshirt@advaoptical.com	Weekends
Simon Goodman	PG	Leeds	7720061200	simon.goodman@talktalk.net	Various
Andy Byrom	PG	Skipton	7796421890	andy.active@unicombox.co.uk	Weekends
Dave Coulthard	PG	Leeds	7595895149	d.coulthard2@ntlworld.com	Weekends
Sean Hodgson	PG	Haworth	7999606084	sean@ogi.me.uk	Various
David May	PG	Ilkley	7928318219	dav.may@gmail.com	W/e & various
Chris Williams	PG	Spain/Preston	7973222713	stayhigh@btinternet.com	Occasional UK

Club Coaches are pilots who have expressed a wish to help less experienced or new pilots find their feet in the Club environment. It could involve site information/briefings, developing and advising on practical flying skills, assisting on coaching days or helping pilots prepare for exams or invigilating exams. All coaches have been endorsed by the Club and undertaken some BHPA led training - they also need to do some coaching during the year to further develop their coaching skills and to retain their rating.

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

Ed Cleasby
DHPC Chief Coach/Senior Coach
January 2016

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



Dales Hang Gliding & Paragliding Club

www.dhpc.org.uk
143.850MHz



Club News

Annual General Meeting



Thursday 1 December 2016 at the [Horse and Farrier](#) in Otley. 7.30 for 8 pm

All members of the Dales Hang gliding and Paragliding Club are invited to submit formal proposals to chairman@dhpc.org.uk before 1 November 2016.

Further detail in Chairman's Chat

Welcome!

This month we welcome new member Rahul Basu. Congratulations on your choice of sport, and club. We are a quite approachable lot really, and look forward to meeting you at club nights and hopefully on epic days on the hill.

First Log Book—The Chairman's Vital Statistics!

My first log book was of the 'old' format with 3 entries to a page. I include 4 entries/days from my SP/EP course (3 consecutive days on Addleborough and then 1 about a month later on Tail-bridge). I also included some photocopied pages because I was too tight/didn't know where to get another log book from!

192 Flights between Aug 1994 to Mar 2004.

Total: 160hrs 35mins.

60 sites (UK, Germany, France, Spain, Greece, Mexico, Reunion)

Longest Flight: 3hrs 50mins (Grand Bornand).

Highest XC Score: 22km O&R (Cret du Merle - Pointe de Percy)



NATS UK - Aeronautical Information Service Newsletter: 1:250,000 Sheet 4 The Borders

PROHIBITED AND RESTRICTED AREAS

Our Ref: 161444 Year: 2016 Effective: 10/10/2016

Details:PROHIBITED AND RESTRICTED AREAS **Delete the following:**

P047 Winfrith (504052.00N 0021535.00W),

P106 Harwell (513430.00N 0011905.00W),

R156 Bradwell (514432.00N 0005352.00E),

R218 Trawsfynydd (525529.00N 0035655.00W),

R501 Chapelcross (550059.00N 0031334.00W).



Club News



DHPC FILM COMPETITION

The inaugural DHPC Film Competition will take place on January 5th 2017 (club night).

For all you budding film producers (Al, Alex, Andy R, Andy S, Berrow, David, Dennis, Ed, Kerim, Pete B...I am sure there are many more) this is your opportunity to showcase the best of your footage. Entries are open to DHPC members and should be no more than 5 minutes long and flying-related - no other stipulations apply.

First prize is a brand new flying jacket.

Please submit entries to Rosie Darwood (rosie_darwood@btinternet.com) by 15th December.

CLUB NIGHT NOV 3RD

Pat Dower is our star turn at the Horse and Farrier Otley—see full announcement elsewhere in this edition

SO HOW WAS YOUR 2016? - Contributions Required!

Here's the good bit—it's your chance to contribute! Last Christmas we ran a "review your year" piece, which brought out lots of great experience that members had during the year. Good Christmas / end of year reading. I'd like to do something similar this year—so you can let all the club know your best bits of the year—so how about:

"My 3 best flying days of 2016"

They don't have to be epic though of course if you've done 100k for the first time, that would probably be in your report. They could be about great lessons learnt about flying techniques, weather forecasting, understanding a site etc. They don't have to be long, but can be as long as you like. Photos always help tell the story if you have them.

So come on, help your clubmates enjoy their Christmas and contribute to the learning of the club. Deadline: 19 November please, or before if you can manage it. Contributions from non members also welcome!

Get yer Log Books out!

So, the club chairman has bared his all and shown us his vital statistics. Now is the time to let everyone see how far you have progressed since you started this sport of ours and how much effort you have poured into it. Ed's article last month should have had you beavering away getting your self organised, (I know it did me, and some of my vital stats have changed as a result!) So come on, get them shared:

markandpatatsky.com

DHPC Safety Card

Further on in this issue is a detailed account and discussion on an incident at Tailbridge in July (reproduced with permission of all concerned from the CSC). The article finishes with a mention of the CSC action card. It seems timely to remind members that the DHPC also has an emergency action card—on the forum under safety. When it was introduced in February 2014, an article appeared here in *Skywords*—it is reproduced on the back page of this issue, after the index. If you do not carry this card, you should.

Maintain Your Kit – Upcoming Events

Glider/Reserve/Harness Servicing/Repair

If you have been walking around with your eyes closed you may have missed the fact that Aerofix has changed hands and location, but I've had a word with the new management and they are prepared to offer the same service as the club has enjoyed in previous years.

So, apart from the location, it's the same deal, namely the provision of free transport to and from Aerofix, now at Bradwell in the Peak District. **The idea is that you drop off your glider/harness/reserve at the club night on 12 Jan 17 at the Horse and Farrier**, and then collect it again at the next club night on 2 Feb 17. That saves you a total of at least £34 in collection/delivery fees, or perhaps even more in petrol.

The only proviso is that you need to label your kit with your name, mobile number and email address. Payment (by credit card online) and any negotiation is entirely your responsibility; if it isn't paid for we won't collect it. Oh yes, and in this horribly litigious society that we live in please don't expect us to replace your pride and joy if my car bursts into flames (or anything) with your glider in the back.

It looks as though Kirsten & Nick completed a thoroughly professional handover to John, Theo, Sebastian and Matt. Early indications are that the standards are as good as they have ever been, so your wing is in good hands. Their standard service now includes a full laser line length check – you may have read about that in SkyWings. Check out their details at: <http://www.aerofix.co.uk> My car is a hatchback and space is limited, so if you want to take advantage of this service please book a place by email to mrbaxter@hotmail.co.uk

We need to know your name, what items you want servicing, a phone number and your email address.



The Hayloft
Stretfield
Mill
Bradwell
S33 9JT

t: 01433 627195
f: 01433 627197
info@aerofix.com
www.aerofix.com



Martin Baxter

Reserve Repack

Now that we're on a safety theme, we are giving early notice of the Reserve Repack

Sat 4 March 2017. St Mary's School, Menston .

11am—3pm

Most manufacturers recommend that you repack your reserve at least every 6 months, some more frequently. Knowing how to do this could save you a lot of time, if for example you get an accidental deployment when you get a dragging across Wether Fell. It could of course save much more than that—and knowing that it has been done properly and on time will also save you any worries as you are bouncing around in that thermal you just found.

The repack is led by Bill Morris as usual, a vastly experienced and licensed BHPA repacker. It is worth the small fee (the lowest of all local clubs) just to hear Bill speak.

David May



WEATHER PROSPECTS



November 2016 : Blocking Persists but stormy end

Issued : Oct 25 2016

Forecast

An easterly influence to the start of the month as the continental high continues to affect the UK weather. Early in the month we are expecting high pressure from Greenland to link up with the continental high bringing a period of dry, calm weather across much of the UK with overnight frosts and fog. Some rain bands are still expected to affect the far Northwest of the British Isles. Towards the end of the month we expect the Atlantic to return with stormy weather for Scotland and Northern Ireland and wet and windy weather for all other areas.



November 2016
Forecast



www.paraglidespain.com

From £250 per person *

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

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

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

Chris and Lynn Williams of "High Sierras" are offering guided paragliding, mountain biking, bird watching and trekking holidays. Staying in the quiet mountain village of La Muela de Algodonales at the foot of Sierra de Lijar in Southern Spain. Come along for a paragliding holiday and if you wish take part in the other activities. We offer for these free if you are on a guided week. We specialise in small groups of around 4 to

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



Ed's Coaching Column

MASTERING PARAGLIDING (A review)

No 16 bus No.1. Honestly, you wait for a book review, then 2 come along at once! Both about the same book! Both Ed and David May have reviewed this book this month - but both are valid, so we are running both reviews! Tam

Thud! Sometime during June or July an unsolicited copy of Kelly Farina's, **Mastering Paragliding**, dropped onto the doormat. I think I was meant to review it, but that part of the deal was unclear.

To be honest, aside from skimming through it, I didn't think it would be any different in style, format or content than similar books that preceded it. Books such as Burkard Martens series (**Cross-Country Flying and Thermal Flying**) and more recently Bruce Goldsmiths (**Fifty Ways to Fly Better**)

would be hard to beat. How could Kelly's book be any different? Those books set the bar high and should be on every serious pilot's bookshelf of essential reading. Written by pilots of impeccable credentials, they explain all you need to know, and impart their wisdom with excellent illustrations and diagrams. So Is there really room for another book that essentially does the same thing?

My hurried early dismissal of Kelly Farina's, **Mastering Paragliding** was unforgiveable – I even loaned it out for a while. Perhaps the positive feedback I got on its return, from someone who has all the other books out there to make comparisons with, rekindled my interest. The result has been to get into Kelly's book in a deeper way, a way the other books never quite did in a single word

it's – refreshing. It's difference is its appeal. The style is engaging, the take on things often very different and Farina-esque and the anecdotes range from amusing to gripping ("winds of 40km/h plus70- 80% collapses backwards towards the ridge 8M/s up to 9m/s down I was visibly shaking and sick!) and all that within a few meagre sentences. Peppared throughout the book are all manner of little gems and saying, many new to me, others the sort of random thoughts that we all have "Don't play the odds, monkey see, mon-

key do". And all this intertwined with a 'new' terminology that explains things as only Kelly Farina seems able – it works wonderfully.

A brief word about Kelly.

Well known to most pilots reading this, but perhaps less so to newer pilots.

Many would claim to know him per-

sonally having been on his guided flying holidays, a few have occasionally felt his sharp tongue, but the overwhelming majority speak of the amount they have learned and how they've been pushed to be better. Kelly has been flying for over 20 years. Until the emergence of 2 liner wings he often competed on the world circuit, but his main focus for the past 12 years has been running coaching and guiding courses through his company, Austrian Arena. Having lived and flown in the southern Alps for 20 years, now resident and based in Bassano, his knowledge of the area, its sites and weather systems is



impeccable. His ability to coax the best out of pilots and accelerate their progress is renowned. **Mastering Paragliding** is long awaited and encapsulates his huge wealth of experience.

I have all the books previously mentioned, and each has taught me a lot so it's hard to avoid comparison. They all tend to do the same thing, but in different ways. The Burkhard Marten's series I tend to regard as textbooks, a little dry in places, but jam-packed with knowledge and information, you can dive in almost anywhere and pull out a nugget. Bruce Goldsmith's book seems a lighter read, a bit less 'heavy' yet full of useful information, but perhaps aimed at a slightly different audience who just want the essentials in an uncluttered, uncomplicated way. It depends where you are on the learning curve, the depth you want to go into things and how it all fits with the sort of flying you aspire to.

Mastering Paragliding sits somewhere between the two. For me it's the best 'read' of the set, I love the style and I especially love the language used to describe anything from technique to weather. I don't know if Kelly made up some of the terms and phrases he uses, I don't recall coming across many before – especially in books on meteorology. The main thing is they work as suitable descriptors for types of air (fizzy/sticky), regions (cheese or olives) styles (carving the line) etc. Another thing I like is that Kelly has the confidence to challenge accepted ways of doing things or at least doing them a little differently. For example efficient piloting of a wing (pitch control) during high speed glide. Is it subtle speed bar

changes, rear riser control or a combination of both? Kelly would seem to have his own thoughts when I compare it to similar sections in the other textbooks. I think you take from each and apply what works best for you. He's certainly his own man with his own ideas.

Kelly's book follows a logical order and everything is built around his pyramid of progression. Unlike other books, it devotes more space to take off techniques and doesn't simply take them as a given. There are diagrams illustrating the reverse launch with tips and pitfalls, the forward launch, "thou shalt not hack!" and different methods of holding the brakes. Even after all my years I still like to be reminded of other or better ways and even have occasionally some confirmation that I may be doing something right or getting a slap on the wrist. From that point we're into the 'black art' of thermal flight with all that entails in terms of carving, mapping and the concepts involved. And don't get me started on the weather and the horrors of the Fohn! I won't give anymore away, but you have been warned.

Like all the books mentioned it comes at a price about £25, but is good value in terms of the payback in advice and help it will give you. I know many pilots have the full set – still good value, but if you could only afford a single one this would be my choice. The reason? Well the photos on this type of printing paper aren't brilliant, the diagrams are OK, but above all, I began as a sceptic, and once I got my nose into the book I fell for Kelly's style of telling it like it is – no messing.

A bit like the man himself.





Tim Rogers October Club Night - Phil Colbert: Flight awareness using low cost instruments



At the October club night Phil Colbert, member of the renowned Pennine Posse and one of the country's leading cross country pilots, gave a talk about flight awareness using low cost instruments. In particular he discussed Kobo eReaders and how to modify them by adding GPS and vario technology and loading specialist flight software to make powerful flight instruments. Phil also introduced his own Air-Ware aviation detection system – more on that later.

Phil treated us to an enthusiastic, fast-paced presentation with live demonstrations and lots of opportunity to get hands on with the technology.

The Kobo eReader as the basis for a low cost flight instrument

Phil's starting position was that it's not necessary to spend large amounts of money on specialist flight instruments. If you're into DIY and you're handy with a soldering iron (or you know someone who is) you can easily have a flight instrument which shows your position on a

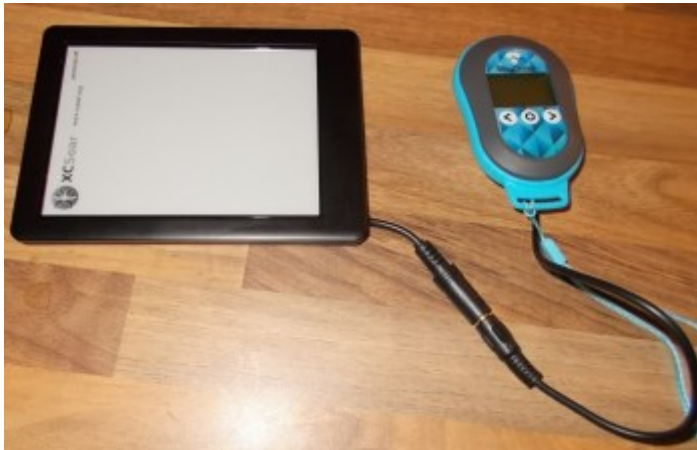
moving map with all the flight information you need including airspace details and XC league-compatible flight logs all for £40-100 based on a second-hand Kobo – the Mini, Touch and Glo are the older devices which you can pick up for around £30 or so. Or splash out a bit more cash and purchase a new Touch 2 or Glo HD unit with higher screen resolution and more storage and battery capacity. The Kobo doesn't have built in GPS but you can buy a perfectly adequate GPS chip for around £5, while combined GPS/vario components can set you back more than £50. You can also connect standalone flying instruments like the Skydrop. Wiring these components to the Kobo is pretty straightforward and they can be attached



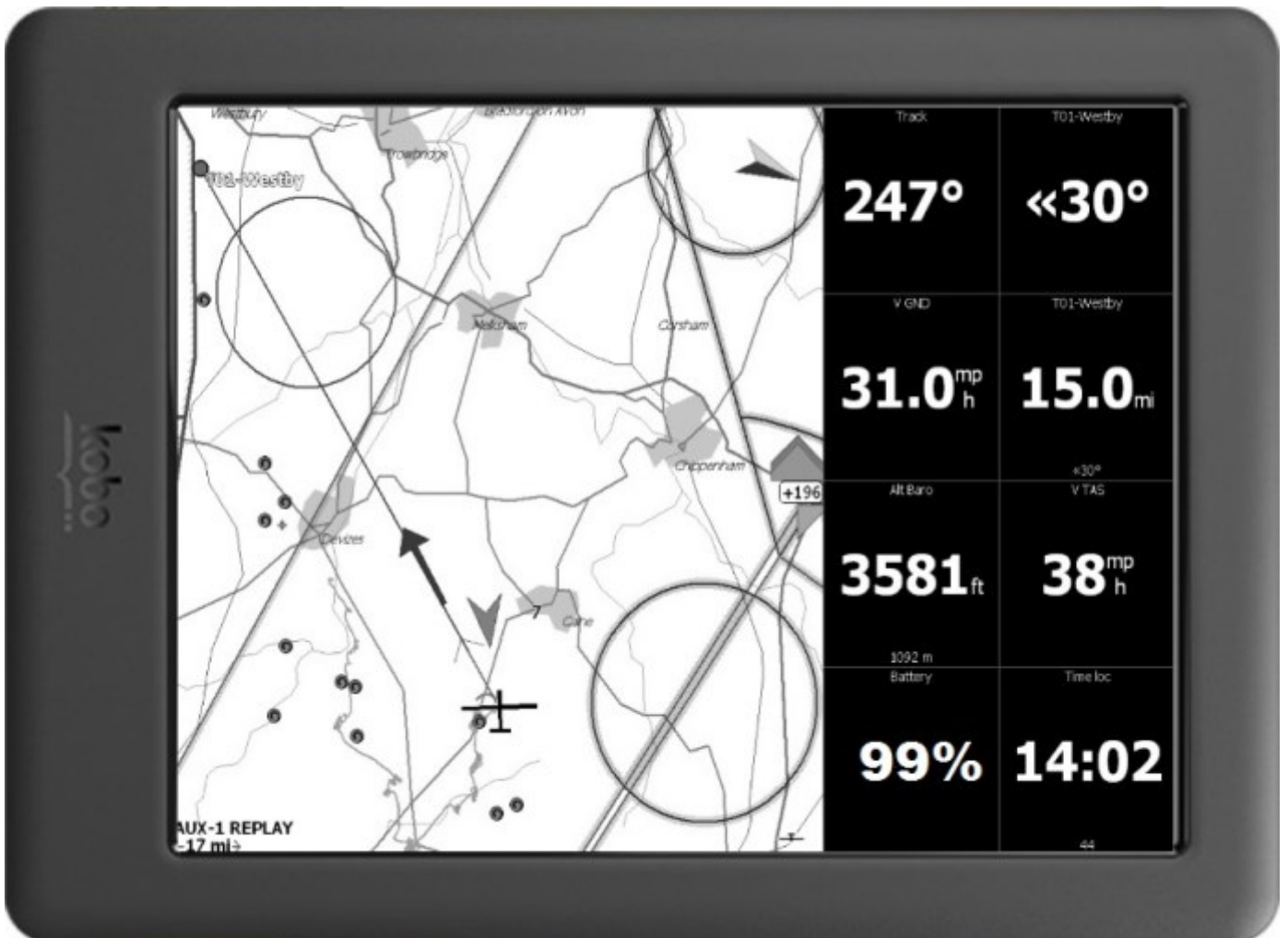


to the Kobo's case to give a neat, self-contained unit.

Yes Kobos are cheap and lightweight, but where the Kobo hardware really scores is in the display: the “e-ink” technology used in their screens makes them exceptionally clear and easy to read in bright sunlight. And by the way those e-ink screens consume very little power which means a fully-charged Kobo will easily keep running through the average person's flying day – especially with the higher capacity batteries in the newer Kobo devices.



Of course, an eReader is not in itself a particularly useful flying companion. The two most popular flight software applications that have been ported to run on Kobo devices are XCSOAR (xcsoar.org) and LK8000 (lk8000.it). Both are available to download free, which contributes to the low overall cost of the Kobo setup. Both these applications have been around for a while (LK8000 was actually created in 2009 from the open source XCSOAR project).



Kobo with XCSOAR



XCSoar and LK8000 are both competent, feature-rich free-flight applications and you can add maps and air-space files for the UK and other places around the world where you fly (for UK airspace use Geoff Brown’s excellent Asselect program (soaringweb.org/Airspace/UK/ASselect.html)). People seem to form their own allegiances to one or the other app (Phil’s favourite is LK8000). Given that they are both free to use and it’s easy to load either of them onto and off your Kobo device, it makes sense to spend a little time with both of them to decide which you personally prefer.

Phil ably demonstrated that the out-of-the-box setup for both XCSoar and LK8000 apps can be quite daunting for the aspiring user! You can cycle through many different screens full of lots of graphical displays. But try not to let all that complexity put you off. Phil gave us a whistle stop tour of the full power of LK8000 which probably scared the flying suits off some in the audience. But his point was that, although very powerful, both packages are very configurable and with a bit of patience you can vastly cut down on the “screen clutter” and create a setup that shows you just what you want to see and where

you want to see it. You’ll want to invest some effort in this configuration first, rather than fly with the out-of-the-box configuration. To give you a leg-up though, pre-prepared configurations are available from various sources on the internet which you can load into your device, and you can use these as they come or modify them as you wish. Don’t forget that both XCSoar and LK8000 have Simulation modes and you can run either app on your Windows laptop as well so you can learn to configure and use the software in the comfort of your living room before heading out for the hill.

The Kobo turns out to be a very useable and surprisingly robust unit for flying with. The stand-out feature is undoubtedly that e-ink screen. Screen readability has been the subject of passionate debate at club nights in the past. For me LCD screens don’t come close to an e-ink display which, although grey-scale rather than colour, is clearly readable at all angles with no glare however bright the sunlight. The Kobo will take a reasonable amount of abuse but the main things to watch out for are the screen – like other devices of this type the glass can break if the Kobo is subjected to impact or bending –

and the Micro USB socket which is a bit flimsy so care is needed if you're using your Kobo with a supplementary power supply when flying. And pay attention to the instructions for properly connecting and disconnecting your Kobo and computer to avoid "bricking" the Kobo (which is inconvenient though recoverable if you have a model with an SD card inside).

And in case you're wondering – yes, the Kobo is still an eReader too. Although it's the flight app that runs when you power on the device, both XCSoar and LK8000 make it easy to get to the native Kobo software so you can even get lost in your favourite book to pass the time while you're parawaiting.

Of course, Kobos are not the only way to a low-cost flight instrument. Most of us nowadays already have a perfectly capable GPS-enabled (and now sometimes even barometer-enabled) device in the form of a smartphone. You'll have to deal with potential problems with screen visibility and battery consumption, but XCSoar can already run on your Android phone and an Android version of LK8000 is coming soon. iPhone users can also check out the highly-rated FlySkyHy app, available from the App Store.

The Air-Ware aviation detection system

After a much-needed refreshment break, we reconvened to hear Phil present his new Air-Ware technology. Phil said he was inspired to develop the Air-Ware system after a cross country flight one day with friends, when he flew out of a cloud and came face to face with another glider rather too close for comfort!

The Air-Ware system broadcasts your position and allows you to see where nearby pilots are in the air to improve pilot awareness. Now, it seems to me that the problem with flight awareness/aircraft tracking systems is that there are currently several competing systems which don't inter-operate. That means that the usefulness of any of these systems by themselves is governed by how many people use them. This potentially leads to a 'VHS vs. Betamax' situation exacerbated by the fact that each particular system might be favoured by one or more particular disciplines within the flying community. So Air-Ware really needs to be adopted in volume for it to be a success. The attraction for paraglider and hang glider pilots of Phil's new system is that it's compact,

lightweight, low-power...and it's low cost! Phil declares that the Air-Ware software is 'free and will always be free along with all updates for anyone wanting to make a unit themselves'. The specification and instructions are on the Air-Ware website and the cost of the components can be as little as £20.



(Air-Ware units)

The pocket-sized Air-Ware box contains a micro-processor and a radio transmitter/receiver with an antenna attached. A Kobo or smartphone running XCSoar or LK8000 links to the Air-Ware box using WiFi and communicates the pilot's GPS position. This information is sent out via radio link to other Air-Ware boxes in range. The receiving boxes pass this information to their own



(LK8000 display on a Kobo showing nearby Air-Ware pilots)

linked Kobo or Smartphone for XCSoar or LK8000 to show the pilot's location on the display.

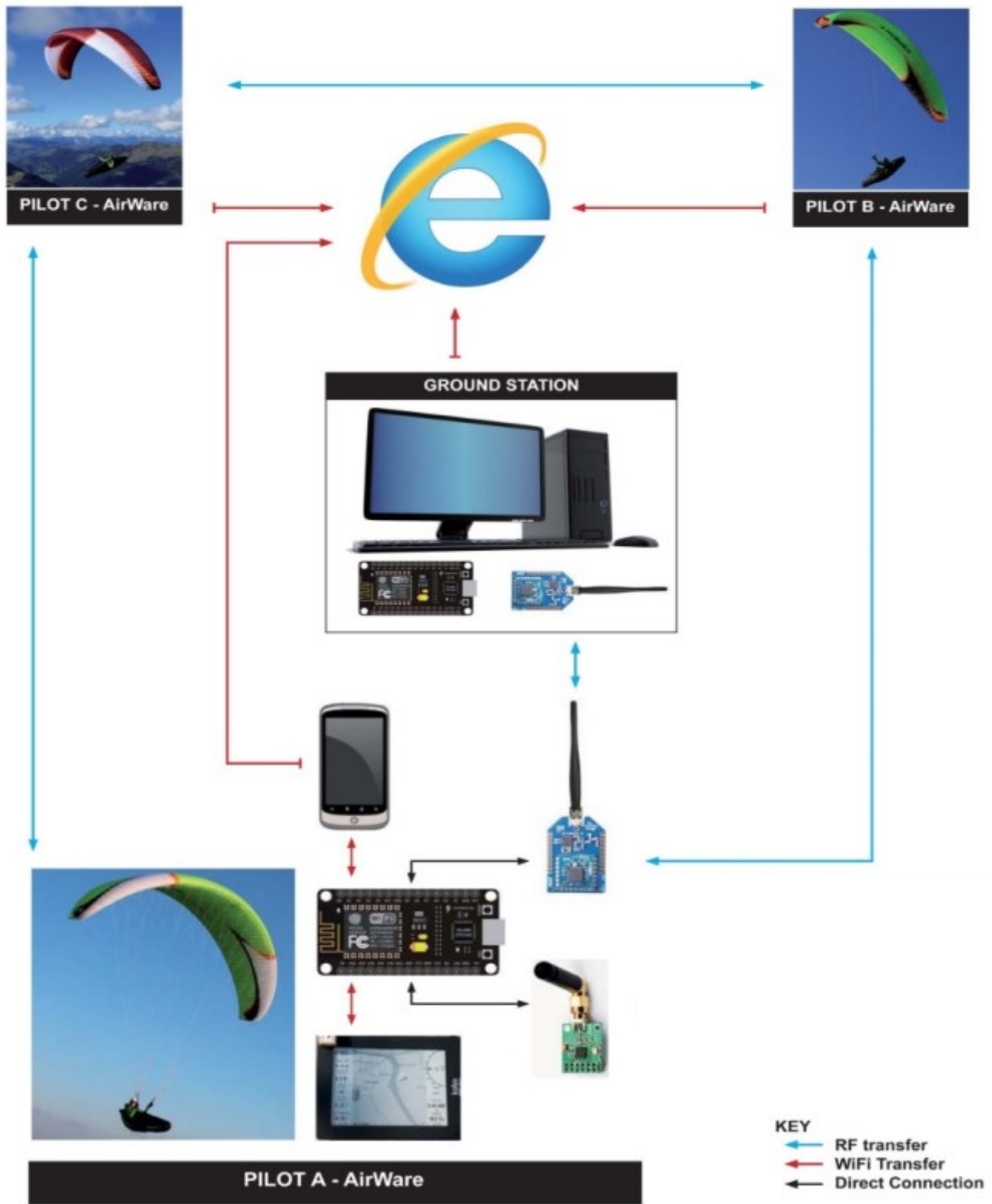
Because Air-Ware uses radio signals there is no reliance on mobile phone network coverage. The current specification of the Air-Ware units enables them to communicate over a range of over 20km (with direct line of sight; the radio signals will be impeded by any hills that are in the way).

Although safety is the primary driver behind Air-Ware, Phil has been building more features into the software too. Air-Ware transmits your position and flying information, which means that when another Air-Ware unit is within range, not only can you see the other pilot's position but also other details like speed and vario readings – so you can see if your mates on the other side of the valley have found a better climb than you. And it can transmit live tracking information to an internet web page which will show your position as well as that of other Air-Ware devices within radio range. This can be achieved by linking it to your mobile phone though of course you can't always find a mobile data signal when

you're flying at 5000ft over the Yorkshire Dales so Phil has come up with an alternative solution: low-cost base stations can easily be set up which can be permanently connected to a domestic broadband router and which will detect the radio signals from Air-Ware units within a range of around 15km. Obviously the more base stations there are the better, so if you fancy setting one up Phil would love to hear from you – especially if you live close to a flying site or the path of a common XC route!

The Air-Ware project is still in the Beta phase so it's still early days, but Phil has big ideas for adding more features including livetrack24 support and compatibility with other flight software/instruments – in fact he's already working with one major manufacturer. Phil's also developing other Kobo-based hardware packaging options to make it as simple as possible to use in-flight. His latest creation is a case fitted to a Kobo unit which houses a GPS unit, the Air-Ware box including the antenna, and an additional battery unit – everything contained in one compact unit. Potentially this could give you a complete cross country flight instrument with map, airspace and aviation detection for around £100 all in!

PROJECT AirWare



So what's stopping you?!

The initial reaction from some people at the club night was excitement at the prospect of safety and performance enhancements to their flying experience, while it's fair to say that others thought this was perhaps too much electronic information to process while they were

flying and they would rather use their eyes than you. The fact is that the more people who fly with Air-Ware devices, the more useful the system becomes.

A number of club members are already flying with Kobo devices they've modified themselves, and Phil tells me he's had several enquiries about building Kobo and Air-



Ware devices since giving his talk. I don't think it would take much persuading for Phil to come back and demonstrate how to build them at a future club night!

So for those people who aren't afraid to get stuck in and who have a bit of experience with a soldering iron, as a project to work on over the winter why not have a go at one or both of these low-cost builds? To get you started, the slides Phil used in his presentation are available on the DHPC website. There are a number of low-cost GPS chips available, and Phil passed round a few examples during his talk. A popular combined GPS and barometer unit, recommended by Phil and ideal for use with the Kobo, is the Bluefly Vario GPS www.blueflyvario.com (the TTL GPS model is the one to go for if you're directly connecting it to the Kobo's serial port). You can visit Phil's Air-Ware website at www.air-ware.co.uk for all the information you need to build your own aviation detection device. Let us know how you get on!

There's no doubt though that pulling gadgets apart, fiddly soldering, 3-D printing custom cases, and flashing

microchips is not for everyone. Looking around the room while Phil was in full swing, expressions ranged from the fascinated to the bemused! If DIY is not your thing but you're still interested in getting your hands on one of these instruments, there will probably be others in the club who are willing to help. Alternatively Nev Almond will supply a new Kobo device, modified with GPS and barometer, and delivered complete with XCSoar configured and ready to fly – see www.gethighstayhigh.co.uk which also has a wealth of information about building your own Kobo-based system and configuring XCSoar.

If any DIY enthusiasts reading this are willing to offer help to others then please get in touch. I happen to know of one club member who has taken all this build-it-yourself a step further and has designed and built his own custom flight instrument from scratch. It's an ongoing development project and I'm sure he can be persuaded to tell us more about it if there's enough interest!

TR



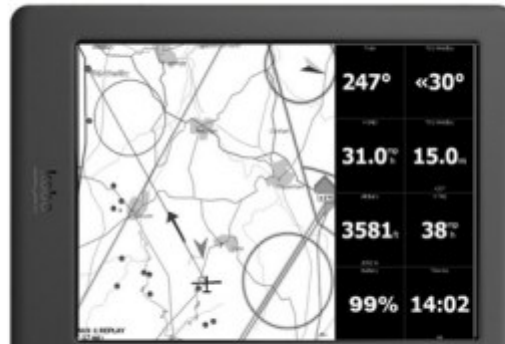
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(Not?) The Baildon Sod 2016

There was a valiant attempt to hold the Baildon Sod in early October. With a snap announcement on the Saturday morning, it was quite surprising that so many (5 competitors and 1 photographer) turned up. The results were, as you can see here, the usual bracken snarled failed take offs





Early on, there were brief split second moments when the wind was on the hill. There were also split second moments when it was light enough to fly. Both of these happening at the same time? Yeah, right! This didn't stop quite a few attempts by the assembled optimists. There were even two successful launches and glides down onto the golf course. One vario was lost to the bracken. With so few flights, a provisional result exists, however we will continue to keep an eye on the forecasts, and make another attempt to hold the comp if a chance presents itself.

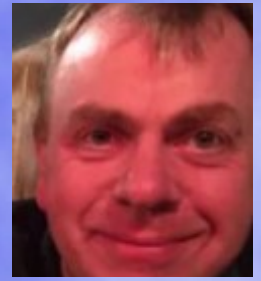
After a couple of hours of parawaiting, it was decided that drinking beer would be a better use of the time, and the party repaired to a local hostelry, to have just one or two too many, so the day ended happily after all!

Keep an eye on the shoutbox in case of another snap decision!



BULGARIA 2016

Dave Hedley and Ges Hey



Dave Hedley and Ges Hey went to Bulgaria this summer, with SkyNomad (www.skynomad.com).

It was Dave's fourth year here: having gone in May in previous years, he had been told that he must forget about spring and come in the summer when the thermals were booming and long flights were there for the asking. He asked a few fellow flyers to accompany him but Ges was the only one to bite. One of those asked was Tam, as in "Always tell Tam when you're going on a flying holiday", so we have to write it up for Skywords. Perhaps he'll come next year. [Thinks: then he can write it up himself, and take some pictures which we didn't do.]

We stayed in Sopot, Bulgaria's main flying centre. The town lies at the foot of a long range of mountains which runs East-West across the country with a large flat plain to the South. The valley floor is at 500m, the main take-off (via a chairlift) is 1400m, and the highest peak is



2400m. If there is any South in the wind, Sopot is the place to fly. A perfect paragliding site for the likes of us with lots of thermals, including a house thermal at take-off, big mountains to the North and plenty places to land to the South (farmers are friendly but gypsies are only friendly if your pockets contain a lot of cash – you will be briefed on those areas where it's best NOT to land).

..didn't bother getting out of bed, unless he could do 100k!

We flew from three sites this year: Sopot, Dobrostan and Skobelevo. There are plenty of others. In previous years, Dave has been taken 160k east for an overnight trip to escape the weather. Sopot takeoff is huge and steep and can easily hold 30 pilots all ready to go, the most that we saw. Dobrostan is pleasant enough too, but Skobelevo is small and a bit scary as it is necessary to cruise above the trees for a long way before getting clear. If you're at all religious, it may be best having a few words at this one.

Ges went for 6 days flying and Dave for 12. Of the 12 days, we flew Sopot on 6 of them and drove about 1.5 hours to the south side of the valley to fly at Dobrostan (4 days) and Skobelevo (2 days). That all 12 days were flyable must be some sort of record for a holiday. Dave only flew 9.5 of them though: he had to land early on Day 1 as he was feeling unwell and sat out Day 2. And he didn't fly on Day 12 as the sky looked unfriendly – and, as soon as the last pilot took off, the thunder started. Ges flew all of his 6 days.

We were with a group of Finns for most of our stay, 7 XC pilots and 3 beginners. There was one Finn who didn't

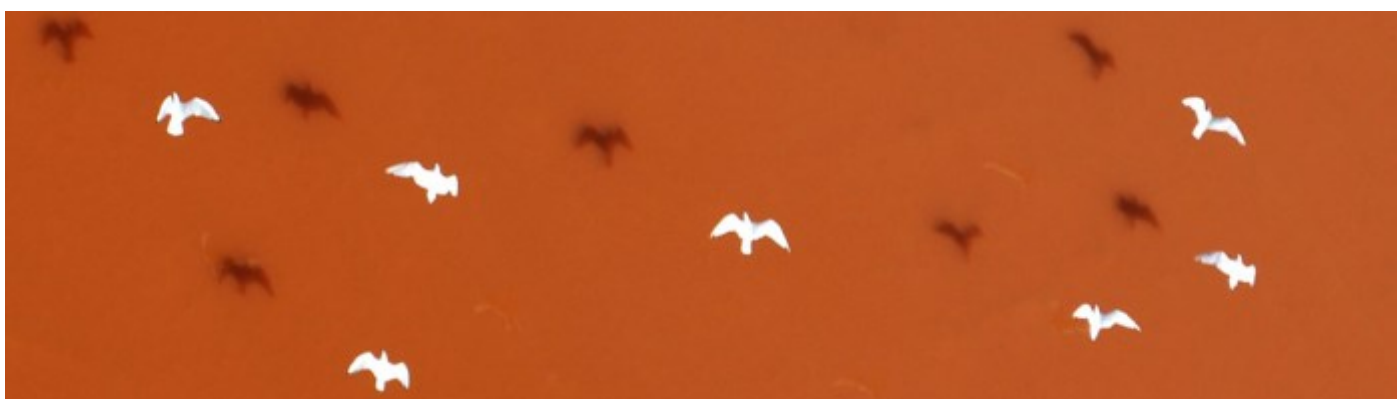


..we decided that together we knew everything that there was to know

bother getting out of bed if he couldn't do 100k, but we more than held our own among the rest of them. We flew with LiveTrack 24s and were often met by a retrieve vehicle before we had even packed away. If you go to the LiveTrack website and click on SkyNomad, current flights can be seen.

It's not just for youngsters either. Dave and the two oldest Finns shared a seat coming home one day and our combined ages came to 192. We decided that together we knew everything there was to know.

So, was it worthwhile? We couldn't be more positive in saying "YES".



SkyNomad were wonderful, with help and advice from Niki and Ivo, helped this year by Stan, a Polish Australian. A few words of advice from Stan got Ges centring his thermals beautifully and adding 1m/s to his climb rate. Regarding SkyNomad, we can do no better than refer you to the letter in August Skywings page 36, with which we agree completely.

Some high points: Ges got over 17 hours airtime and over 200k in his 6 days, including his first 50k flight and a 48k triangle. Dave also got a personal best of 53k: he reached 3080m on this flight with the help of a +7m/s climb (and, no, there was no big black cloud above him). Dave flew a total of 174k on his last four flights and at last felt like a real pilot! Dave's flights are logged on XCLeague – look for the Overseas League.

Some low points: It was turbulent at times, though not too bad. Dave's Ion 2 mostly fluttered while Ges's Mentor 4 collapsed more often. Dave had one flight where he left the mountains looking for calmer air but we were generally happy. And every +7m/s has an accompanying -7m/s! As we said above, landing out is generally easy. But Ges had one tight landing surrounded by power lines and Dave set up for a nice landing field when, 200m above the ground, he started going backwards. Speed bar got him across the road but he landed among spiky bushes about 10m short and put another few holes in his

wing.

So, will we go back next year? We couldn't be more positive in saying "YES".

And did we mention that it is near impossible to spend more than 10 euros on a meal, including drinks? Ges did manage it once but that included a full bottle of wine. The food was great.

And did we mention that a week is only €390 - just book flights, get picked up and dropped off at Sofia airport and pay at the end of the week? If a day is not flyable, SkyNomad don't charge for their services (wow!!), and longer stays work out cheaper too. Dave paid €639 for his stay. [Stop Press – an XC week costs €450 for 2017.]

SkyNomad have some rooms above their club house in Sopot which are basic but en suite, with aircon, tv and fridge but, especially in busy periods, pilots are farmed out to a variety of local houses. Nothing is more than 5 minutes walk.

If you prefer more home comforts and a fully-inclusive deal, then have a look at an alternative at Rose Valley Lodge, run by Gavin Jillings, a Brit – now also the holder of an Irish passport post-Brexit. Dave has flown with Gavin and watched Rose Valley Lodge being built, and you'll have a good time there too.

DH & GH



Picture credit: flysopot.com



David May

Safety First: Target On Your Back

A local pilot was pontificating on the book *Fate is a Hunter*, and its applicability to our sport and safety. This was many years ago, but it really struck a chord with me then, and sticks with me to this day. It changed my whole approach to flying.

By Paul Voight, first published in Hang Gliding & Paragliding, March 2013

Fate is a hunter. Every time you choose to fly, you have a target on your back, and fate is hunting you. YOU control the size of that target with your judgment and decision making.

The above paragraph could easily stand alone, without any more writing needed. But that would be an awfully short article!

The quoted opening paragraph above was derived during a post flying day campfire chat. A local pilot (whom I consider a legend) was pontificating on the book *Fate is a Hunter*, and its applicability to our sport and safety. This was many years ago (about two-thirds of the way into my flying career), but it really struck a chord with me then, and sticks with me to this day. It changed my whole approach to flying. I present the concept at every lesson and clinic I give. It has morphed a few words here and there, but the current rendition is pretty solid.

I realize there isn't really a guy out there in the air "hunting" us. However, we do put ourselves into circumstances when flying that really do "put a target on our backs." It's a concept. Bear with me.

As soon as you launch, you expose the target on your back, and it remains a target until you land back on Earth safely. The more times you fly, or the more years you fly, the more opportunities fate is given to hit the target. Keeping this target tiny is your primary job as a pilot.

From my observations, fate is an inaccurate shooter. This is fortunate and unfortunate at the same time. I see many bad choices made, and poor judgment exercised, almost every flying day, most resulting in no negative

outcomes. This is one of the most insidious forms of reinforcement in our sport. Pilots commonly draw the conclusion that their conduct and choices are justifiable because they "get away with it" (often repeatedly).

"Back in the day," when I was learning, I now realize I repeatedly enlarged the target on my back to gargantuan sizes. Somehow, through crazy good luck, and some acquired flying skill, I managed to come out unscathed. It's a miracle, really. In my (and other pilots of the times) defense, everybody was learning back then. We were mostly all self-taught, and the flying community didn't have the reserve of knowledgeable, educated, seasoned mentors and instructors that today's new pilots have available. You new guys are very lucky! Make use of (and listen to) those valuable resources.

The point of this article is to simply raise pilots' awareness of the direct effect they can have on their safety and on their longevity in the sport, by simply exercising good judgment and making good choices. More importantly, I hope some readers will realize (like I did) that they have all too often made large targets on their backs and fate just hasn't been able to nail them yet.

Trust me, if you repeatedly put a big enough target out there fate will hit its mark. It may result in just a big scare, or an actual incident. Take heed of those big scares. They are only a form of "good luck" (more accurately "coincidences with favorable outcomes" for those that don't believe in luck). Regardless, you'd be much better off not repeating those circumstances again.

Don't get me wrong. I do believe one of the more satisfying elements of flying is piloting our way out of the risky

situations that we all find ourselves in from time to time. But my current opinion is that we don't have to instigate risky situations in order to experience them. They present themselves often enough on their own, enlarging our targets despite our best efforts.

No normal-size article can review all of the common ways to stay safe (minimize the target). Review the excellent safety articles that have adorned these pages the last few seasons.

I will review just the four major culprits that in my opinion cause a large degree of target-enlargement in our normal flying.

1

Choosing to fly.

This choice in itself is huge. I know pilots want to fly. They drive long distances. Conditions aren't always suitable, or they deteriorate during setup. Choosing NOT to fly takes incredible discipline. Choosing to wait out mid-day conditions for more reliable conditions later in the day takes just as much discipline. If you show up at a site, and there are some pilots flying, but others are not, analyze who is NOT flying (yet), rather than who is. Often, the ones in the air are not the wisest decision-makers, or are skilled enough to fly, AND LAND, in those advanced conditions. Prioritize keeping your flying enjoyable and safe. Flying just because it was your plan for the day will certainly cloud your judgment, and eventually result in non-desirable results.

2

Avoid getting into situations that exceed your level of skill or your glider's performance range.

It pains me when I see new pilots follow veteran pilots back into areas and terrain that they have no business being in, experience-wise or performance-wise. Similarly, pilots should learn spot landing and accuracy in the safety of their normal LZ before going too far from the LZ, going XC, or top landing. Build these skills BEFORE

you find yourself needing them in dire situations. Venture, in small increments, and cautiously, into areas that are out of reach of the primary LZ.

3

Stay alert to conditions.

Learn to recognize when conditions are getting worse and get back on the ground well before they actually get dangerous. A couple of my wildest (now considered dumb) flight stories involve staying up too long and barely surviving re-entry. It is not fun fighting conditions while trying to survive a landing.

And lastly

4

Landing technique greatly affects your target size.

When still well above your intended landing spot, make a conservative landing plan and approach. Other than pilots choosing to fly in inappropriate conditions, the most frequently repeated target enlargement I can isolate is simply poorly executed landing planning. Bad landings can maim or kill you. You should strive for near-perfect landings every flight. This topic is an extensive article all on its own, so I won't get into all of the details at this time. The crux of the matter is, remove low turns, traffic issues, low airspeed, late transitions, and high round-outs from your landing sequences and your target during landing will remain very small.

Why give fate any more of a target than you need to?

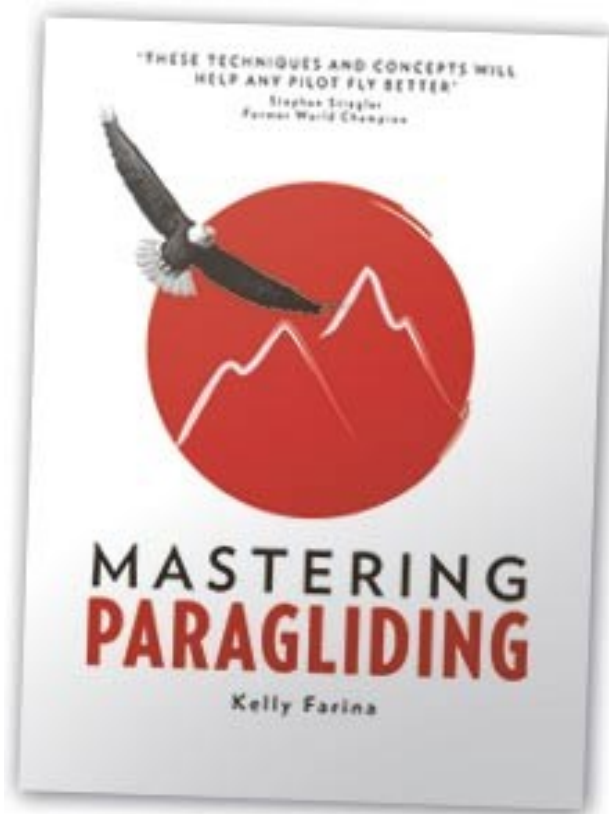


DM

Library Book Review

Mastering Paragliding by Kelly Farina

No16 bus, No 2!



Reviewed by David May

This is the first paragliding book I've read that I could describe as a post CP training manual. I picked it up from the DHPC library 2 months ago and have since read it twice cover to cover, mainly on the train to/from work. Overall I think it is an excellent read and I would recommend it to everyone - especially those pilots who would like to learn more about thermalling technique and route planning (in particular route planning in big mountains systems such as the Alps). And in fact the book is divided in two sections along these very lines - the first half describes thermalling technique and the second half is a discussion of route planning. Two very different skill-sets, both necessary to fly XC. At the beginning of the book Kelly describes the 'Pyramid of Progression' where he orders the different skills required to be a good XC pilot from Apprentice to Master. Not surprisingly, thermalling is at the very base of this pyramid with route planning higher up. After all, it doesn't matter how good a route you intend to fly if you are unable to exploit whatever lift is available.

At the risk of over simplifying, the basis of this thermalling technique is a progression of smooth, 16 second circles (or as Kelly calls it - 4 for 90 ... 4 seconds for each 90 degrees of turn). Kelly describes the technique in far more detail with an explanation of weight shift and the use of the outside and inside brake in order to open/close the turns as you try to centre on the core. There is quite a bit of repetition in this section which can be a bit frustrating though having read through once I found it relatively easy to skip over the repetition the second time through. In fairness I suspect this repetition is partly due to his experience with clients where I am sure he needs to remind the pilots over and over again while in the air what it is they are supposed to be practicing. I experienced this first hand recently during a week's flying in St Andre Les Alpes. It was the perfect opportunity for me to try out some of the concepts in the book and I found that in the bustle of everything that was going on in the air (St Andre Les Alpes is quite an active flying experience even in October) I would forget and need to

remind myself repeatedly of the particular exercise I was intending to practice.

Rather than using the 4 for 90 count that Kelly describes I found it easier to count a full 16 seconds per circle - take a bearing then count how long it takes to come round to that bearing again. Trying to count 4 for 90 was just too frenetic and I never managed to keep the count through a full 360 degrees in this way. And whether a 16 second circle is the optimum circle radius for thermalling I cannot say. But I don't think it matters - given a starting point where thermalling is a black art like trying to catch smoke, a 16 second circle provides a beautifully simple, clear target on which you can base your practice. I have no doubt that if you are able to consistently perform 16 second circles as you bounce around in active air then you will have gained a high degree of control of your wing. Needless to say my own efforts were of varying success but I found having such a defined focus to be very helpful as it allowed me to experiment and evaluate.

The second part of the book is about route planning in a big mountain system - the Alps in particular. I found this part very interesting, in particular the discussion of valley winds and how to navigate them safely. Again I tried to put some of what Kelly described to use at St Andre Les Alpes where valley winds can play a significant part to the day and as before I had varying degrees of success. St Andres Les Alpes has quite a complex valley system and I found it difficult to work it out in real time while in the air - as a result I ended up grounded earlier some days that I would have liked. But what I was able to do with the help of some of the concepts in Kelly's book was to post analyse the flight and understand where it was that I had chosen the wrong route and been penalised, often by changing conditions and the effect they had on the valley system.

So, overall, I have no hesitation in recommending this book. No doubt it is easier to practice the concepts somewhere like the Alps where conditions allow us to practice and experiment without ending up on the deck as can often be the case in the UK. But, if nothing else, I will be counting my 16 second circles the next time I get out in the Dales ... when I remember to count that is.

DM

- Mastering the basics: learning to fly smoothly, consistently and confidently
- Thermalling well: the 4/90 rule, thermal etiquette and gaggle flying
- How to plan a cross-country route and fly it successfully
- Valley winds explained, including where and where not to fly
- An in-depth exploration of how to fly the mountains
- High level flying: how to fly efficiently and fast
- Meteorology for pilots, including cloud assessment and the Föhn
- Thermal formation, restitution and inversions
- Real-life practical flying case studies in the Alps and Dolomites
- How to structure your learning and progress quickly using the Pyramid of Progression

On Day 1 of the comp when I hadn't set the route correctly in the GPS I was batting around in the valley having fun flying along the river completely alone about 200m above the valley floor when I heard a droning sound. Before I could look round a WW2 USAF prop plane flew beneath me!!!! No turbulence - just a sense of shock. As some wag later commented the pilot probably thought he was still in Italy. NOTAMS were in place and airspace closed for the comp so it doesn't only happen in the Dales - though he was a lot slower than a Toucan

Weather was a bit iffy in Tolmin and a few days were very strong but good for ground handling. or kayaking. The Soca is mighty cold when you capsize. Storms were forecast on several afternoons. A couple of times people just managed to land before the rain. Other times you could see incoming blackness, land and half an hour later the weather was perfect

Last year I met Sladic, a Hungarian PWC pilot and he turned up. Luckily for me he had a bad back so I man-

Jan Tempest The Grand Tour



Absolutely nothing exciting has happened this month except I have developed webbed feet and water wings.

aged to swap some coaching for a massage. I had a shortish flight, he went the 100km to Gemona and back. That could be why he flies n the PWC and I don't.

Then with not massive hope as widespread bad weather was forecast I went off to Meduno arriving quite late in the day. 100% cloud cover and very humid but a few pgs and a couple of hangies were in the air

What a lovely site - a nice long ridge with an easy grassy t/o, great views over the plain, huge landing field, NO POWER LINES. Shame the landing bar owners

are unfriendly and unhelpful. I made the mistake of asking to park up overnight since on most landings it's ok but the owner tried to send me to her brother's farm where I could part with cash for the privilege of sleeping in my own bed!! Unwittingly ended up next to the village karaoke party but luckily a storm knocked out the power and silenced it.

I planned to climb the hill for a bit of exercise but met a Swiss group who gave me a lift. More storms forecast so took off fairly quickly and it was lovely to be in calm air



Photo credit: Soca Valley Holidays



Photo credit: Hangstarter.de

with only 6 or 7 gliders after the mayhem of the past weeks diving straight into lumpy air surrounded by 30 or more people intent on going round in circles. I could finally concentrate on Crabstix and play around. The lift wasn't strong, thermalling was easy mixed with ridge soaring and going out over the flats

Once again, after landing the weather improved but I decided to head south and explore Italy since I don't know it well. There are some lovely parts, historic towns and villages with great architecture. decent food, fabulous landscapes but also some horrible busy roads that shake your teeth out through endless ribbon develop-

ment of light industry and flat boring stuff. The people I've met so far are fairly friendly. Unlike France and Germany where lots of towns/villages have free overnight

..great architecture, decent food, fabulous landscapes

parking with facilities here they have barriers and you have to pay.

I headed to Umbria for some easy country as I've not



Umbria.

Photo credit: www.travelinform.co.za



been flying well with a new glider in the stronger stuff. Dennis and Simon have been here so they'll know what I

..horribly busy roads that shake your teeth out

mean when I say I've never seen such huge take offs. You could lay out 100 gliders and still have room - grassy, gentle slopes, out into the valley and big land-

ings. Wow

Forecast showed Monte Gemmo as the only possibility so arrived and had beautiful parking at the landing, waiting for an English group I was going to fly with to turn up next day. It was strong and gusty with a lot of nasty clouds building and moving around quite quickly. A handful of Swiss pilots took off and showed us how to gale hang. Once they got forward it was ok and eventually most of our group who'd had very little flying all week opted to go. The t/o's were like Wacky Races and as I'm still not keen on anything beyond a mild breeze I



stayed ground bound.

They headed back to Assisi whilst I stayed on as a local pilot had invited me a supper at the club which had organised the Tre Pizzi comp a couple of weeks earlier. Really friendly people, mountains of food, a good evening. I had to reply to the toast to "Our international visitor" in pigeon Italian which was a tad embarrassing

More rain next morning but the group were still planning to fly the site. Along with Gustavo and Simone I went to San Vicino which is a teensy and tricky t/o, top landings next to the small parking area. A local guy recently landed on a car and broke his leg. Valley landings beset with the inevitable power lines. We arrived to nil wind and sun - half an hour later in the middle of a big storm which rolled over to Monte Gemmo and stopped play. More enforced tourist stuff for me so headed off to the coast where there's a lovely site just south of Ancona. T/o is from a 100m cliff below Mt Cornero, looks like lovely soaring, NO beach landing. The wind was off, also the site closed to non club members

Back to Assisi and finally joined the group. Yet again a pessimistic forecast but we drove up the 1200m Monte Subasio to the NE t/o for an early plummet before the storms hit. Straight out, turn left and look for the landing - a massive field directly below the mountain, sloping BUT ploughed. The soil is heavy clay so furrows are about 18 inches deep and solid. I actually had a great landing but it's real break an ankle stuff and the walk out isn't pleasant. Poor Dara landed on the slope, tipped backwards and was stranded like a turtle.

We opted not to repeat the process and shortly afterwards the storm hit. Locals tell me September can be very unpredictable. Next day the wind swung south so we were on the easy side. Another early flight, Besides

..landed on the slope,
tipped backwards and
was stranded like a turtle

myself some others wanted a quiet life. Forward launch, pop, "What on earth?" My central buckle had opened - it's a Woody Valley and has been a bit temperamental. The t/o is so big I was able to turn back and top land, re fasten and off again. This time I was a bit further out when it popped so what should have been a lovely flight turned into a long glide with the gentlest of turns, trying to balance my weight. The riser carabiners had also turned 90 degrees. Of course as I got close to the landing I hit thermals!!! It took 30 mins to get down

Unfortunately I had to miss the next flight which apparently was a great one with people getting 1000m+ climbs and mini xcs. Managed to cobble a fastener together with strong cord and it held for an evening flight but I was very wary. There was some reasonable lift around the hill but across the valley clouds were already threatening and we got radio instructions to land as rain was

Unfortunately I had to
miss the next flight,
which apparently was a
great one...



Monte Subasio

coming in. A shame as staying up was so easy.

I drove 60 miles south to Poggio Bustone where Claudio Papa? runs Prodelta was able to repair my harness simply by adding a carabiner and some webbing. He had a group in converting to paramotors so watched some tow launches then off they went with their engines. Have to say, it looks tremendous fun and I really wanted to have a go but the forecast all over Italy and further north was for 3 days of storms so I didn't get the chance.

We did go up the hill - again at 1250m but a smaller and steeper t/o. Wind was 80 degrees off but it's possible to run diagonally . I was extremely lucky as I was set up, wind dropped to 0, moved round for an Alpine launch and just at the right moment wind came up and bang on the hill so I was able to get a great reverse launch. Short flight as 100% cloud cover killed it but flew over the village then out to the lake as it's a long way to the landing but it's another nice site to add to the list

Almost every day for the past 3 weeks there have been storms and heavy rains and in hope I arrived back in Bassano yesterday where there's a great infrastructure and it's always easy to get up the hill. Another storm last night but we may have a chance to fly later on when the strong winds hopefully calm down. *JT*

Monte Subasio

Photo Credit: www.parks.it



Photo credit: www.montesubasio.it

Safety Incident

Tailbridge 12 July 2016

Author: Chris Field

Originally published in
the CSC newsletter
"Spoilt for Choice".

<http://www.cumbriasoaringclub.co.uk/forum/viewtopic.php?f=20&t=3985>

On 12 Jul 2016 Duncan Brough had the misfortune to suffer injuries as a result of an accident at Tailbridge. The initial information was spotted by ever alert face book watcher, Rick Livingstone. Duncan was taken to the James Cook University Hospital in Middlesborough. In spite of alarming initial reports of fractured vertebrae and coccyx, to the relief of all he was released after a few days to recover at home where he seems to be filling in time by writing a memoir. Relevant tracts are shared here as lessons to be gleaned from his experience.

Duncan Brough.

"This is a brief summary to get the discussion going. WHY did I choose Tailbridge on 12/07/16? There's very little walking up, I was time restrained and Tailbridge is a very safe site (or so I thought)! The forecast for Tailbridge was ok.

PRE FLIGHT CHECKS, I checked 3 weather forecasts and did a thorough on site weather assessment before my first launch. I was happy that Tailbridge was flyable. My daily checks were done and no mistakes made. (Apart from not assessing the weather/sky prior to my third launch)?

IN FLIGHT, I was happy while in the air, during ALL 3 of my flights it was reasonably smooth right up until about 2 to 3 seconds before I crashed!



LESSONS LEARNED:

NEVER ever fly on your own.

ALWAYS check your kit thoroughly before flying (one of my radio batteries was flat). If there is no one else at the site you have chosen ask yourself WHY?

Check the weather and sky and do a FLIGHT PLAN (to include your landing site) prior to EACH and EVERY flight no matter how long or short it is going to be. I know this is NOT always possible (XC) etc. Jo took photos of my third flight just before I crashed and there are some angry clouds!! Should I have launched at all for this third flight? I hadn't assessed the sky prior to my final launch because my plan was only to be in the air for a minute or so flying back to my car! Now then in MY OPINION in relation to Tailbridge – IF the wind is off to the N or NW be very careful with your choice of landing site. I hit Rotor, Sink or Wave on my final descent, I DON'T EVER want to experience this again".



Key:

Blue arrows – wind direction, probably in excess of 15mph.

Red line - line and direction of third flight ending in accident.

Several comments were posted in response to the accident. Some were specific to the accident, some dealt more generally with site issues at Tailbridge and some looked at more general points about flying in strong winds.

Ali Guthrie - “[...] given the direction of N or NW and a wind speed of 15 mph, I feel that your selected landing place was not ideal. If wind speeds had been lesser you probably would not have had an accident. The simple lesson here being, as wind speeds increase so does the risk of ground associated rotor”.

Ed Cleasby – “[Tailbridge is] generally regarded as a very safe site with a clean open aspect and large top and bottom landing areas. As a consequence, a lot of lower airtime pilots cut their teeth here and build airtime, it's used for training (by Sunsoar).

The site guide shows a NW take off. In reality the NW face is a long walk and too short to be of any real value. It's rare for the wind to go NW due to the Solway SB making it's way that far down the Eden valley- far more often the Morecambe Bay SB will dominate and the wind should stay W or even SW. My suggestion would be to REMOVE the reference to a NW face and take off altogether it's too low value except maybe for early training on the lower slopes.

The guide mentions the possible rotor risk near the parking/road. There have been a number of incidents/accidents here over the years. It can be OK BUT in any wind and especially with any west in it there is rotor generated by a small outcrop above the road. The guide recommends you take off further along where the slope is better and the outcrops are not present. Landings by the cars are USUALLY fine EXCEPT if it's windy then best to land further away (rather than further back) or better at the bottom of the hill by the road. It's no big hassle.

Wave is very rare here, (Mallerstang is different) convergence can occasionally be found and sometime quite rough thermals for which there are various theories, one being as the SB comes in it gets more rowdy (broken, disorganised thermals).”

There was some discussion over possible alterations to the Site Guide which no doubt will be considered by The Dales club. The full discussion is on the [CSC] forum but the essence is:

Ed suggests that all reference to the NW face is removed. Duncan suggested that as pilots are likely to fly the NW face anyway a cautionary reference should be included in the site guide.

Brian Doub responded focusing on the aspect of wind strength.

“When we talked on the phone I thought you told me that on your last flight you had to go on half bar to penetrate. Am I remembering correctly? [...] if you're using half bar I can guarantee that the wind speed was more than 15 mph. [There was some discussion, and disagreement, on the likelihood of wave] Whether it was wave or not doesn't really matter. You definitely hit sinking air/rotor and it seems very logical that it was due to strong wind coming over the crags there in front of the car park [...] it can build up and roll along the ridge in a NW.



Tailbridge slopes down from the upper TO to the car park. So it does make sense that any rolling turbulence that is set up further up the ridge is going to be significantly higher by the time it reaches the car park. This is all conjecture of course on my part.”

Summary.

Tailbridge has a reputation as a safe site. Beware.

Whilst the discussion has focused on the conditions at Tailbridge on the day, the lessons are more generally applicable. Contributors have homed in on wave, rotor, turbulence which risks obscuring the simple issue that for a soaring flight the key is wind strength and direction. When wind speed doubles, the wind energy quadruples. The wind was strong on the day, (Duncan measured it as gusting up to 18mph) Also, as Brian has pointed out, Duncan reports being on half bar to penetrate. Brian's sketch of the likely turbulence caused by a strong NW wind travelling along and over the SW face is useful and applicable to any situation when the wind is blowing along a ridge.

Another possible warning sign of 'non-ideal' conditions which Duncan comments on was the lack of other pilots. Tailbridge is a popular site for all the reasons that Duncan identifies, easy access, top drivable, a reputation for being safe. It is necessary to be extra vigilant when you arrive at a popular site and find you have it all to yourself.

One positive lesson, not dealt with on the forum was the efficiency of the casualty evacuation. Both Duncan and Jo are experienced in this area, both being in the police. They made the right calls, used the right words and knew the Air Ambulance crew. Those of us not so well versed in such things will do well to carry our CSC emergency cards. CF

Note: The DHPC Emergency Action Card is reproduced on the back page of this issue. Also see the website, under “safety”

Competitions

League info as at 24.10.16

Dales Paragliding XC League

<http://www.xcleague.com>

XC League uk cross-country flying

[Home](#) | [Sign In](#) | [Contact](#)

User: Guest

[Key](#) | [Latest Entries](#) | [League Info](#)

Dales PG League 2016 All Flights

Dales Paragliding League



107 flights 3,215.5 points 24 pilots

League **Dales PG** Show **All Flights** Year **2016** Scoring **Standard**

Click the flights to display more details. A **green** score indicates tracklog data. A **blue** score indicates storyboard data.

Pilot	Club	Glider	Total	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Flight 6
1 Ed Cleasby	Dales	Nova Triton 2	439.5	85.0	81.7	81.4	78.2	74.2	39.0
2 David Smart	North Yorks	Ozone Delta 2	361.3	130.1	108.4	82.9	39.9		
3 Mike Cavanagh	Cumbria	Ozone Mantra M6	296.8	129.1	126.4	41.3			
4 Pete Darwood	Dales	Nova Ion 3	192.0	48.9	40.0	30.7	26.4	24.7	21.3
5 Jake Herbert	Dales	Nova Mentor 4	164.6	125.6	22.1	16.9			
6 Kevin McLoughlin	Dales	Nova Factor	144.6	35.6	34.7	22.6	20.7	15.9	15.1
7 Richard Meek	Dales	Nova Mentor 2	139.1	39.6	24.2	23.2	18.0	17.4	16.7
8 Rosie Darwood	Dales	Nova Ion 4	137.3	52.0	23.6	23.2	15.1	12.1	11.3
9 Dean Crosby	Dales	Nova Triton 2	129.3	129.3					
10 Geoff Crossley	Cumbria	Advance Omega XAlps	119.9	86.3	19.8	13.8			
11 Chris Fountain	Dales	Skywalk Cayenne5	101.5	52.4	24.8	24.3			
12 Simon Tomlinson	Dales	Advance Sigma 9	79.8	15.7	14.5	14.1	13.6	12.6	9.3
13 Glenn Brookes	Cumbria	Niviuk Hook 3	74.3	38.1	22.4	13.8			
14 Mark Morrison	Dales	Ozone Buzz Z4	73.1	14.6	12.7	12.2	12.1	11.1	10.4
15 Nick Pain	Dales	Advance Iota	71.3	71.3					
16 Peter Balmforth	Dales	Axis Vega 2	62.3	21.4	20.6	10.8	9.5		
17 Gary Senior	Dales	Gin Atlas	52.5	17.1	12.1	11.7	11.6		
18 Chris Greenwood	Cumbria	Gradient Nevada	51.9	40.8	11.1				
19 Tim Oliver	Cumbria	Ozone Swift 4	50.7	20.7	10.9	9.6	9.5		
20 Richard Tang	Pennine	Advance Sigma 9	46.7	46.7					
21 David May	Dales	UTurn Blacklight	22.8	22.8					
22 Alex Colbeck	Dales	Niviuk Artik 3	19.2	19.2					
23 David Brown	Dales	Advance Iota	13.2	13.2					
24 Gavin Price	Pennine	Skywalk Chili 3	9.0	9.0					

Dales Hang Gliding XC League

<http://www.uknxcl.co.uk>

Pos	Name	Club / Glider	1st	2nd	3rd	4th	5th	6th	Total
1	Fillingham Tony	Atos VR Dales	210.32	178.22	130.79	112.21	98.78		730.32 907.69 (10)
2	Birkbeck Trevor	U2 Dales	103.04	13.26					116.3 (2)
3	Lumb Andy	Atos VR Dales	31.1	21.37	20.45	15.89	13.28		102.09 114.71 (6)
4	Hetherington Andy	Atos VR Dales	32.15						32.15 (1)





EYE CANDY FOR CLOUD LOVERS



“Fallstreak Holes” - Bournemouth, October 2016

Photo credit: Steve Beck, via Severe Weather Europe

There is a bonus weather related photo over the page this month!

DHPC Site Officers

Northern Sites



David Brown

d.brown208@btinternet.com

07757 333480

01524 242192

Addleborough
Bishopdale
Brant Side
Dodd Fell & Grove Hd
Nappa Scar

Semer Water
Stags Fell
Tailbridge
Wether Fell
Whernside

Southern Sites



Toby Briggs

tobybriggs@btopenworld.com

07582 156471

Addingham
Baildon
Cow Close Fell
Cowling and Sutton
Great Whernside

Hawswick
Ilkley Moor
Kettlewell
Kilnsey
Windbank



Club Nights

Club Nights take place on the first Thursday of the month. These nights are great for meeting up with the rest of the club, getting to know your fellow pilots a bit better, finding out what's been going on, and making plans etc. Over the Winter months we organise talks, often by some of the leading lights of the sport.

Meetings are always the 1st Thursday of the month, at the Horse and Farrier, Otley. 7.30 for 8pm.

Next meeting: November 3rd 7.30 for 8pm.



**Pat Dower,
Long time friend of
DHPC, popular speaker,
national and international
competition pilot.**



7 Bridge Street
Otley LS21 1BQ
Telephone : 01943 468400

For those interested there will be a briefing on the operation of the RHADS corridors at 7.45. Pat will add you to the list of briefed pilots if you attend.

FUN SAFETY AND PERFORMANCE— THE PILOT'S JUGGLING ACT

We are delighted to welcome back Pat Dower (Philosophy: fly higher, futher, better, faster - no glass ceilings), whom many of you will know as a popular speaker from previous DHPC talks. A talented pilot for 26years who has competed at both national and international level, he is best known for his keen enthusiasm for supporting and teaching other pilots how to progress in the sport. This promises to be a valuable and interesting evening for pilots of all levels.

DIARY DATES 2016

Jan 17—28 2017	Paragliding World Cup Superfinal, Brazil. GV	http://pwca.org/view/tour
Nov 17 -20	Kendal Mountain Festival	http://www.mountainfest.co.uk/



Aurora, Broadford Bay, Isle of Skye, Oct 24th 2016



Photo: John Parsons

Skywords Index—Jan 2011—Present

Safety

Target on your back. David May	Nov 2016
Tailbridge lin a NW wind	Nov 2016
DHPC Action Card	Nov 2016
Collision avoidance on the ridge	Oct 2016
Flying with other aircraft	July 2013
Collision Avoidance on the ridge. Nigel Page	Jan 2014
Second Chance, Toby Colombe	Feb 2014
Dales Emergency Action Card	Feb 2014
Following on the ridge. Nigel Page	Mar 2014
Crowding. NP	Apr 2014
Venturi, Rotor and turbulence behind the ridge. NP	May 2014
Thermalling with others - joining thermals. NP	Jun 2014
Strong Winds Up top. NP	July 2014
Thermal Wind mixing. NP	Sept 2014
Cool landings in hot places. NP	Oct 2014
Deep Stall. NP	Nov 2014
Shock and Awe—Safety First Quiz	Nov 2014
Slope Crosswinds. NP	Dec 2014
Throwing your washing. Judith Mole	Jan 2015
Skills – why keep a log book? JM	Feb 2015
Reserves. Kate Rawlinson	Feb 2015
Skills – flying with others. JM	Mar 2015
Thermalling—obey the rules!	Mar 2015
NOTAMs. KR	Mar 2015
Accidents and how to avoid them (1). JM	Apr 2015
CAN Procedure	Apr 2015
Reserve Repack	Apr 2015
Accidents and how to avoid them (2). JM	May 2015
GA Alliance calls for new airspace policy	May 2015
Flying with RC models	May 2015
Speed Bars. KR	June 2015
NOTAMs/ CANP—Chairman’s Chat	July 2015
Happy Landings. NP	July 2015
There are no new mistakes—Chairman’s Chat	Sept 2015
Safety Reminders (especially) for experienced pilots	Oct 2015
Beware of Over Confidence—Chairman’s Chat	Dec 2015

UK Airprox Board – Have Wings, will travel	Jan 2016
Role of the Safety Officer. David May	Feb 2016
LBA Airspace—Chairman’s Chat	Mar 2013
Gasco safety night write up	Mar 2016
Unsheathed upper cascade lines = BHPA Safety Advisory	Mar 2016
Airprox board – Craven Herald Paraglider airprox report	Apr 2016
Spring Thermals – Beware	Apr 2016
Stance (Flybubble article)	Apr 2016
Regaining Currency—Chairman’s Chat	May 2016
Active Flying	May 2016
15 Items that might save your life	Apr 2014
LBA Airspace proposal—Chairman’s Chat	Oct 2016
Winter Flying—caution. Chairman’s Chat	Jan 2011
Flying in Clouds—bring a cat and a duck!	Apr 2011
Competition Class Paragliders suspended	Aug 2011
Pay Attention to those side wires!	Sep 2011

Sites News

Whernside Parking	Sept 2016
Brant Side Parking	Sept 2016
Kilnsey	Feb 2011
Baildon and Ilkley	Aug 2011
Wether Fell Deconfliction	Feb 2012
Lambing Season	May 2012
Stags Fell Sign system	Oct 2012
Windbank / Hawkswick access and restrictions	Dec 2012
“The glorious 12 th ”	Aug 2013
Pen y ghent	Aug 2013
Fremington Edge	Sept 2013
Barbon Low Fell (Johnny Barns)	Oct 2013
Windbank new stile	Oct 2013
Stags Fell	Feb 2014
Stags Fell	May 2014
Windbank – rebuilding the wall	June 2014
Stags / Brant side	Jan 2015
Sites/Site Fees/Farmers Dinner—Chairmans Chat	Feb 2015
Addleborough, Nappa Scar, Semer Water (North Face)	Feb 2015
Nappa Scar	Apr 2015
New Wind Rose	Jun 2015
Bishopdale	July 2015
Speeton Update	Oct 2015
Nont Sarahs fence	Dec 2015
Parking at Whernside	Feb 2016
School Sites	Mar 2013

Skywords Index—Jan 2011—Present

Stags Fell—A site for all seasons

Jun 2016

Coaching (All Ed)

New Head Coach introductory article	Feb 2011
Flying equipment thoughts for the new season	Feb 2012
Site Selection	Mar 2011
The great storm cell of 2009	Apr 2011
Coaching Day Wether. Inflation and Take off	Aug 2011
Setting targets—tasks to improve	Oct 2011
October Coaching day report	Nov 2011
Spring Deserves special respect	Mar 2012
Flying with crowds	May 2012
Develop your flying	Jun 2012
The Art of Out landing	Aug 2012
Reviewing the year, BP Cup, Defined Flying Challenges, Coaching Days	Oct 2012
Thank You Mr Kagayama (packing /caring for your wing!)	Nov 2012
Guide to Wave flying	Dec 2012
Pilot Ratings / Club Membership	Jan 2013
Various / Website Coaching Section / DEFINED FLYING CHALLENGES	Feb 2013
Early Season Rustiness	Mar 2013
Flying Scenarios to Avoid (1)	Apr 2013
Flying Scenarios to Avoid (2)	May 2013
Flying in turbulence	July 2013
Flying by numbers	Aug 2013
Anatomy of an XC	Sept 2013
From CP to AP	Oct 2013
When the wind blows	Nov 2013
Holding your own (brakes grips)	Dec 2013
Crossed (cross wind/slope launch)	Jan 2014
Retrieval (the art of getting back)	Feb 2014
Coaching and the DHPC coaching structure	Mar 2014
Response to FSC on proposed changes to training syllabus	Apr 2014
Milking Sniffing and Scratching ..the art of staying up	Apr 2014
When? (to take off)	June 2014
Reflecting on your season	Oct 2014
Brass Monkeys!	Dec 2014
Winter Flying	Dec 2014
Transitions	Feb 2015
A new season beckons	Mar 2015
Big Brother (Live tracking)	Apr 2015
The need for speed	Oct 2015

How to avoid Skidmarks	Jan 2016
Pilot Development – Achieving Ratings	Feb 2016
Loose Ends	Apr 2016
Stags Fell—A site for all seasons and tastes	Jun 2016
Log Books— whats the point?	Oct 2016
Mastering Paragliding (Book review)	Nov 2016

Foreign Trips Reports

Destination	Author	Date
Tolmin, Umbria, Meduno	Jan Tempest, Grand Tour	Nov 2016
Sopot, Bulgaria	Ges Hey and David Hedley	Nov 2016
Krushevo, Tolmin.	Jan Tempest Grand Tour	Oct 2016
Gemona Lagagne Bassano Conizozolo Krushevo.	Jan Tempest Grand Tour	Sept 2016
Slovenia & Italy	Andy Smith	Sept 2016
XC with Jocky Sanderson	Fred Winstanley	Mar 2011
Anney Pilotage / SIV	Neil Plant	Jun 2011
Soca Valley	Martin Baxter	Jun 2011
Ager	David Hedley	Jan 2012
La Palma, Canary Islands	Dawn Westrum	Apr 2012
Algodonales	Kate Rawlinson	May 2012
Zillertal, Austria	Simon Goodman	June 2012
Pennine Parafest Report	Simon Goodman	Aug 2012
The Dolomites Flying Circus	Simon Goodman	Jan 2013
Dales Do Bassano – Italy with Kelly Farina	Kate Rawlinson	Oct 2013
Algodonales	Kate Rawlinson	Dec 2013
Last of the Summer vino (Alicante)	Sean Hodgson (Ogi)	Jan 2014
Coupe Icare write up	Jan Tempest	Nov 2014
Morocco (1)	Tam	Dec 2014
Morocco (2)	Tam	Jan 2015
Chile in November	Ian Brindle	Feb 2015
Sierras Sortie	Tim Rogers	Mar 2015
Flying in the land down under	Rosie and Pete Darwood	Apr 2015
50 shades of Dales	David May	May 2015
XC in GV	Andy Smith	June 2015
Escape to Brazil	Pete Darwood	Sep 2015
No passport required. Slovenia	David May	Oct 2015
Escape to Al Andalus (Algo)	Minhaj	Dec 2015
Chile	Richard Meek	Jan 2016
Flying Around Roldanillo, Colombia	Rosie Darwood	Apr 2016
Bir	Minhaj	May 2016

UK Flying reports

Pennine Parafest	Simon Goodman	Aug 2012
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Skywords Index—Jan 2011—Present

God Given Day	Kevin Gay	Mar 2014
Valentine's Day	Kevin Gay	Apr 2014
LCC write up	Jan Tempest	July 2014
Pennine Parafest write up	Jan Tempest	Oct 2014
Saltburn to Whitby	Kerim Jaspersen	Nov 2015
The Buttermere Bash	Tam	July 2016
Highland Flying	Mike Cavanagh (and Rosie Darwood)	Oct 2016

Photos

Clouds

Fallstreak Holes, Bournemouth	Nov 2016
Reach for the Sky	Oct 2016
Kelvin Helmholtz Clouds, Canary Is	Sept 2016
Lenticulars over Oxenhope	Jan 2012
Condo Wave Clouds	Mar 2012
Wow! Ancona, Italy	Aug 2012
Pyrocumulus	Feb 2015
Chamonix	Apr 2015
Cumulous Upyours	May 2015
Lenticular clouds, Chamonix	Nov 2015
Kelvin Helmholtz, Breckenridge	Dec 2015
Lenticular, Chamonix.	Jan 2016
Pyrocumulous Mt Etna	Jan 2016
Sunrise, Col de Miage	Feb 2016
Mammatus, York	May 2016
? Dunno, but beautiful!	Mar 2016
Everyone one's a fluffy one	Jun 2016
North South Cup Dales Photos	Jun 2016
Thunderstorm over Cartagena	July 2016
Ingleborough Lenticulars	Apr 2016

Other

Spectacular Solar Eclipse Shot!	Apr 2015
Fabulous February –Tailbridge, Longridge, Blackstone Edge, Wether Fell, Mam Tor	Mar 2015
St Hillaire—Kerim	Oct 2016
Panca, Espiito Santo	Apr 2016
Inglebrough	Sept 2016
Reighton	Nov 2016
Aurora, Skye	Nov 2016

Library (Book/Video) review

Thermal Flying. Burkhard Martens	Book	Jan 2011
Over Khumbu: Between Earth and Sky	DVD	Feb 2011
Flying the Nasca Lines. Marc Godefory	DVD	Apr 2011
From here to nowhere	Video	Aug 2011
Touching Cloudbase	Book	Oct 2011
Flying over Everest. Fabio Toncelli	DVD	Nov 2011
Speed to Fly. Jocky Sanderson	Video	Dec 2011
Security in Flight, Jocky Sanderson.	DVD	Jan 2012
Performance Flying, Jocky Sanderson.	DVD	Feb 2012
Dynamic Decisions International, NOVA.	DVD	Mar 2012
EN Certification.	DVD	Apr 2012
The Spirit of Flying, Gregor Subic	DVD	May 2012
Flying the Holy Land	DVD	Jun 2012
And The World Could Fly, Noel Whittal	Book	Jul 2012
The Cloudspotter's Guide	Book	Aug 2012
The Race	DVD	Sept 2012
Scottish Paragliding	Book	Sept 2012
Red Bull X Alps 2005	DVD	Nov 2012
The Journey, Greg Hamerton	DVD	Dec 2012
Manilla Sky (2007 World Champs)	DVD	Jan 2013
Security in Flight 2, Jocky Sanderson	DVD	Feb 2013
Weather Watching	Book	Mar 2013
From Beginner to Cross Country	Book	Apr 2013
Wide Boyz (Rock Climbing)	DVD	May 2013
Hanging in there, Jon Chambers	Book	July 2013
Flying with Eagles	DVD	Sept 2013
Ozone Future Style	DVD	Nov 2013
Never Ending Thermal, Sean White	DVD	Dec 2013
Understanding flying weather	Book	Feb 2014
Instant Wind Forecasting	Book	Mar 2014
Clouds and weather	Book	Apr 2014
The Friend from Mexico	Book	May 2014
Mastering Paragliding. Kelly Farina	Book	Nov 2016

Competitions

Paragliding Accuracy Target Approach	Mar 2011
Dales Awards 2011	Apr 2011
DHPC Site records	Apr 2011
North South Cup 2011	Jun 2011
BOS in the Dales	Aug 2011
Time to join the comp scene again? Chairman's Chat	Sep 2011
Baildon Sod 2011	Sep 2011
British Paragliding Record Smashed. Richard Carter's 254k from Bradwell	Sep 2011

Skywords Index—Jan 2011—Present

War of the Roses	Oct 2011
How to register flights on XC league	Feb 2012
UK flexie record—280Km	May 2012
Dales Trophy Night	May 2012
LCC/Buttermere Bash Report	Jul 2012
Cow Close Site Record Broken	Jul 2012
Inter county cup report	Aug 2012
The BOS Club Class	Oct 2012
Around the Dales Three Peaks – Dave Smart	Jan 2013
Richard Westgate Cup	Apr 2013
Competition Report, War of the Roses	May 2013
Competition – Photo comp results	June 2013
Dales Trophy Presentation	June 2013
Competition – new PG distance record 412km & Uk goal record	July 2013
Jon Chambers 4th in XAlps	Aug 2013
Chabre Open report	Aug 2013
Baildon Sod report	Aug 2013
Pennine Triangle completed	Sep 2013
Competition Round up	Dec 2013
PWC scandal!	Mar 2014
Competitions – Dodd Fell Challenge	Mar 2014
Trophy night!	May 2014
Photo comp results	June 2014
Mike Cav, Uks 1 st 100k declared triangle (facebook post!)	June 2014
Mike Cav Tracklog	July 2014
North South Cup	June 2014
Dean Crosby 216km flight	Sept 2014
Gin Wide Open Report	Oct 2014
Competition round up	Dec 2014
Competitions – the 3 Peaks Challenge—RULES	Feb 2015
Competitions – a valuable learning environment	Feb 2015
Club Trophy Board 2014	Apr 2015
Club Mugs 2014	Apr 2015
Competitions – DeanCrosby 206km declared triangle	Jun 2015
North South Cup	Jun 2015
Competitions – Dales round of British Open Series (HG)	July 2015
Preparing for the X Alps in the Himalaya. Nick Neynen	Sept 2015
Competitions – Jake Herbert and Dave Smart success in BP Champs	Oct 2015
Competition. How we nearly made it to Monaco (Steve Nash XAlps review)	Mar 2016
Club Mugs 2015	Apr 2016

Club Trophies 2015	Apr 2016
The 3 Peaks Challenge—Hang Glider. Tony Fillingham	Jun 2016
BOS 2— Dales Rounds. Trevor Birkbeck	Jul 2016
DHPC Video Comp	Oct 2016
Baildon Sod	Nov 2016

Other

Making the most of your instruments. Club night report	Nov 2016
Electronic Incident reporting	Jan 2011
Aerotow unlimited	Mar 2011
Farmers' Dinner	Apr 2011
The Shoutbox, now on Twitter	Apr 2011
Map of DHPC membership	Apr 2011
DHPC adopts 143.850MHz as club radio frequency	May 2011
XC Pee	Oct 2011
Non members—Chairman's Chat	Dec 2011
Dales RASP on Shoutbox	Dec 2011
EN D development stopped. "No one knows what they should be flying"	Jan 2012
Test and certification EN D wings	Feb 2012
Farmers Dinner report	Apr 2012
Wendy Problems	Apr 2012
National Park Consultation (DHPC Response)	May 2012
Wendy Overhaul, Wether Fell	May 2012
"It's Dodd, stupid!"	June 2012
POD Harnesses Questioned by DHV	Jul 2012
1909 Wright Brother Film	Jul 2012
Stunning Wave on Wether Fell	Oct 2012
The Economist, on Hang Gliding	Dec 2012
DHPC Facebook page	Jan 2013
Ratho Repack Report	Feb 2013
School Sites	April 2013
GPS Technology—the Feck it Master	May 2013
Cloudspotter App	July 2013
Martin Baxter joins BHPA Exec	Aug 2013
The Glorious 12th	Aug 2013
Iain Fairbrother Cross found	Sep 2013
Wave Site (Poem)	Mar 2014
Brummel Hooks (poem!)	June 2014
Tour de France NOTAM	June 2014
Ed Cleasby – Royal Aero Club award	July 2014
Tour de France Grand Depart	July 2014

Skywords Index—Jan 2011—Present

The Drones are coming!	Nov 2014
Dales Under Threat LBA Proposal	Dec 2014
Hughie McGovern – a great loss	Jan 2015
Barometric v GPS altitude	Mar 2015
50 shades of Dales David May	May 2015
Paradiction Crossword	Sept 2015
Swiss Bank Note features paraglding	Sept 2015
Pat Dower review of 2015	Oct 2015
Hang Gliding Sites in the UK – 1970s	Oct 2015
Paraglider Manufacturer Assoc Statement	Nov 2015
Debate re PMA announcement	Dec 2015
Dales Sites word search	Dec 2015
Individual member memories of 2015	Dec 2015
My paragliding addiction – Toby Briggs	Jan 2016
Back Flying after 30 years!	Apr 2016
Mystery of Missing Hen Harriers	Feb 2015
Honorary Life Membership for Noel Whittal	Mar 2015
Improve your flying with individual goal setting	Mar 2015
Upper Wharfedale Fell Rescue Association	May 2015
Farmers’ Dinner report	Apr 2015
Flying in the Land Down Under	Apr 2015
XC retrieve (and other web links)	Jul 2015
What type of cloud are you?	July 2015
Skywords Wordcloud	July 2015
The Pennine Posse – Barny Woodhead club night talk	Apr 2016
Farmers’ Dinner report	Apr 2016
Flying Twisted—Intro to acro—Alex Colbeck	May 2016
The Rush for Performance—Quantifying Glider Performance. David May.	July 2016
Calf Top becomes a mountain	Oct 2016
RIP Steve Nash	Oct 2016
Leeds Bradford Airspace proposal—Chairman’s Chat	Oct 2016

Trophies

Cockcroft Trophy	Feb 2016
Iain Fairbrother trophy	Mar 2016
The Mark Sellen Trophy	Apr 2016

This month’s front cover, like last month’s is from St Andre, and is by Pete (Darwood, not Spillet this time)

John Parson, ex DHPC member (and Cock o’the Dales), provided the Aurora pic, taken from his deck on the Isle of Skye. If any members are in the area, and would like a coffee and a reminisce, John would be happy to see them. I have his contact details if you are heading that way! [Tam](#)



DHPC Emergency Action Card

(Reproduction of an article from Feb 2014)

I suspect that like most pilots, when I have some time on my hands, I like to trawl around on the web to see what's going on in the paragliding world, learn a bit more about our sport, and see what others are up to. Recently I came upon a discussion on the Cumbria Soaring Club (CSC) site, in which they were discussing an idea developed by the Pennine Soaring Club (PSC) - some simple instructions on calling out an air ambulance. The intention of the advice is to cut through some of potential difficulties when making initial contact with emergency services, give you a better chance of getting the air ambulance out, and enable you to give them succinct and useable information on your whereabouts. A link to the PSC page is here:

<http://www.penninesoaringclub.org.uk/uploads/media/Emergency%20Card.pdf>

Notwithstanding that it is possible to debate many of the issues raised with this advice (you really can't talk to the helicopter pilot / what if you haven't got a whistle etc etc) the consensus both at PSC and CSC, and at a recent committee meeting of DHPC was that having such information to hand could potentially be very useful. For this reason, and in response to a request on the CSC website, we have developed a Dales version of the PSC "emergency action card", ensuring that it complements the club's Incident Management advice in the Club Handbook. It is reproduced below for you to print out if you wish. It will also be available on the [forum](#) (including a larger format).

EMERGENCY ACTION CARD																									
<ol style="list-style-type: none">TAKE CHARGE - Preferably a club coach. Allocate responsibilities.SECURE WING and any other potential dangers. Don't let the situation get worse.ADMINISTER ESSENTIAL FIRST AID. Do not move anyone with potential back or head injury unless they have stopped breathing or are in immediate danger. Remember: Airway, Breathing, CirculationDIAL 999, ask for ambulance. Advise "paragliding accident, fall from height, suspect significant injury, difficult access, helicopter needed". Give OS grid ref. When helicopter dispatch confirmed, give phone to first aider - dispatcher can advise.If casualty is in difficult terrain CALL MOUNTAIN RESCUE. Dial 999, ask for POLICE first, then MOUNTAIN RESCUE. Give grid ref.PREPARE FOR HELICOPTER. Clear airspace. Use radio (dub freq 143.850 MHz), or whistle blasts - anything that works. Secure all equipment. Construct large H on ground with wings - to be secured when helicopter arrives. When it does:INDICATE CASUALTY. Stand with arms in Y shape, back to the wind. Do not wave. You should read the Incident Management section of the club handbook frequently You should register your phone with the 112 service	 <p>Dales Hang gliding and Paragliding Club Main Site grid references for Air Ambulance</p>  <table border="1"><tbody><tr><td>Barkin</td><td>Sierra Delta 675 870</td></tr><tr><td>Brant Side</td><td>Sierra Delta 778 866</td></tr><tr><td>Cow Close</td><td>Sierra Delta 890 732</td></tr><tr><td>Dodd Fell</td><td>Sierra Delta 829 838</td></tr><tr><td>Hawkswick</td><td>Sierra Delta 951 713</td></tr><tr><td>Nont Sarahs</td><td>Sierra Echo 018 137</td></tr><tr><td>Semer Water</td><td>Sierra Delta 909 880</td></tr><tr><td>Stags Fell (DHPC Only)</td><td>Sierra Delta 870 927</td></tr><tr><td>Tailbridge</td><td>November Yankee 804 050</td></tr><tr><td>Wether Fell</td><td>Sierra Delta 868 867</td></tr><tr><td>Whernside</td><td>Sierra Delta 725 788</td></tr><tr><td>Windbank</td><td>Sierra Delta 966 704</td></tr></tbody></table>	Barkin	Sierra Delta 675 870	Brant Side	Sierra Delta 778 866	Cow Close	Sierra Delta 890 732	Dodd Fell	Sierra Delta 829 838	Hawkswick	Sierra Delta 951 713	Nont Sarahs	Sierra Echo 018 137	Semer Water	Sierra Delta 909 880	Stags Fell (DHPC Only)	Sierra Delta 870 927	Tailbridge	November Yankee 804 050	Wether Fell	Sierra Delta 868 867	Whernside	Sierra Delta 725 788	Windbank	Sierra Delta 966 704
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Another issue is of course that the emergency situation may not occur at take off (all the grid references above are for the take off at our sites). If the GR on the card is not going to be accurate enough for the ambulance to find you, have you yet got an app on your smart phone that can instantly give you your position in OS format? *Skywings* recently highlighted the Devon Air Ambulance app, which will of course work anywhere in the UK, and also gives useful advice - android and iphone versions available free. A quick google will find many more. A couple of minutes preparation doing this now, and you and your flying mates could be a lot safer next time you're on the hill.