



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

Skyywords

www.dhpc.org.uk

Issue:118 March 2017

Watch out for the land mines in the landing field!

Ok, thanks for that
- launching

I wonder if Ruth Churchill Dower will cover that in her talk at the club night



Inside this month

This month's cover shot shows Minhaj on take off during his recent trip to Colombia and is by Ali Westle. Read Minhaj's account inside!



Regular Features

Chairman's Chat Uncurrent!

Club News

Weather Prospects for March

Club Night Report - GASCO safey Evening

Ed's Coaching Column - The Seven (Potentially) Deadly Sins

Safety - Repack details - please book - yes even now

Competition performance with certified safety?

Instant Weather Forecasting - Jet Stream Cirrus

Skywords Archive - Right to Roam Act 2005

Committee Profile - Simon Tomlinson

Special Features

Trev's Weather Station.

Cauca Valley - Colombia - Minhaj

The best way to improve your XC flying - Toby Colombé

Farmers' Dinner - Announcement

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



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



Martin Baxter

Chairman's Chat - March 2017

The days are getting longer, the snowdrops have been out for a couple of weeks and now even the crocuses and daffodils are making an appearance. It must be time for me to come out of hibernation. I didn't do much flying last year and to my horror I note from my logbook that I haven't flown for nearly 8 months – yikes I'm horribly un-current. So how do I go about getting back into the air safely?

Equipment. I've got my glider back from Aerofix with a clean bill of health. I usually pack my reserve at my local leisure centre but this year they wanted to charge me £20 an hour! So it got a good 'airing' in the front room and I repacked it in a squash court at work last night. Must give my harness a good going over as well. The speaker on my old radio packed up last summer so I bought a cheap replacement over the winter, only to find that I couldn't get a lead to connect it to my helmet (doh – I never thought of that!). So I bought another cheap radio that is compatible; and Karen got her own retrieve driver radio as a Christmas present! I've even worked out how to update the airspace on my GPS. And then there are the little things, clothing, gloves, sunglasses, water, pee tube...

Skills. I'm planning to get myself out to the local park to do some ground handling – to my mind the most important aspect of our sport. I want to practice my Cobra launch. But it won't be just the ground handling. Re-acquainting myself with my kit, remembering what order to unpack, what goes where, the sequence of rigging, pre-flight checks, and even fine tuning how to pack into that unfamiliar new lightweight concertina bag will be all useful. Anything that gives me less to worry about on the hill will pay dividends.

Conditions. It's spring. The ground and air are cold. When the clouds part and the sun hits the surface we can expect some rip-roaring thermals. I need to be extra careful in assessing the conditions and give myself a big safety margin.

Attitude. I need to acknowledge that I'm rusty, allow plenty of time and take things slowly. I must resist the urge to fly if conditions aren't suitable, land if I'm not happy, and accept that I may drive and not fly. Equally I shouldn't talk myself out of flying. Ultimately the only way that I'm going to get current again is by actually taking to the air.

Fitness. It's a bit late now, but hopefully all that training that I have been doing over the winter months has paid off. Oh there goes another flying pig! It's more likely that the Christmas pudding has slowed me down. Even more time required to get up the hill and then recover. Best I get a new alarm clock as well...

Fly safely,

Martin Baxter, Chairman

PS. At the BHPA AGM on Feb 25 - absolutely nothing significant happened. As the post of Sites Officer was uncontested, I was stuck with it for another 4 years.



David May Safety - Reserve Repack

- When:** 4th March 2017
Time: 11am - 3pm
Where: St Mary's School, Menston
Contact: David May. safety@dhpc.org.uk
Price: £10 for DHPC members, £15 for non
Cheques to: David May, 14 The Crescent, Ilkley, West Yorks. LS29 8LX
Booking?: Advance booking preferable

Why bother repacking?

A properly packed and fitted reserve can open within 30 - 50m of being thrown. Most manufacturers recommend repacking every six months (some as frequently as 90 days). There are several reasons for this:

- ▶ Once the reserve is packed, it can absorb moisture from being left in damp air conditions, not just wet from rain. The moisture will not get back out again easily and can cause damage to the strength of fabric and lines as well as causing the fabric of the canopy to stick together.
- ▶ The reserve packed in the harness gets squashed, especially if the harness is the type that the pilot is likely to sit on it whilst waiting for a launch or having their sandwiches. The effect of this is to almost iron creases into the reserve which have been shown to make the deployment slower, as the airstream takes longer to get between the leaves of the canopy to allow it to open.
- ▶ After about a year, the rubber bands that hold everything together long enough to deploy properly, can decay and need checking.
- ▶ Any velcro in the system needs to be checked because if left for a long time the it can get "welded" together, and it takes great strength to pull the reserve out. It has also happened that the velcro on the side holders for the bridle on the harness did not open.
- ▶ A reserve can also be difficult or sometimes impossible to throw due to incorrect fitting to the harness.

Or perhaps you're the type of person who prefers a visual argument. There are links to videos showing slow and fast inflation on the website.

When your reserve falls out...

Can you refit your reserve when it accidentally falls out, after a quick drag over Wether Fell?. It really is simple, once you know how. If you cannot refit it safely then at best you could lose a day's flying and at worst...

All welcome

Everyone is welcome: paragliders, paramotors, speedwings, even hang glider pilots.

Bill Morris, a licensed BHPA packer, will be with us. He will give a short introduction on what to do at the start so please do not be late

Let me know the make/model of reserve(s) you are bringing as it helps Bill to have a list of what to expect and if there are any reserves that will require a little extra attention

Bring your harness with the reserve attached. This will allow you to practice pulling it and also to have it replaced in the harness after being repacked.

DM



March Club Night Ruth Churchill Dower - Competition Flying

Thursday March 2nd. 7.30 for 8pm. Horse and Farrier, Otley



Ruth Churchill Dower is a championship and PWC pilot from Yorkshire and long standing member of Derbyshire Soaring Club. She is mum to two amazing kids (Evan and Chia) and runs a training company, Earlyarts UK, helping early years teachers use creativity to nurture their young children's brains. She's most creative however when she's flying, and particularly likes flying slow and high in amazing mountain ranges. She enjoys making her husband (Pat Dower) jealous by texting him photos from 6,000ft above Lake Annecy when he's at work... Luckily he rarely offers a retrieve so there's not much to lose.





Gavin McClurg's North of Unknown



Gavin McClurg is the first person to traverse the Alaska Range by paraglider, facing endless extreme weather, starvation, grizzly bears, uncrossable rivers and countless glaciers in one of the world's most remote and inhospitable mountain ranges. He is giving a talk at Jocky's Flight Park on 7 April, 7:30 - 10:30pm

BHPA Release - CANP email address

To all our pilots. Please note: The contact email address for CANP / Low Flying Booking Cell changed last week - a couple of our eagle-eyed members spotted it - thank you! Please refer to the updated CANP page on the BHPA website for the new email address (see link below). Please delete the old email address from your email address books - emails sent to the old address will not be received. Any midweek flying notifications need to be made using the contact details that have just been updated on the web page. Mark Shaw, BHPA Technical Officer.

<http://www.bhpa.co.uk/documents/safety/canp/>

Phone No: 0800 515544

or: 01780 416001

email: swk-lfoflfbc@mod.uk

So, this is what a thermal looks like!

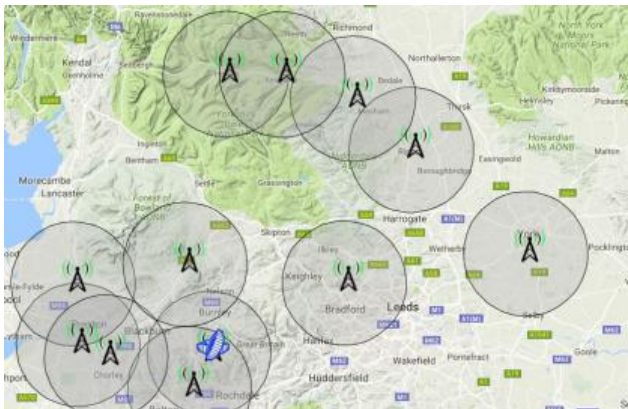


Published in German magazine, Geo, this is a timelapse photo of hundreds of vultures thermalling



Air Where Update

There was a Kobo build night at Pete Logan's house recently. It was a fun packed evening, filled with the smells of solder, oven cake, and burnt flesh. 4 Dales pilots displayed varying degrees of ineptitude, but under the watchful instruction of Phil Colbert and Pete, all finished with working Kobos. The sheer joy of a little blue light confirming a GPS fix is hard to beat! The photo shows a brief moment when Phil wasn't bent over Tam's machine, doing his his work for him.



The coverage of Air Where base stations continues to expand, If you can fill in any of the gaps get in touch with Phil (colbert.phil@gmail.com) or Pete (pete@logans.me.uk). Stations have also been set up abroad, including down South, France, Germany, Turkey and Australia. There's plenty of informaion on the system on the Air Where website (<http://www.air-ware.co.uk/>).

Instant Weather Forecasting

We have been given permission to use a number of photos and associated text from Alan Watt's excellent book, which we will serialise over the coming months, to help you predict the weather from how the sky currently looks. Each one will give you a series of options as to what is going to happen so you can test yourself. No cheating.

We are only aloud to use 6 of his 24 illustrations, so if you want to know more, or cant wait for each month's Skywords, you could borrow the book from the DHPC library, or buy it of course!

50K or Bust Safety Articles

A couple of years ago we ran Nigel Page's Safety articles in a series lasting about a year. Nigel has recently been in touch to say that he has re organised his web site a bit, and providing a link. This is a useful resource to dip into, and the book itself an excellat read - it is in the DHPC Library. The articles are at:

<http://www.50k-or-bust.com/PG%20Safety%20And%20Training%20Articles.htm>

Help can come when you least expect it.





Trevor Birkbeck Trev's Weather Station

Having moved from Spring Hall, Grewelthorpe to Ellingstring 3 months ago, we are now 4 miles west of Masham and at 700 ft above sea level with clear air from all directions, especially West, North and East. Well, if you're interested in flying, you've got to have your own weather station!

I chatted to Rod Buck to get inside info and he took the view that anything that you bought for less than £1500 was a heap of dog poo. However, as a life-long tight git, I surveyed the market and chose this Moonraker unit for £52 as a Xmas present from the ever loving Kate.

The obvious place to put it was on the end of the barn as high as I could get it. I think many folks just plonk them on a short pole in the disturbed air of their back garden. Useless! So, I needed a long piece of aluminium hang glider tube to mount the station. Damn! I used to have so much tube like that but took it all to the skip when I cleared out of Spring Hall.

I know. Kev Gay's my man. He'll have lots of bits of old hang gliders lying around. And so he did – the piece of tube I wanted came as a complete but scrap Typhoon, complete with undergrowth on the bag. Perfect. I cut the sail off and this went to improve the lining of our new pond. Part of a leading edge did the job and I still had mountains of tube for future projects! Space to store such gems is no longer an issue as I have huge amounts of space in the barn. It seemed a shame to chop up a once splendid hang glider but the sail was crap and there was a fair amount of corrosion and bent bolts.

Getting it up there was slightly precarious but 2 U-bolts through the end wall of the barn did the job whilst Kate popped on the nuts from the inside.

So, what does the Moonraker measure? Wind speed (mph or km/hr), wind direction (not so great as it only changes in 45 degree sectors), outside temperature and humidity (useful at this time of the year), inside temperature and humidity (not much use) and rainfall. It has other features such as time and date, memory and alarms. For a bit more dosh, you could get weather stations that link into your PC and that you could view via the internet (from memory these were around £150) but I didn't really want this facility. I didn't want to pay that sort of money at this stage. The indicator lives on the kitchen wall and is a very useful guide to what is going on in the outside world.



The sensor unit has a little solar panel on the cross member that charges up the batteries in the transmitter, giving a range of 300 ft.

And, guess what, it all works really well. I suspect that, being lightly built, the anemometer and wind direction sensor may not last for ever but they can be replaced for beans.

In the meantime, I am still a subscriber for Wendy Windblows as I like to support Rod and Lynn Buck's efforts.

And it is possible/likely that my little weather station will soon be joined by an Airwhere transmitter, when Pete Logan gets round to setting up the stations for that venture.

TB

Alan Watts

Instant Weather Forecasting

Jet Stream Cirrus

So, what's it going to do?



Reproduced with permission

© Alan Watts, 2016, Instant Weather Forecasting, Adlard Coles (UK), an imprint of Bloomsbury Publishing Plc.

Your evening sky looks like that above. Do you:

- a) Post on the shout box, "whoppee, see you all at Wether tomorrow";
- b) Make sure all your kit's ready for a brilliant flying day tomorrow, not sure where yet;
- c) Plan a day off and scoring brownie points for future use?

Actual Major Inference: A vigorous cyclone exists upwind and gales may blow up in the next 8 -15 hours

Clues: Jet streams play a major role in the formation of depressions. The jet stream clouds above show that a depression could be moving in soon. There are long parallel banners of ice crystals, strongly developed. These are formed by cirrus heads showering ice crystals into the slower wind below. If the cirrus can be actually seen moving, they are travelling at around 100mph.

The normal weather change after the appearance of the above sky would be the development of a 20 - 45 mph wind within 12 hours, with complete cloud cover and continuous rain, with temperatures and pressure falling. Bitterly cold in winter.



We are grateful for the kind permission to use this material from Alan Watt's book, *Instant Weather Forecasting (5th Edition)*, which is available from the club library



Martin Baxter Reports: February Club Night GASCo Safty Evening



Safety should be your number one concern. In the cool light of day it doesn't much matter if you don't go XC, or if you bomb out at the bottom of the hill, or even if you don't get to fly; because, as long as you are alive and well, there is always another day.

Last month's club night saw a disappointing turn out of only about 19 for a timely reminder that flying is not a natural human activity, and that even a small lapse of concentration can have fatal consequences. We were joined by two fixed wing, one gyrocopter pilot and one passenger.

The General Aviation Safety Council (GASCo) is a charitable organisation promoting aviation safety for all. The BHPA makes an annual contribution so we are all members. Caroline Gough-Cooper, our Regional Safety Officer (commercial pilot and twice helicopter world champion) ran through a similar presentation to last year but with the emphasis on Human Factors, Loss of Control and Airspace Infringements.

By way of introduction we had a chat about experience levels. Gareth was the least experienced pilot present with a grand total of 7½ flying hours. We agreed that around 50 – 100 hours can make you vulnerable to over-confidence, and that pilots with more than 500 hours were 'experienced'. As a reward for having survived so long, Caroline presented two books to experienced pilots. One went to a fixed wing pilot, and she left Kev and Trev fighting over the other one!

I was a little disappointed at how little the presentation had changed since last year, and how some parts weren't that relevant to us: listening squawks, ATC radio frequencies, dynamic roll-over (helicopters) and the like. At one point, whilst talking about 'Loss of Control' she apologised for not having any relevant film clips, and asked us if we knew of any. There was a resounding response from the assembled audience of, 'plenty on Youtube'! I'm already on the case to get more BHPA input into the GASCo Safety presentation. As well as making it more relevant to us it will also help us to educate other types of aviators. [Footnotes: Trev received an email or thanks from the Chairman of GASCo for his feedback (on similar lines to the above); and I have been successful in lobbying the BHPA to produce and AIC (Aeronautical Information Circular) educating other aviators of our nature of our operations.]

Education about Flight Safety has rather stagnated over recent years. There are few new lessons, most accidents occur because we forget and repeat previous mistakes. Caroline talked about the need for a 'Revolutionary Change' if we are to get any closer to the goal of zero fatalities. I couldn't help wondering if the spirit of openness recently promoted in the Cumbria Soaring Club could be that Revolutionary Change.



Can you concentrate when there's a lot going on?

Test yourself - how many times do the people in white tops pass the ball?

https://www.youtube.com/watch?v=I GQmdoK_Zfy



Human Factors and Limitations

A really important and interesting subject because the pilot is normally the one responsible for the accident. What sort of character are you?

Macho?	I can handle it, especially if you think I cant
Anti-authority?	Dont tell me what to do
Invulnerable?	It wont happen to me, I always get away with it
Complacent?	I've always done it this way and it works fine
Impulsive?	Do some thing now, at once
Resigned?	There's nothing I can do about it

Apparently you'll get the most reliable answer if you ask your partner! I remember meeting one, now accomplished, Dale's pilot for the first time. He wasn't yet a CP but as soon as he discovered that I was Chairman he pointed out that I couldn't stop him from flying from a Dales site. Airmanship and Attitude!

If you don't need to wear glasses yet, you probably will by the time you get into your mid-40s. We had a brief chat about the relative merits of bi-focal and varifocal lenses concluding that they both represented a risk until you get used to them, and that they should always be worn where prescribed.

We went through the I'm Safe acronym again as well

I – Illness	Are you well enough to fly?
M – Medication	Side effects, covering problems?
S – Stress	Any pressure, passengers, annoyed?
A – Alcohol	No alcohol in the bloodstream is the only safe option (the legal imit is 25% of the UK driving limit)
F – Fatigue	Enough sleep, well rested?
E – Eating	Had something suitable and nutritious to eat (and drink) before (and during) the flight.

There was a brief mention of Crew Resource Management – using other crew members and passengers to share the workload. Well, that doesn't apply to us does it? Except that we all carry 2m band radios, and a call that the wind is picking up or that it's unusually turbulent may just help your fellow pilots.

Distraction remains my greatest concern, especially with the recent technological initiatives such as AirWhere. It's just too easy to get carried away fiddling with your instruments. As a general rule, away from the ridge, in every 20 second period you should only be looking at your instruments for 4 – 5 seconds. We all need to consciously manage distraction. Please, please maintain a good LOOKOUT.

(Continued on page 14)



Ed's Coaching Column

The Seven (potentially) Deadly Sins

Paragliding comes with its risksfortunately most are predictable so needs treating with respect and caution. avoidable with a bit of thought. Over the years I've watched countless videos, looking for the inspiring, but too often happening on the traumatic, the incompetent or the plain stupid. I've been in the last two categories myself – but fortunately in the first only once.

Below are my personal seven deadly sins of paragliding – the things that are top of my list of things can bite you. It's not an exhaustive list and you may have a few I've missed – see if they ring any bells with your own practice.

1. Hands off!

I've seen this a lot, both at first hand and often on video. Within seconds of take off the hands leave hold of the brakes – one or both or transfer both brakes to a single hand. Often it's to aid getting into the harness - pod or open, sometimes to settle instruments, occasionally to untangle a brakeline. It would be hard to find a more dangerous time to relinquish full control of the glider close to the ground, in predictable air and with your mind engaged in other things. If the problem is the harness you need to get it sorted before hands off becomes engrained practice and you think as it always seems to work OK ... it is OK. At some point, on some site it will not be so forgiving. Worth thinking about if it's your habit to hand's off just after launch.

2. Speedbar

Another bad, or at the least risky habit close to the ground. Using speedbar lowers your angle of attack and increases the likelihood of a frontal that combined with little altitude and more speed makes it fairly inevitable the ground will win. Closer to the ground the air can be that bit less

If you feel the need to use speedbar close to the ground then you've made a misjudgement about conditions. I've tried to find an exception to this sin but I can't find a single one.

3. Wangin!

Low level, impress your mates, wingovers scare me (to watch). They can so easily go wrong and on some sites with rocky outcrops, boulders, walls etc., they have the potential to kill. I'm quite happy if someone wishes to



add to their daily thrill, their skill level or explore their wing – just so long as it's done at height and well away from terrain and other pilots. Done at very low level simply isn't safe or sane if you think it is then get a wingsuit.

4. Video me.

It's very common now for pilots to carry a small action cam. I carry one on most flights. The sin for me is how you mount it. My own is carried in a pocket and attached to a lanyard and only brought out when I feel it's safe or easy enough to use – either clipped to my chest or hand held. Helmet mounting is very common yet I can't think of a worst place to site it in the event of a major collapse – yet check out many SIV videos from helmet mounted cameras. This may raise a few hackles from the many who persist in mounting cameras on helmets fine if you mountain bike, ski or paddle but in paragliding it carries a big risk.

5. Reserves

The best life saver we have yet the most easily forgotten. Maybe I'm just paranoid, but I seem to be doing regular checks on the security of my deployment system I mean during a flying day, not just once in a while. Every single flight it should be checked (I know you do), but what about after a minor dragging on take off? Or just general lugging around the hill. I once had a curious non flier walk up to my harness and try to pick it up by the 'obvious' handle you can guess the result. Regular packing is a given, but for me the greater risk lies in a faulty deployment system and accidental deployment. Did you know that roughly 10% of deployments are accidental and unplanned? Don't just know it's there, know it's secure. A final point. Winter mitts or thick gloves make a deployment difficult to impossible – try it. I've yet to see many jump off down a practice zip wire wearing thick mitts.

6. Wet, wet, wet!

We all know that our wings simply stop flying when they get wet or darned near to it. Water and ice are the two worst things that can affect the efficiency of a wing to do its job. Of course we know this and avoid flying into rain showers. But if you sit out a rain shower on the hill your wing gets wet to some degree and a quick shake out only removes the biggest droplets it's still very damp. Be aware that even a damp wing will not behave in the same way a dry wing would and its stall speed (if you start scratching) is that bit higher and it's turn rate that bit slower. I recall many times sponging off a hang glider wing, especially the leading edge mylar

– it was still never quite the real deal until it had dried off fully and landings were a lot sharper and faster.

7. Eyes!

There's a big danger with instruments, cameras, radios etc, in that, if we let them, they demand our attention. Flying on even a modestly busy hill requires constant observation. Absolutely nothing stays still in this constantly changing 3D environment. Simply by watching another pilot I can see or sense they are looking around, noting constantly what's going on and I feel safe in their presence. Conversely, there are some with eyes too welded to their instruments, too much of the time and their only observation seems in a narrow forward arc. No one ever says too much to them afterwards, but they may wonder why others start to give the pink Gin a wide berth.

Well that will do for my seven deadly paragliding sins. No doubt I'll think of others but they will do for now. Whether you agree or disagree I'm not sure (feedback of any sort is rare) I don't mind an argument. Email me your personal additions to the list and I'll get them printed next time.

[GO PRO line tangle](#)

<https://www.youtube.com/watch?v=nTXiYohr6lw&t=148s>

[Nice wing, shame about the harness clips](#)

<https://www.youtube.com/watch?v=M-IT6Rw9m8k>

[Accidentally deployment:](#)

<https://www.youtube.com/watch?v=OU4B8ub8z7M>

[Who needs brakes?](#)

<https://www.youtube.com/watch?v=29Ku3I4y9es>

[Wing overs \(How not to!\)](#)

<https://www.youtube.com/watch?v=aDpAXYR2oI0>

[Wingovers \(skill plus smooth and grassy\)](#)

<https://www.youtube.com/watch?v=b6e0HwtehaM>

.....
Coaching Notes appear on the next page

Coaching Notes

BHPA Coaching course: (11/12th Feb) We had a number of DHPC pilots attending, some to just to further their knowledge, others to become coaches. Well done to all. New coaches will shortly appear on the coaches list (Richard Meek, Jan Tempest) others may disappear – despite requests I have had no photo, no coaching record, no requests to endorse. If anyone attended the course intending to become a coach could they please contact me for DHPC endorsement and to amend my records.

CSC/DHPC Joint Coaching Day: (18th Feb). It seemed as popular as ever with about 35 attending – many from the Dales. Thanks from Dave, Mike and myself for being such a nice group to work with.

Coaching registration for 2017 is online. March is just around the corner and I hope the weather allows us to get together for a day's flying.

EC

February Club Night Report - Continued from p 11



Airspace Infringements



For the first time, there have been more AIRPROX involving drones than not involving them. And gliders (including us) have a pretty good reputation for staying out of airspace, although that may have something to do with the fact that we are not easily detected by radar.

Other than the simple message to stay out of controlled airspace, there isn't much that we can do because we don't have radios or transponders. The trick is to plan ahead.

Be a NUTA

Notice - Understand - Think Ahead

We saw 3D film clips of 2 incursions into Stanstead and Heathrow. Not only did they show the infringer but also the flights that had to be diverted to maintain separation. Last year it is estimated that £50M of fuel was wasted due to airspace infringements, not to mention passenger delays. Airport authorities are constantly pushing for more airspace to act as a buffer zone to cope with infringers. The best thing that we can do to combat these proposals is to demonstrate our competence by staying out of the airspace in the first place. *And don't forget that even class G airspace contains a myriad of other restrictions such as Danger, Prohibited, Restricted Areas and NOTAMs.*

And let's not under-estimate the backlash that would occur if one of our own brought down an aircraft inside controlled airspace. There would certainly be calls to close us down.

MB

Club Coaches

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

Name	HG/PG	Location	Phone (+0)	Email address	Availability
Trevor Birkbeck	HG	Ripon	1765658486	trev.birkbeck@gmail.com	Various
Steve Mann	HG/PG	Kirkby Malzeard	1765650374	stev.andbex@btinternet.com	Weekends
Kevin Gay	HG	Ripon	7794950856	krGay@talktalk.net	Various
Ed Cleasby SC/CC	PG	Ingleton	7808394895	xcflight@gmail.com	Various
Rob Burtenshaw SC	PG	Oxenhope	7747721116	burtenshaw@fsmail.net	Sun and various
Peter Balmforth	PG	Leeds	7714213339	peter.balmforth@ntlworld.com	Weekends
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
Richard Meek	PG	* required please	* required	richard_meek64@gmail.com	Various
Jan Tempest	PG	Leeds	* required	jantemp3@btinternet.com	Various
David May	PG	Ilkley	7928318219	dav.may@gmail.com	W/e & various
Chris Williams	PG	Spain/Preston	7973222713	stayhigh@btinternet.com	Occasional UK

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

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

Ed Cleasby

DHPC Chief Coach/Senior Coach

February 2017

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

There are more details of coaching within the Club on the web site. Coaching days are announced in the shout box and on the home page.



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

Home News Events The Club Membership Sites Coaching Competitions Links Library Contact



Cauca Valley - Colombia

Minhaj



I had been contemplating of a trip to South America for a while and for 2017, I looked at a few options but then an advert by Alistair Westle for a trip to Colombia on the club website fitted well with my schedule. My usual flying buddy, Tim Rogers had set aside wintertime for skiing trips,

I took the Avianca airlines transatlantic flight from

Heathrow on 15th of January. Unbeknown to me there were two other pilots on the same flight from the Pennine club. I happened to bump into them at the baggage carousel in Bogota, where they were waiting to ensure their gliders went to Cali as planned. Nick Crownshaw and Tim Woodhouse, my new found companions and XC hounds had an earlier connection to





Cali and soon left. I met them again at Cali airport waiting for the transport to hotel. We were all picked up together and taken to the hotel Siga la Vaca in Santa Elena. It was our first day so we rested in the luxurious hotel and explored the town. My glider which had been held up in Bogota, eventually arrived in the afternoon.

Piedechinche

The next day, Ali along with Lucho and Tini arrived. There were accompanied by another group of pilots who were ending their two week trip – Bud, Steve and Valentin. We went up to the Piedechinche take off. The plan was to fly around to get familiar with the conditions and then land back to the hotel. Piedechinche is a well maintained take-off. I took off and after searching around found a thermal near the take-off. It took me to 1342 ft above take-off. I went on glide and as I was losing height, found another thermal. Having topped up, I went on a glide towards the hotel. As I was sinking, I heard Ali's voice through the crackle of my radio asking me to aim for a tractor working a

...Ali's voice through the crackle of my radio asking me to aim for a tractor working a field

field. No sooner had I got above the tractor than I felt my wing surge and then the vario beep. I was in another good thermal which took me over 7200 ft to cloudbase. Gliding towards the hotel, I got another good thermal, it was then I spotted the swimming pools of the hotel and prepared for my descent. I landed next to the hotel - a great first flight. Ali, Tim and Nick landed shortly afterwards. In the afternoon Steve and Bud left for the airport. At the hotel later on, I also bumped into Simon Goodman, who was with a different group, leaving for home the next day.

...pointed to an area and mentioned land mines

For the next two days we flew at Piedechinche. I did a couple of good flights and got used to flying again after three months of hiatus. Valentin, Lucho and Tini left us and we were joined by Godi, our local guide and Miguel who was managing the retrieves and accommodation.

The plan was to travel to various sites in the Cauca valley and fly from them. My personal aims were to do cross country flying, gain hours and improve my thermaling technique.

On the 19th January, it was planned that we would pack up, load the Land-cruiser with luggage and then fly as far North as possible. Our destination was



Ansermanuevo. The car would retrieve us from wherever we ended up landing. So we headed up to Piedechinche take off. Godi showed us the map and then pointed at an area and mentioned land-mines! This one statement stopped all conversation. We focussed and memorised the area Godi pointed to and eventually took off.

I didn't find any good thermal initially whereas others had managed to get high and fly towards the North. I flew around the take-off and eventually did gain some height but was too far out over the flats to be able to go North. I ended up at the bottom landing field after about hour and a half of flying, where Miguel was waiting.

Ali emerged from the police station

Miguel and I headed up in the car, we picked up Godi from near a sugar-cane field 15 km North of Piedechinche. Next we picked up Nick, who had flown 32 Km followed by Tim who had done 38 km. All together we set forth in pursuit of Ali, who had crossed the Buga. Much to our surprise Miguel drove us straight to a police station in the centre of a town called San Pedro. Our surprise was even greater when Ali emerged

from the police station!

We learnt later that Ali had landed in a field just outside of the town. The local kids came to help pack up, albeit the kids on this occasion were more like in their late teens. They ran away with Ali's GoPro, helmet, flying-top and iPhone. There was no use chasing. People at the nearby petrol station called the police. To cut a long story short, Ali got most of his stuff back but it was a long evening. We arrived at the farmhouse in Ansermanuevo very late.

Ansermanuevo

The finca at Ansermanuevo seemed to have rumours about drug-dealers and murders, but it was very nice. It was a twenty minute walk away from the take-off and had an infinity pool. The mountain farm had animals and fruit trees. Next morning after a sumptuous breakfast, we walked up to the take-off. The plan was to head South on an XC flight. It was busy but we set ourselves up and then took off.

I flew around the take-off for a while. Ali suggested to me on the radio to get into the excellent thermal which Ali had found and Tim, Godi and Nick were below him. Upon reaching 6000 ft, I went on a glide towards the Crocodile ridge. I avoided the Dog-face mountain, having been warned of the thermal emanating from it, that bit like a dog! I reached the northern-end of Crocodile ridge just above ridge height in a ten minute glide. I spotted a wing on the ridge - a pilot had crash landed and I was sinking too. I got below the ridge and





when, I felt warmer air. It was in an excellent thermal, which took me straight to cloud-base at 7250 feet. Nick and Tim had also joined me in that thermal, whereas Ali was already at the south-end of Crocodile ridge already. Being inside the cloud I went on a glide towards what I thought was the southern end of Crocodile ridge. When I emerged from the cloud, I spotted an Alpina and Delta in the distance, disappearing fast. Tim and Nick had fast gliders! I arrived at the end of the ridge with 5500 ft. The others had gone across to the mountains. I flew over the town called San Francisco and found a thermal, which took me over the flats towards a town called Toro. The radio crackled to life, with Nick announcing that he landed, and then Ali warned about the clouds forming on the mountains. I flew above Toro and spotted a ploughed field, followed by sugar-cane fields for miles further south. Having decided to land at Toro, it took me a long time to land as I had altitude and the ploughed field was sending up thermals too. At last I landed, amongst a crowd of children who helped me pack. Within minutes, I was joined by Miguel, Nick and Godi. My first XC flight, which I later found out was 24 Km.

We headed off to retrieve Tim and Ali. Tim had flown 68 Km and Ali had gone further. It was a great day's flying. Tim had done a personal best. Nick had been aiming to better his personal best – a 100 Km UK flight, but could not do it on this occasion.

We stayed and flew at Ansermanuveo for five days. It was great flying but none of my other flights was as spectacular as the first one. I even received in-flight thermal coaching from Ali, which proved really useful. It was here that Ali got us addicted to Guanabana milkshakes except for Tim who, being a vegan, got addicted to the 'sin-leche' version. Godi showed us Guanabana fruit later on- a large, green, spiny fruit growing on tree trunks. We also went for a game of Tejo, the Colombian national game.

I received inflight thermal coaching from Ali...really useful



Jerico

On 24th of January we headed for Jerico, a small town situated northwards in the mountains at an altitude of 6500 feet. We arrived there late in the evening and checked into the hotel. Ali had warned us about the early morning chimes from the church next door which dutifully woke me up. Apparently the clock was broken. After breakfast we went to the take-off. It was very high and had a spectacular view into the Cauca valley. The flight was a very scenic, long, top-to bottom flight. We all landed in a field next to the river, then we swam the the river to cool off.

In the evening we had dinner at a restaurant in Jerico, a very nice meal followed by a few drinks in the town. Next morning Ali suggested that we pack up and if flying conditions were not right we would head off to Roldanillo. On the way to the site, we visited a coffee bean processing factory. We also realised that the nice meal the night before as not as nice. Everyone felt a bit uneasy but Tim had to skip flying. Flying wise, it was a repeat of previous days flight, except that Godi and Ali had flown further. With Miguel on the wheel we made good progress South. We had to stop on the way and Tim had to see a doctor. We arrived late in Roldanillo

Finca at Ansermanuevo



and checked into a nice Finca. Tim was feeling better by morning.

Roldanillo

We headed up to Roldanillo Tanques take-off, the main take-off being off-limits due to an ongoing competition. It turned out that the take-off at Roldanillo Tanques was not as well kept as other sites. We prepared ourselves and the plan was to fly North towards La Union and then

hour later with between La Victoria and Zarzal.

On 27th January, I did my best flight. We went up Roldanillo Tanques and took off, Tim had decided not to fly. The plan again was to go North. Ali like most of the times went last. Godi and Nick had connected with a good thermal and were high up. I attempted to get in that thermal, but it was very rough and I received a good thrashing, moreover it got really busy with other pilots. I headed towards the flats and lost a lot of height. Very low down I got into a really good thermal just over the



cross the valley to La Victoria to fly further North. I took off with others, and after flying around for a while, connected with an excellent 6 m/s thermal. Ali, Nick, Tim and Godi were already on a glide and I was following them. I managed to cross across to La Victoria, and then spotted that Nick and Tim had already landed in a newly harvested sugar-cane field. Ali was still flying and was under a nice thermal. I wondered, if I would be able to fly across to Ali but then chose the safer option and landed in the same field as Tim and Nick. We all had done 14 Km. Miguel picked us up whereas, Ali landed an

bottom landing field. This thermal took me all the way above take off. Heading North, I got near La Union and then got into a fire thermal which read around 2.5 m/s and had a faint smelt of burnt sugar. Teaming with another pilot flying an Iota, I headed towards Zarzal, directly crossing the valley and heading Southwards. On the way, I heard that Ali had landed as he was not feeling too well and Nick had also landed. I met up with another gaggle and spent a long time flying over Zarzal. I was intending to fly back to Roldanillo, but then noticed a dark cloud over the town. So like other pilots in the air, I headed South. The cloud got bigger and I could see

rain. The gaggle on their fast wings disappeared southwards. A few other pilots and I were flying together, when I noticed that I was still going up while on a glide. Another pilot who I was flying with, threw his drogue chute and started to spiral downwards. I applied big-ears, but was still going up. Full speed-bar next and still going up at just under 1m/s. Flying in a straight line, I eventually started to lose altitude. Then, I picked a very big clear field and landed there. Walking out I realised how big the field was! I had flown for

and I flew for 14 Km, Nick had flown further and done a 20 Km. We had landed near the finca, so were promptly picked up by Miguel.

Aerothon

On 29th Jan, when we arrived at the site, it exceptionally was very busy. It being a Sunday, many locals had joined the touring pilots and above all a competition was in progress. Aerothon 2017, was being



about 3, 1/2 hours and 28 Km, my personal best in terms of both distance and duration.

When I got in touch with Miguel for a retrieve, I realised that Ali was in hospital with similar symptoms as Tim. I got a lift on a motorbike till Zarzal, from where I shared a taxi with a group of American pilots, one of them being the chap who had thrown his anti-G chute.

Ali was back from the hospital, better but feeling weak. So, the next day Ali, Tim and Godi decided to rest. Nick and I went up the hill with Miguel. Both of us took off

organised in Roldanillo, which involved trail running, cross country paragliding and mountain-bike cycling. As we approached the take-off, we saw many Aerothon participants running up and flying. Pilots were taking-off in a hurry, with cravats, knots and sticks trapped in the lines. There were many not so graceful attempts at take-off and a few twisted ankles. Nick, Godi and I decided not to fly. Ali and Tim, took off and went on an XC flight towards south - Peidechinche being the destination. We being the retrieve party followed and picked Ali and Tim on the way, both having done a good distance of around



Big Ears..speed bar..still going up at 1m/s

40 Km. Later on we learnt that Pal Takats has won Aerothon in the individual category.

We reached Peidechinche and stayed in a new farmhouse. The next evening we had our return flights so we flew for one last time at Piedechinche in the

morning. My flight was a repeat of my first flight and I landed back at the hotel. We had placed a bet on who would be the last man down. Ali won it!

Nick, Tim and I headed back to the airport, where we said goodbye to Godi, Miguel and Ali. Ali was staying back for another three weeks!

That was one of my best flying trips in some great company. Over, and out!

Minhaj

Near miss, Roldanillo take off



Club Nights

Club Nights take place on the first Thursday of the month (with the exception of January, when we give your liver a rest, and it's on the second Thursday). These nights are great for meeting up with the rest of the club, getting to know your fellow pilots a bit better (while they are not wearing their helmets), 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.

The venue is the Horse and Farrier, Otley. 7.30 for 8pm.

Next meeting: March 2nd 7.30 for 8pm.

Ruth Churchill Dower - Competition Flying

See details elsewhere in the mag



7 Bridge Street
Otley LS21 1BQ
Telephone : 01943 468400

Future Club Nights

April TBC.

Farmers' Dinner: March 4th

DHPC Site Officers

Dennis Marston



Simon Tomlinson



Dennis
07968 380829
dennisandmargaretm
@yahoo.co.uk

Simon
07759 138971
sigma7man
@gmail.com

Northern Sites

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



Toby Briggs

tobybriggs@btopenworld.com
07582 156471

Southern Sites

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



Toby Colombé the FASTEST way to get good at XC flying in 2017 A ring side seat

“Competitions aren’t my thing!” ...that’s exactly what I used to say.

Paragliders are to aviation what skateboards are to wheeled vehicles. So isn’t the whole idea of racing bits of floppy cloth through the skies a slightly ridiculous idea anyway? And more importantly, isn’t the absolute freedom that paragliding represents at odds with competitive behaviour?

About 15 years ago, I used to fancy myself as a pretty handy XC pilot. At the same time I also cunningly avoided competitions, reasoning fairly early on (having been subjected to those daring-do stories) that they were probably for the marginally unhinged, and definitely not for me.

Whilst enthralled with the adventure of XC flying, and in my quest for bigger and bigger distances, and probably in a semi-trance state, I found myself being unwittingly convinced by an overly enthusiastic friend of mine that I really should give this comp thing a go. So I did. I gave it a go.

Fast forward a few years and after competing in one or two competitions per year I surprised myself by flying a tandem distance world record. A few years later I started to do well enough in competitions to qualify for PWCs and there I did well enough to be selected for the British Team.

What happened?

At that very first competition, did I suddenly discover that competitions were in fact my thing?

Well, not really. As much as I liked the parties, when it came to the flying I found plenty of things not to like (more of which in a moment).



Thermals aren't always THIS busy!

However, what I did recognise, quite quickly, was that I had unwittingly stumbled upon...

THE fastest way to improve XC flying.

I should also add that this came at the cost of a quite painful self-diagnosis: I was nowhere near as good as I had previously assumed.

When you bomb-out having failed to connect with any thermal whatsoever as everyone else “specks-out” to cloud-base; as you expertly core your thermal only to see others screaming up past you in some magic part of the thermal that you hadn’t noticed; as you glide down and others glide up – it’s difficult not to be disheartened.

And therein lies the crux! It’s that humbling realisation that there’s so much more to learn – In no other arena is this more evident than in competition.

Whilst I’ve begrudgingly learnt to love competition flying, my motivation was really always to improve my XC flying. But, it’s in competition flying, that we find the best crucible for learning and for me it proved to be the best way to sharpen my XC skills.

Conspiring together

Forgive me if I digress momentarily into the philosophical. Did you know for example that the word “competition” derives its meaning from the Latin word “competitionem” which literally means “to strive towards a common goal” or “to conspire together”. Somehow that made everything sound much more palatable; to me at least.

There’ll always be those that hitch their happiness to your failure. We might call them “overly competitive”, or something else!? Those pilots are few and far between and easily ignored.

Of course it’s admirable to want to do our best, but that in no way conflicts with the idea that by “conspiring together” we can achieve something even greater for everyone. No pilot for example will ever fly as fast or as far as they can when flying together with other good pilots of a similar level.

But XC Flying is not the same as Competition Flying

I’d be the first to admit that cross country flying IS indeed different from competition flying. There are different skills, BUT I have to say the overlap is huge. Having a bash (even if only at one or two) remains THE FASTEST way to get good at XC flying. I’ve seen the results, not only in my own flying, but countless other pilots. It’s not the only way, but it is the fastest.

Here’s what you’ll learn faster:

1.You’ll SEE the air

With a hundred pilots thermalling in just two or three thermals, you can SEE the air. You’ll quickly get the big picture, and you’ll get the picture like never before. You’ll see the core going up quicker, you’ll see that there are almost always several cores, you’ll see the thermal slowing down, you’ll see the inversion; you’ll see the top of the thermal; you’ll see how the thermal pumps and then calms only to pump again, you’ll see the thermal drifting with the wind. You’ll get the whole picture.

One of the biggest skills that defines any XC pilot is the ability to visualise the air, to understand how it’s flowing, where the thermals are coming from, where the stronger cores are, where the edges are and so on. Of course you can learn some aspects of this by reading a book, but ours is a practical undertaking. Flying with, and watching for real, this big multi-coloured spectacle of gliders, will ram home your understanding of how our medium, the air, is moving – like nothing else ever could.

2.You’ll learn to thermal better

Well, this might start with you realising that there are lots of pilots thermalling better than YOU! But suck it up and battle on. Watch those good pilots and marvel at how they climb past you – then go and ask them HOW they did it.

You’ll find most pilots are only too happy to share. I remember in the early days of flying competitions, if I ever bumped into a thermal (often inadvertently!) I’d doggedly stick with it even as other pilots climbed past me.

Gradually I grasped that multiple cores are very common and it usually pays to take your money off one and replace your bet.

Reading this, you probably understand intellectually, but you’ve got to see it to believe. You’ll learn quicker than

ever before, and you'll take those skills straight back to your XC flying.

3. You'll see those lines

I remember good pilots always talking about getting a good line. What's that all about? Once again, you're going to get a ring side seat. As you glide off to your next thermal with your eyes peeled, watch as gliders carve subtly different tracks through the sky. We're in the realms of the black art here, but even in your first comp, things will start to click – subconsciously you'll be harvesting all this information and you'll notice the quality of your XC decision-making improve.

There are so many other reasons for having a go and it doesn't have to be about learning all the time. For most pilots entering a competition it is also a good excuse to meet people, explore a new venue, be assured that your retrieves are all sorted and get some very cost-effective airtime.

The reasons (and excuses) not to compete

I fully believe that before you enter your first competition you should have some XC experience under your belt. For the lower level competitions you don't necessarily need an awful lot, but you do need some. You'll also need to be fairly self-sufficient on launch and as always the better your glider control skills, well, the better. Here are the most common reasons or excuses (you decide) that some pilots use for not giving it a go:

Won't the launch be crowded?

The answer is yes or no. It's up to you. If it's your first comp (or umpteenth!) there's really no shame whatsoever, in taking off last. Whilst you'll probably learn more by taking off early (usually flying with the better pilots); as with XC flying, it's always YOUR decision. Treating the flight as just another XC flight (with maybe lots of gliders in front and all that information) is a totally valid approach to take. You probably won't win the day, but hey only one pilot ever does. Meanwhile, you'll have a more relaxed flight and still get most of that visual benefit we were talking about.

Won't the gaggles be too busy?

This is a very valid concern. Your focus should be, as always, on safety. If you don't feel comfortable flying with lots of other pilots then, don't. Early on, I used to find a thermal of just 3 or 4 gliders a bit too much. Flying with just one other glider (and preferably a "friendly-looking" one!) was my ideal. Even now, I find that big gaggles can get quite intense, but often that'll be dictated by the conditions and even my mind-set on a particular day. So, once again, you get to choose. Gradually, with experience, you'll start to become more and more comfortable flying with other gliders. Take that journey at your own pace.

Will I be OK even if I've got no idea about how to use a GPS?

I wrote another article about how to use your GPS in competitions, so I'll simply say that the power of the GPS is not to be ignored. Most of what helps us make good XC decisions is pretty simple. In your first competition the chances of making a GPS error are very high.... but that's all part of the learning, and once again you'll take that back with you into your XC flying.

A final thought

As you probably know I'm the organiser for the GIN Wide Open competition. I believe it to be the best first comp you could choose. When I set up the GIN Wide Open 5 years ago, my overriding motivation was to share this learning environment with as many pilots as possible. I wanted it to be an international event, but most of all I wanted it to be fun; and I wanted it to be less serious and even more fun than a normal competition.

If you're wondering whether or not to have a go; then go on, give it try! Look at it as a laugh, a social event AND a chance to improve. Most importantly, ENJOY what is a very unique sport indeed and even if racing skateboards through the sky never really becomes "your thing", at least you'll have had a go.

After all, the real winner, IS definitely the pilot having the most fun!

Toby Colombé





Committee Profile

Simon Tomlinson - Sites Officer North (with Dennis Marston)

Who Are You? – My name is Simon Tomlinson and I have recently been appointed as the Joint Sites Officer (North) with Dennis Marston for the DHPC. Club ID – sigma7man also Cu Nim Sim (more about that later).



Where Do You Live? – In a small village called Thornton Watlass, situated between Bedale & Masham on the edge of the Yorkshire Dales (downwind of a few club sites). We moved here just over 3 years ago from Nottingham.

Are You Married? – Yes, to Sally who has offered to be my retrieve driver if I land anywhere near home. She also works from home which is an advantage.

What Wing Do You Fly?



A Sigma 9 with pod harness, it's a great bit of balanced kit.

Where Do You Work? – For myself from home, running a small business which supplies Industrial Remote Telemetry Systems. Midweek flying is possible, but work can get in the way sometimes .

What Other Sports Have You Been Into? – Over the years I have played a lot of badminton & squash, was Assistant Diving Officer with the Derby Sub Aqua Club, competed in road rallies with a Mini Cooper that I built from a rolling shell . I have been windsurfing for about 25 years. Nowadays it's mainly hill walking, skiing and flying radio controlled model aircraft.

How Did You Get Into Flying? – My brother got me interested in flying sailplanes after he eventually converted from hang gliders after 5000 hours. I flew sailplanes for about 5 years, but found it was a lot of hassle with the rigging, derigging, retrieving and ground support that was required. This is where the idea of paragliding appealed.

How Did You Start Paragliding? – A friend who I had been windsurfing with joined me to do our EP & CP at Airways Airpark using a winch tow launch back in 2003. Mark Boshier, their Chief Instructor at the time guided us through to get our qualifications (Tow Rated) reasonably quickly. The hill conversion then took a little longer.

What Flying Experience Do You Have ? – I'm Pilot rated with about 550 hours. It was a real slow start after getting my CP where I nearly slipped into the post CP black hole. I am looking to do more XC flights this year, just need to get my head into gear. My best XC's so far have been 57Km from Dodd Fell and 92Km in Piedrahita.

Where Do You Normally Fly In The UK? – Up to 3 years ago it was mainly with the Derbyshire Soaring Club in the Peak District. Since moving to North Yorkshire, it has been a mixture of The Dales, The Lake District and The North York Moors. All have fantastic scenery, the only down side are the walk ups which were much easier in





Baggy Point

Derbyshire. One advantage though is that I'm slowly getting fitter. A yearly pilgrimage to Woolacombe in North Devon for some coastal flying also makes a great change.

Where Have You Flown Abroad? – Since starting, Lanzarote, Spain, Switzerland, Slovenia, Austria, Morocco & Italy. These were mainly guided type flying holidays, all at various levels of guiding. I still think that if you get the weather in the UK, you can't beat it.

What Has Been Your Most Memorable Flight? – My comeback flight after 9 months with no flying due to a snapped achilles tendon from playing badminton. It was a flight soaring the sea cliffs at Baggy Point near Woolacombe. The flight took me beyond the end of the point which was a great experience.

What Has Been Your Scariest Flight? – Verbier. It was an afternoon guided flight with a Cu Nim building about 20km away. All the air was being sucked out of the immediate valleys. I was going up and couldn't find any sink anywhere. Big ears and speed bar didn't work. Luckily that morning we had been briefed on spiral dives, so my only option was to give it a go as a last resort (mild panic starting to set in). I managed to do about 6 spirals @ 14m/s down before I had to rest. As soon as I stopped, I was going up again @ 3m/s – not good. I continued in batches of 6 spirals at a time, it took 30 in total before I was in the valley where big ears and speed bar finally worked. Boy, was I glad to be on the ground.

How Do You See Yourself Progressing In the Sport Of Paragliding? – To be honest, I don't feel I have progressed very much over the last year or so. I would like to try more XC flying from the Dales. I have found since moving up here it is more difficult to get the weather right and escape from the Dales compared with the Peaks. Probably a bit more planning and a different mind set might help – we shall see.

Anyway that's it from me – hope to see you out on the hill soon.

Cheers and safe flying.

ST





David May Safety - Competition performance with certified safety?



	Beginner	Intermediate	Advanced	Expert
CEN	A	B	C	D
DHV / LTF	1	1-2	2	2-3
AFNOR	Standard		Performance	Competition

Almost 10 years ago, in response to worrying accident statistics, the DHV started a campaign for flying class 1 and 1-2 paragliders. As a result, the market share of these canopies has increased ten-fold.

Stress-free and safe flying has never been as easy as with current paragliders in these classes, and performance has improved to such a degree as to still satisfy the wishes of some of the most ambitious pilots.

The numbers of performance-intermediate and high-performance gliders produced had declined and a corresponding reduction in market-share has been a direct result of pilots enhanced safety-consciousness.

Through the increased interest in the Online Contest (OLC) and the introduction of DHV class 2-3 competitions, the DHV now registers an increasing number of higher classified canopies, and is concerned about developments in the DHV 2-3 class.

Test criteria for Gütesiegel certification in this class are pushed to their limits, in particular when testing asymmetric and front collapses. The newest class 2-3 canopies conform to the certification test criteria (e.g. asymmetric collapse: 75% of the leading edge along a 45 degree collapse line), however, test pilots report that slight differences (e.g. to the collapse line angle) may often lead to significantly more demanding canopy reactions.

In the air, paragliders of all classes often demonstrate more demanding reactions to „real“ collapses than when collapses are induced in a test program. Pilots must appreciate that this means real-life canopy reactions of new class 2-3 canopies may well exceed the test criteria for this class, or even those for a class 3 glider.

A very realistic approach has been taken by Nova for their new Tycoon paraglider: in printed advertisements it is clearly stated how high the expectations on the pilot lie for this canopy. Gin Gliders also highlight the high-performance character of their new Boomerang Sport,

and the consequences this has for the pilot.

The DHV recommendations for pilots of class 2-3 canopies read as follows: Prerequisites for flying class 2-3 paragliders: pilots must demonstrate a maximum of expertise, immediate reactions in all situations, should have many years of flying-practice and an recognisable over-average talent for flying.

Please take these recommendations to heart, when considering upgrading to a new glider.

Toni Bender states in the Nova Tycoon advertisements, that all pilots who do not really have the necessary experience, are better off training intensively on a lower classified canopy.

I agree wholeheartedly.

Karl Slezak

DHV-Sicherheitsreferent

	EN926 classification	LTF (DHV) classification
EN926 classification, description and BHPA recommendations	A	1
A: Paragliders with maximum passive safety and extremely forgiving flying characteristics. Gliders with good resistance to departures from normal flight. <i>For all pilots including pilots under all levels of training.</i>	B	1-2
B: Paragliders with good passive safety and forgiving flying characteristics. Gliders with some resistance to departures from normal flight. <i>For all pilots including pilots under all levels of training.</i>	C	2
C: Paragliders with moderate passive safety and with potentially dynamic reactions to turbulence and pilot errors. Recovery to normal flight may require precise pilot input. <i>For pilots familiar with recovery techniques, who fly "actively" and regularly, and understand the implications of flying a glider with reduced passive safety. (Recommended minimum: BHPA Pilot rating)</i>	D	2-3
D: Paragliders with demanding flying characteristics and potentially violent reactions to turbulence and pilot errors. Recovery to normal flight requires precise pilot input. <i>For pilots well practised in recovery techniques, who fly very actively, have significant experience of flying in turbulent conditions, and who accept the implications of flying such a wing. (Recommended minimum: BHPA Advanced Pilot rating)</i>	FAIL	3



XC Leagues 2017

Kev is in a league of his own!

XC League uk cross-country flying [Home](#) | [Sign In](#) | [Contact](#) User: Guest

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

Dales PG League 2017 All Flights

Dales Paragliding League

1 flight 25.7 points 1 pilot

League: Show: Year: Scoring:

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 Kevin McLoughlin	Dales	Nova Factor	25.7						



Well the 2017 XC season has started; its official! Friday 24th February saw the first 100km flight of the year, 114.5km to be precise, with Graham Steel of XClent launching in the Cotswolds on his Ozone Zeno and landing at Wokingham. A pretty fine achievement for February by all accounts or has someone moved the seasons forward?

Conditions were not as good up North but flying was allegedly to be had, albeit briefly, with at least one short XC from Barbon Fell (North of Kirkby Lonsdale) to Westhouse (just West of Ingleton). Certainly nothing to trouble Kevin who is currently in a league of his own with his very respectable 25.7km on Gragareth at the start of December. Will this be one of his last flights on the Factor before it is finally retired?

It is also great to see a number of Dales pilots registering overseas flights on the XC league; ok so there are no prizes for this but it does show we get out and about, or is it simply a reflection upon direness of the winter up North?

Whilst some argue it is not all about the numbers, I would encourage pilots of all levels to submit flights to the XC league for several reasons. It is not only fascinating to see where people have flown, the decisions they have made and the route they have followed, but also to see the progress they are making from their first XC onwards. Of course you can compete against others or even just yourself, but uploading your first XC will be just as, or perhaps even more, satisfying as uploading a 30, 50, 100km XC in the future. However, the main reason to upload is it represents your chance to win one of the many Dales trophies. These are designed to encourage pilots of all levels and achieving a few XCs over the course of the year could easily see you at the farmer's dinner next year with a huge grin on your face. And if that was not enough, then there are the much-coveted Dales mugs; 50km from a total of six flights and one could be yours!

Nobody is going to laugh if you submit a 5km flight, rather at the end of season it may be the critical flight that leads to a trophy or a prized mug. So is this the season you register your first XC flights and if not why not? It is going to be a good one (Tam said so its official), so why not take up the challenge and leave the hill. For those who are CP then it is still possible, just speak to a club coach on the hill and agree a flight plan!

PD

Club Contacts

Contacts details for the new committee are given here.



Martin Baxter - Chairman
chairman@dhpc.org.uk



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



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



Tim Rogers - Librarian
library@dhpc.org.uk



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



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



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



Safety Officer
safety@dhpc.org.uk



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



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



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



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



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



Alex Colbeck - Website
website@dhpc.org.uk



Tam - Newsletter
skywords@dhpc.org.uk

The committee meets on alternate months, on the 3rd Thursday of the month at 7.30 at the Horse and Farrier. So Jan 19th is the next meeting. Although minutes are not published, members are welcome to attend to observe proceedings (if you are that way inclined). Regular items cover each of the areas above. Hottest topics at present are: Club T shirt, and Leeds Bradford Airport Airspace proposals - though probably not in that order.

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



March 2017 : In Like a Lamb Out Like a Lion

Issued : Feb 25 2017

Forecast

A mixed March is expected this year for many parts of the British Isles. We expect the month to start off on an unsettled note with the Atlantic dominating the weather.

Towards the middle of the month and we expect anticyclonic weather to develop across the British Isles which will calm the weather down bringing overnight frost and fog but with a strengthening sun this will also bring some milder days with more in the way of sunshine.

The end of March though is expected to be wet and very windy with the Atlantic returning once again. More so than the start of the month with the risk of named storms.



March 2017
Forecast



www.paraglidespain.com

From £250 per person *

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

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

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

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

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



The Past

The Right to Roam Act, 2005

A further article from the Skywords archive, which gives an insight into how things were perceived at the time. We are fortunate that Martin, our Chairman, is now BHPA sites officer and can give an up to date view, opposite

On Friday the 25th of February, the Yorkshire Dales National Park held an open meeting, in Hawes, to discuss the implications of the new right to roam act with interested parties. Myself and two other flying members of the public turned up to see how it affected our sport. It was explained to us that the right to roam has been given to walkers, runners and climbers however, those exempted, or not included, were specifically, cavers, paragliders and hang gliders.

Not only were we surprised by this we were a little annoyed, where can the logic for such a ban arise? After all surely before we take off we are walkers and once in the air the landowners don't own the air above their land, why us? During the open to questions time we raised our concerns, "Why is it when climbers can wander across open country side to climb a ridge can we not fly above it?". The answer surprised everyone. Apparently the British Mountaineering Council lobbied hard at the consultative stage of the draughting of the act and the BHPA didn't. Why was this? Was the BHPA not informed of the draughting of the act, was it dismissed as not being important to us, or was it simply no-one could be bothered? Whatever the reason at least three members of the BHPA feel let down. The problem now is that the act is an act of parliament and it will take an act of parliament to change it.

If the BHPA were not informed of the implications of the act upon our sport we must have grounds for appeal, if they were then I for one feel badly let down.

Regards,

Fred Winstanley.

Fred,

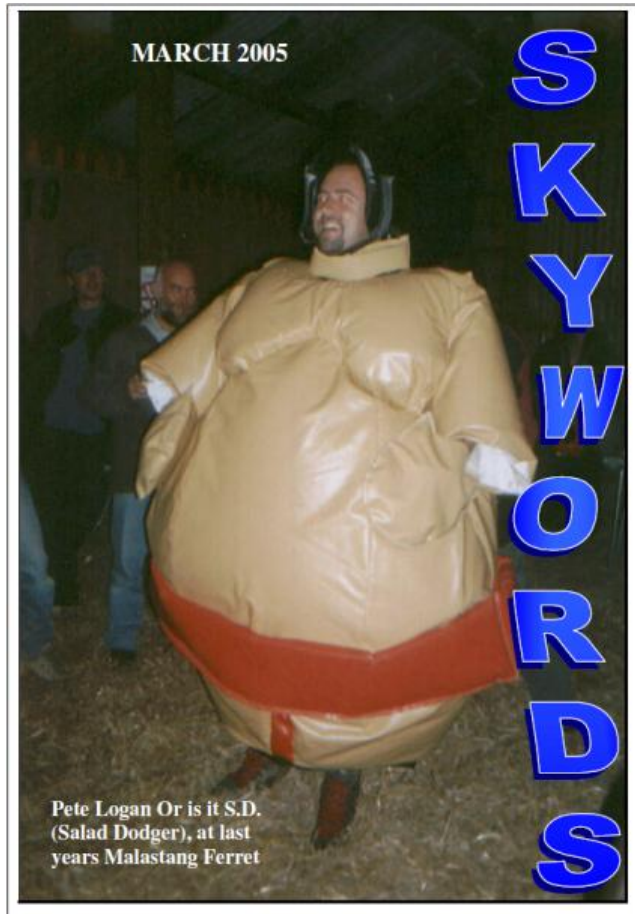
The issue that PG & HG were specifically excluded from the act has been raised before years ago on sites such as Euro PG and nothing happened. I believe Mountain bikers are also included, or should that be excluded. My personal view is that we, as members of the BHPA, have been let down. Though in defence of the BHPA I suspect there was a vocal landowner lobby in parliament who think we will affect their lucrative grouse shooting income. This we have proved not to be true on Stags fell as have the DHV. We now find ourselves in a situation where we are unable to do anything about it. We are going to have to live with it. We cannot muster the kind of support from MP's that their "Mates" in parliament can.

We will have to continue the hard work with land owners in the future. Look at it as a continuation of the current situation, though I still think it was an opportunity lost.

Regards

Richard Cardwell

Open access legislation was designed to permits the use of land on foot, which is why biking, paragliding and even bathing in non-



tidal waters are not included in this law, when climbing, walking and running are.

However, just because a landowner has not expressly given permission for a given use should not make the use of land for (for e.g.) flying byparaglider / hang-glider illegal. The countryside is a large place and as a club or national society, we may 'get away with' open use (as if lawful)of land for flying paragliders and hang-gliders. After a period of tolerance of 20 years (requiring that the landowner does not give express permission), a right to fly the site would be acquired.

This of course does not impinge or threaten any existing agreements with our gaining a given right, as permission has already been expressly given.

See question 11 of the following for more details of the legal ruling :

<http://www.defra.gov.uk/wildlife-countryside/issues/common/faq.htm>

So in reply to the disregard to the free-flying community's ability to enjoy open access as per the open access legislation, I suggest that we continue to build a good relationship with landowners; get express permission where we can. For more remote sites, which are used less frequently, where landowners may not be so readily identified, fly them freely and openly as if the use was lawful. If you are approached, make yourself an ambassador of the sport and your club: willingly approach and engage any interested parties open for discussion (and be sure to keep the country code in the meantime). In the mean time, register your use of sites with the club's flying record and in time we can take the use of sites as lawful, which it will be.

Chas Ward

The Right to Roam Act 2005 Comment from Martin Baxter DHPC Chairman, and BHPA Sites Officer

Feb 2017

The background is now mostly ancient history, but the contributions from Richard, Fred and Chas are probably as valid today as they were back in 2005. I don't have a huge amount to say, but would add the following.

I wasn't involved with the BHPA back in the year 2000 when CRoW was enacted but I've done a bit of digging around and can confirm that the BHPA did indeed lobby the UK Government over the bill. When it became apparent that they were seeking to include hang gliding and paragliding within the now infamous schedule 2 of the proposed act, the then BHPA Chairman, Harriet Pottinger, wrote to Michael Meacher, the Minister of State for the Environment, protesting. Peter Saundby, the Chairman of the Royal Aero Club, also contacted his local MP on behalf of our sport urging that our inclusion should be re-considered. Harriet also contacted the UK Sports Council asking them to lobby on behalf of our sport. The Welsh Free Flying Federation made similar representations.

Unfortunately this was all to no avail, and the bill went through unchanged. It's frustrating that we are specifically excluded when, say, climbers are not; but the Government had to draw the line somewhere, and the 'on foot' definition must have been tempting in its simplicity.

I'm not sure about Chas' assertion that 20 years of 'free flying' at a site would amount to a right to fly. 'Presumed dedication', as it is known, is a long established principle but it is normally associated with Rights of Way. I suspect that its interpretation for flying would depend largely on the views of the judge presiding at the time. If anyone fancies testing it out you could try for Ingleborough. But bear in mind that if you lose you definitely won't be able to fly there - sometimes it's better to let sleeping dog lie!

But I do know that it's usually better to get the landowner's permission, so that we can publish mutually agreed rules to suit everyone. We have an excellent relationship with most of the farmers in the Dales and long may that continue. There may be times when there is a need to fly somewhere to test a potential new site and establish ownership/sensitivities, but this should always be done in consultation with our very capable sites officers, sticking to the countryside code, and being courteous and polite if challenged.

From a BHPA perspective, we'd like the whole of the UK to have the same arrangements as they do in Scotland: a presumed right of access. Last year the Welsh Government opened up a consultation about opening access for outdoor recreation and the WFFF and BHPA lobbied (and continue to lobby) for greater access. If we can get a presumed right of access in Wales then we'll be in a better position to convince the UK Government (if we still have one by then) to extend the arrangement to England, and possible even Yorkshire, as well.

Martin Baxter

Dales Chairman and BHPA Sites Officer



The Dales Club



Farmers' Dinner on Saturday 4th of March 2017



**The Boars Head,
Long Preston
(01729 840217)**

www.boarsheadlongpreston.co.uk

Dress code smart casual, 7:30 for 8pm

Our annual Farmers Dinner is our way of saying a huge thank you to all the Farmers who support us with free flying in the Dales and to celebrate our stand-out pilots who have flown further and better than the pack to achieve personal goals and be awarded with Trophies. This year we have changed venue to host our annual bespoke Farmers dinner to The Boars Head, Long Preston. A traditional Pub and Hotel in the Yorkshire Dales providing excellent Real Ales, The Boars Head is a small family run hotel/inn located in the south Dales. On offer is a fine choice of up to 6 cask ales and various malts and arguably the largest range of Gins in the Dales! It is located in the beautiful Yorkshire Dales, only 4 miles from Settle and 12 miles from Skipton.

As usual we will meet in the bar for drinks from 7.30pm where there will be a free tab for the farmers. At 8pm we'll move through to the dining room to tuck into a sumptuous 3 course meal. During coffee the Chairman will thank the farmers for their continued hospitality, followed by presentation of flying awards and then we will launch straight into the Quiz. Oh and there may be the odd balloon/helicopter as well...

We plan to run the minibus service for the farmers around Hawes again - if there is sufficient interest. We may even be able to squeeze a few members on board. The function room only seats 50 and so everyone will be strictly limited to 2 tickets.

The Boars Head has limited accommodation so if you want a room there, book early (mention the club when booking as we have negotiated a reduced price of £70 - Bed and Breakfast). There are also a number of B&Bs within a short distance - The Post Office and The Barn. You could even consider camping...

The club will be paying for the farmers and their guests. The cost for members is £26.00 per person.

Menu

Please select the menu of your choice from below (by 21st Feb):

One starter, one main and one pudding for each person.

Starters

- A) Smoked Haddock Croquettes served on a Chiffonade of Leaves dressed with Citrus Butter Sauce
- B) Spiced Tomato, Lentil, & Butternut Squash Soup swirled with Melted Cheese with Brioche Roll & Butter
- C) Ribblesdale Goats Cheese Bruschetta, Sun Dried Tomatoes, Roasted Peppers served on Dressed Leaves
- D) Hot Black Pudding & Chorizo tower served with Landlord Ale Chutney & Wholegrain Mustard Sauce

Main Courses

- A) Braised Steak in a Red Wine Jus, Dauphinoise Potatoes, Roasted Shallots & Yorkshire Pudding
- B) A Fillet of Duck Breast marinated in Ginger & Five Spice, served with a Fruit Salsa & Boulangere Potatoes.
- C) Grilled Seabass Fillets served on a bed of Crushed Buttered Potatoes with a ratatouille of Vegetables
- D) Tagine of Vegetables & Apricots with Coriander Cous Cous & Mint Yogurt Dressing

Desserts

- A) Syrup Sponge Pudding & Custard
- B) Raspberry Cheesecake served with Cream
- C) Chocolate & Brandy Roulade
- D) Selection of Local Cheeses served with Grapes, Apple & Celery with Crackers

Coffee and mints

.....

We will be organizing a minibus for the farmers. It is likely that there will be a central pick up (Market Hall in Hawes) at 6.30pm, and it will leave the pub for the return journey at 11pm sharp!

If you would like to attend this popular event with your partner, you can book online:
<http://webapps.dhpc.org.uk/farmers-dinner/book/>

or call Marek, The Club Treasurer, on 07707 669 829, or send an email to marek@setnicka.com

Please let Marek know if you want to book transport.

EYECANDY FOR CLOUD LOVERS

Stratospheric Nacreous Clouds, Norway



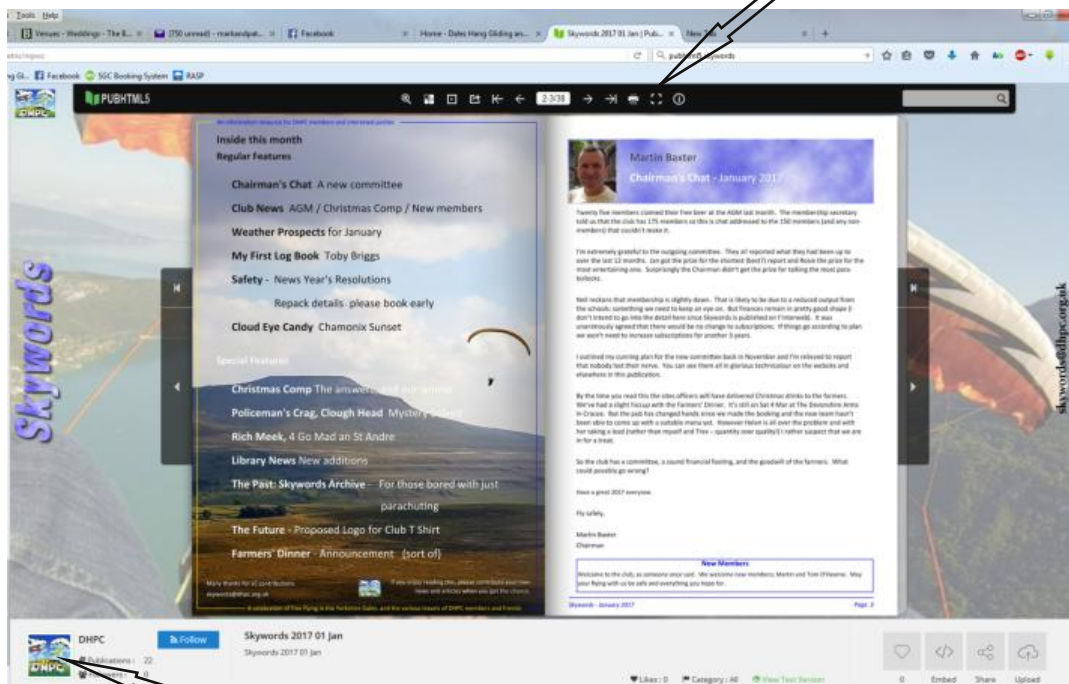
© WWW.LOFOTENBILDER.NO

Photo Credit: Eric Fokke

<http://www.lofotenbilder.no/EN/>

Permission Requested

Pubhtml5 screenshot



This button takes you to full screen mode

You can search the pubhtml5 website if you can't remember the exact address for Skywords - but remember that searches are case sensitive!

This button takes you back to Skywords homepage

DIARY DATES 2017

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

Date	Event	Website
Feb 27	BHPA AGM	Nottingham
Mar 1 -5	X-Berg, South Africa	xbergchallenge.com
Mar 2	DHPC Club Night	
Mar 4	Reserve Repack - Menston	www.dhpc.org.uk
Mar 4	Farmers' Dinner	www.dhpc.org.uk
Apr 6	DHPC Club Night	
Apr 28 - May 1	BP Cup, Pennine Rund, Parlick	https://www.bpcup.co.uk/cms/
Apr 28 - 30	Tour De Yorkshire (Cycling)	letour.yorkshire.com
May 5 - 14	World Paagliding Accuracy Champs, Albania	www.fai.org/civl-events
May 6 - 8	North - South Cup, Location flexible	northsouthcup.wordpress.com
May 20 -27	Paragliding World Cup (PWC), Coeur de Savoie, France	www.pwca.org
May 26	BOS Dales Round	
Jun 2 - 3	Buttermere Bash, Cumbria	Faceache
Jun 17-24	PWC, Nish, Serbia	www.pwca.org
Jun 30 - Jul 2	Parafest, Caerwys, Wales	www.parafest.co.uk
July 1 -7	Ozone Chabre Open	www.flylaragne.com
Jul 1 - 15	World Paragliding Champs, Pedavena, Italy	www.fai.org/civl-events
Jul 2	Red Bull X-Alps, Salzburg	www.redbullxalps.com
Jul 15 -16	Lakes Charity Classic, Grasmere	www.cumbriasoaringclub.co.uk
Jul 22 -29 (TBC)	British Open 1, Malvern? TBC	www.pgcomps.org.uk
Aug 5 - 12	PWC, Disentis, Switzerland	www.pwca.org
Aug 6 12	BP Cup, Derbyshire Round, Bradwell	https://www.bpcup.co.uk/cms/
Aug 6 - 12	Gin Wide Open, Macedonia	www.flywideopen.org
Aug 6- 19	Womens World Hang Gliding Champs, Brazil	www.fai.org/civl-events
Aug 6 - 19	World Hang Gliding Champs, Brazil	www.fai.org/civl-events
Sep 2 -9	British Open 2. St Andre, France	www.pgcomps.org.uk
Sept 2 - 9	PWC, Pico do Baviao, Brazil	www.pwca.org
Sept 22 - Oct 5th	Icarus Trophy, USA	www.icarustrophy.com
Oct 28 - Nov 4	PWC, Guayaquil, Ecuador	www.pwca.org
Nov 16 - 19	Kendal Mountain Festival	www.mountainfest.co.uk