

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



Skyywords

www.dhpc.org.uk

Issue:121 June 2017

I know there's always
risk involved in
paragliding..

.. but where the hell's
the Chief Coach when
you need him !?

Inside this month

This month's cover shot is by Ben Ireland on his SIV course in Oludeniz. See his report inside!



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Marvellous May - Politics free zone. Photos of our flying in May

Concorde over Wherside - Double page spread , of a cloud!?

North South Cup Report - Ed Cleasby

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 - June 2017

Current Issues

I don't know: we get some decent flying weather and I'm bombarded with incidents!

You will all be aware that there was an accident on Wether Fell on Wed 10 May. On behalf of all club members I would like to thank Ali Westle and Jan Little for sacrificing their flying day in order to provide assistance. The police advised us that the helicopter was on its way and so Dennis sensibly asked pilots above the hill to land. We'd been sold a kipper and it didn't arrive for 3 hours, so a big thank you to all pilots involved for their patience.

I put a brief note on the forum to the effect that we knew about the accident, but it's not the place to speculate. The pilot in question may wish to tell his tale in due course. Our safety officer has submitted an Incident Report Form, which I think makes a lot more sense than inviting the pilot to do so from his hospital bed. The BHPA will incorporate the data into its statistics but, having read the IRF, **the learning point that I take away is how vulnerable we all are in that first few seconds of flight.** Whether you are a seasoned XC pilot trying to catch a spring thermal, or a novice trying to wigging into your seat; you are very vulnerable. You are still very close to the ground (the bit that hurts when you hit it hard), you haven't got a feel for the air, and you haven't got the height/time to react when fate tries to bite you.

Those of you that are CSC members will be aware that there has been some heated debate on their forum on the topic of radios. Some might argue that they should be used purely for safety, whilst others seem intent of discussing every aspect of the view downwind. Perhaps, having studied your instruction manual, you have worked out how monitor the club SAFETY FREQUENCY whilst chatting to your mates on a different frequency (and how to switch back if you're the one that needs help). But the key point is that we all need to monitor the club frequency, and in the event of an incident reduce transmissions to the absolute

minimum. For me one of the joys of our sport is the peace and tranquillity. It isn't normally a problem, but those of you with verbal diarrhoea please take note.

On the same day as the accident at Wether Fell 3 pilots managed to cross the Vale of York from Dodd Fell. Between us we'd managed to CANP (NOTAM) 4 sites in the Dales giving other aviators a clue that we might be out and about. But at least one pilot was surprised enough when he encountered paragliders near Leeming that he reported it to Durham Tees Valley ATC. We have since had a useful dialogue with them. Even though I have personally briefed both the RAF and the Regional Airspace User Working Group (RAUWG) on our activities there is still a large amount of ignorance about how high/far we can fly. There was a suggestion that we add the phrase 'and downwind' when we make a CANP, and I'm happy to follow that general principle; although on the day in question an equal number of pilots attempted triangles.

The formal consultation for the Leeds Bradford Airspace Change Proposal is described as imminent. I hope to find out more at the next RAUWG on 7 Jun, and have a meeting planned, to talk tactics with our sailwings brethren, the following week.

Toby has put his house on the market, so we'll probably be looking for a new sites officer as well as chief coach at the AGM in December.

Fly safely,

Martin Baxter
Chairman

Alan Watts Instant Weather Forecasting

Stratocumulus

So, what's it going to do?



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Your evening sky looks like this. Do you:

- Excitedly call your mates and make plans for a mega afternoon's flying tomorrow;
- Decide to go that that rave after all, tomorrow's going to be a terrible day;
- Decide to chance your arm on the shout box in the morning to see if anyone else is as desperate as you and wouldn't mind a top to bottom at Wether, but perhaps not Ingleborough?

Actual Major Inference: Usually stratocumulus (Sc) mean no change in the weather (except in winter when in the centre of anticyclone). Winds will usually be light to moderate and only change direction slowly.

Stratocumulus form under inversions - perhaps through cumulus becoming trapped and spreading out - this is how good looking mornings become completely clouded over.

There will be little change in the wind, which will only pick up from a new direction if a low pressure system encroaches. There will be little change in temperature or pressure (again, unless a depression approaches). In winter, expect fog



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



David May Paragliding: theres always risk involved

Paragliding, as with any other adventure sport (or any other activity for that matter) will always have an element of risk involved. How much depends on many factors, all of which have been discussed time and again as a quick search on the internet will confirm. Since taking on the Safety Officer role I have spent more time reading these articles (and picking one each month to share via Skywords). Ultimately, I've come to the conclusion that at the very heart of it is the attitude of the pilot themselves – each of us ultimately are responsible for our own safety.

Below is one of these snippets that I came across. This one I found on github.com which I would not usually associate with a discussion on paragliding safety but I thought it was interesting and worth publishing in this month's magazine.

Regards

David

Q: Am I right in assuming that PG accidents fall into two categories: those up there in the 'Eiger North Face / Solo Antarctic sailing' end of the spectrum and those under the otherwise benign conditions where everybody else feels that they won't meet the same fate?

A: Is it fair to assume that a reasonably sensible pilot with adequate skills, training, foresight and gear can find the middle ground between "not doing it" and just pushing it too far without really knowing it?

In a word: No.

One's approach to risk for me ultimately defines how much he/she is likely to enjoy the sport. You characterise two categories: the first "North Face / Solo" one is "accidents only happen to people that do things that I will never do" and the second "benign conditions" one is "accidents happen to everybody, including things that people consider normal". For me, the truth lies between the two. It's like driving a car. Yes, if you push hard, beyond your current skills and experience you are

more likely to have an accident. Once you're doing something really extreme then it becomes even more likely. But a lot of "normal" drivers get involved in car accidents too: sometimes it's a simple moment of neglect on their own part (e.g. misreading a traffic signal) sometimes it's beyond their own reasonable control (e.g. somebody else's misreading of a traffic signal). Simply by choosing to get in your car you accept a base level of risk. You can take more risk if you want by changing your driving style but you can never go below a certain base level.

The trouble is, of course, that often the greater the risk the greater the reward. Soaring is fun. But doing a few wingovers in the smooth ridge lift is even more fun. Each pilot finds his own comfort level: ask any pilot and he/she will tell you "I'm actually quite risk-averse, I'm careful in what I choose to do, I don't like being scared". Of course, for some "scared" is ridge soaring on a slightly windy day and for others "scared" is pushing 75% bar on a high-end comp wing or learning how to tumble. Every pilot flies on the edge between "too boring" and "too scary", and the location of this edge is entirely personal.

What this means is that you will push your own flying until you get scared. Any less and you'll be bored. Any more and you'll quit the sport. You just have to make sure that your skills match your ambitions. Generally this means progressing fast enough to maintain your interest but slow enough to mean that you're never operating too far outside your abilities. This is why people who have a background in other "adventure" sports do so well: they already subconsciously understand this and are better able to understand their own desires and abilities. They know where their personal limits lie.

Paragliding is a particularly extreme bipolar bitch. You can make a huge error, flying into rotor or mishandling a collapse, end up spinning out of control for hundreds of meters and yet recover with a few metres to spare and

continued on P7



Buttermere Bash

June 2 - 3rd.

How time flies. Flaming June is just around the corner, and "the Bash" has been preparing for quite a while. There will be a CAA authorised display this year. See you there.



No Skywords for July

Your editor is on holiday in late June, so there will be no Skywords for July. At least I won't be bothering you all for articles.

Nova Festival 10 - 11 June 2017

Active Edge are hosting a Nova Festival in the Peak District 10 - 11 June 2017. The team including test pilot Toni Bender and a van full of gliders for pilots to try out, will meet at the Derbyshire & Lancashire Gliding Club at 0930 each day or out on the hill (check Active Edge Paragliding Facebook site for actual destination on the day). Toni will also be doing a Q & A session at the gliding club on the Saturday evening. Camping and food are available at the gliding club, everyone will be welcome.

NATS Updates

ENR 5.1 - DANGER AREAS

Our Ref: 162025

Effective: 01/03/2017

CAA Review of ENR 5.1

Changes to information including Danger Area Crossing Service (DACs), Danger Area Activity Information Service (DAAIS) and Pre-Flight Information. Remove Danger Areas D145 Hullavington, D146 Yantlet and D409 Catterick as they are being withdrawn. Remove Danger Areas D712A-D Northern MDA as their lower vertical limit is FL245.

[Depiction of specific glider, hang-gliding and para-gliding sites](#)

Our Ref: 095042

Effective: 06/04/2017

Change the following combined disused aerodrome/glider site symbols to glider sites only, removing the disused aerodrome element:

Aston Down 514228N 0020750W

Saltby 524947N 0004245W - also add annotation 'INTENSE GLIDER ACTIVITY'

Wethersfield 515824N 0003036E

Burn 534445N 0010504W

Change the following combined disused aerodrome/hang/para-gliding site symbols to hang-gliding/para-gliding sites only, removing the disused aerodrome element:

Driffield (para-gliding/parascending) 535942N 0002857W

Metfield (hang-gliding) 522151N 0012330E

Uptonery (hang-gliding) 505305N 0030921W - also add annotation 'INTENSE AERIAL ACTIVITY'

New Edition. The latest edition of this VFR Chart was released on 30 March 2017, and is available for purchase from the usual stockists from this date.



Parlick Grid Completed



On April 2nd Phil Colbert completed the Parlick Grid Challenge - 15 cylinders in correct numerical order - the first time it has been completed.

Both the Dales and the Cumbria SC copied this idea when it was first set up by the Pennine club. Dodd Fell and Clough Head both have such a challenge, but the Dodd one at least gets little attention. The Dodd Grid Challenge, with 21 cylinders, is still to be completed. The waypoints are on the website, under competitions. A chance to get your name in the history books, forever

Thought for the day - Let it fly!



Modern wings are designed to be flown with your hands much higher than wings years ago - trim speed is usually around min sink. Bruce Goldsmith explains. If you're flying with a bit of break on - it may be too much.

Fly safe everyone!

David May - Paragliding- theres always risk

..continued from P5

land shaken but unharmed. At other times a small collapse close to the ground can put you in the trees and in the hospital. It's not like rock climbing where small errors are punished with small injuries and you get ample warning of what would happen if you make a big error. Paragliding is binary: you end up in hospital or you walk away unharmed. There is little middle ground.

All that I've written implies that paragliding is a dangerous sport, and it is. But it is also a rich sport that offers rewards on many levels that make it worthwhile. Whether you regard it as sailing in three dimensions, a game of aerial chess, a wondrous way of exploring nature and the mountains, or simply an expression of pure magical freedom the moment your feet leave the ground, it is a sport which is utterly worthwhile. **DM**

Fail to plan, plan to fail!

In flying, as in life, it's good to have a plan, although it may not work out that way!

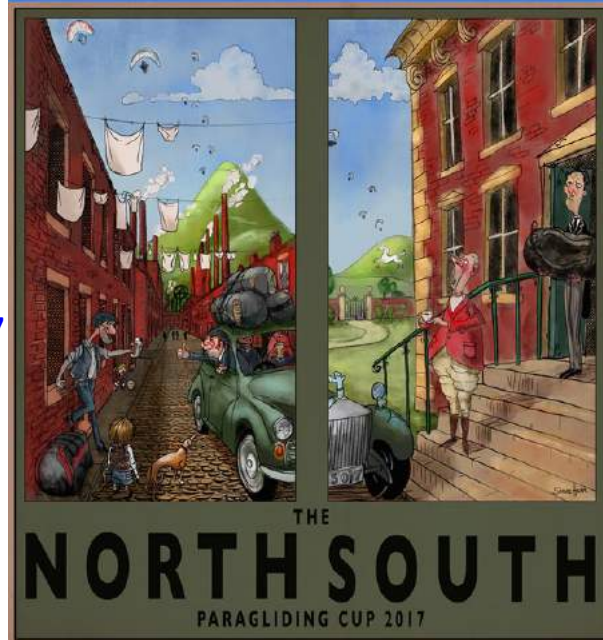




Ed Cleasby North South Cup Report

**Fforest Fields, Powys,
Wales
5th - 8th May 2017**

<https://northsouthcup.wordpress.com/>



Ed saves the day!

I could find precious little in the way of reports on the North South Cup. This is from Ed's blog - <https://www.xcflight.com/flightlog-2017/may/>



Climbing out from Llangollen

The first day was canned due to high winds, but expectations were high for the Sunday.

We bussed to Llangollen; all but the last winding roads. Conditions looked good, despite the absence of clouds which indicated a rather slow, tricky day. Goal was set at initially Fforest Fields campsite (base) about 88k away with a more distant one to test the superstars at Abergavenny; about 130k. Bonus points for making each

Take off was testy. The launches alone would warrant a video mine was so fast I don't recall much of it. Pull - then next thing I was airborne, pointing the right way and with an open wing. In slow motion it would have appeared fast! Once in the air it was quite slow going en route and didn't appear that windy at all in fact light if anything.

Huge gaggles soon formed, winding their way to cloudbase (without the clouds) but once there everyone seemed reluctant, given the conditions, to leave the safety of the group. The ones that struck boldly out soon found themselves on the ground around Owestry it wasn't easy for the first 25k.

Slowly I meandered along, first with one group, then another, all the while the groups got whittled away by the conditions until it was just two's, three's and four's. At the 35k mark I came into Long Mountain, near Welshpool to scratch alongside four others. It's not the best of sites and worse given the fickle conditions. Soon, all four of my companions were down or slope-landed. I was almost in the same field but on approach found something I clung onto for dear life. First I maintained, then climbed 50', then 100' after five minutes I was level again with the top of the hill. The climbed wandered, but strengthened and 15 minutes later I was back at 3500'. I could hear the gnashing of teeth. That seemed good, but I later found that further down-course they were reaching 5500' - something I could only dream of.

A second, not quite so low save later and I found myself coming into the lower slopes of a rather odd, conical hill. The shape alone put me off. I soared up to the pimple on top. Inexplicably, I didn't recognise it as Corndon - a site I'd previously flown and known for being quite thermic. In fact in the time of hang gliders it held the British record for a while (Bob Calvert 112





Stylish retrieval!
 Photo: Tom Straker



Luke Nicol aboard "my little pony"

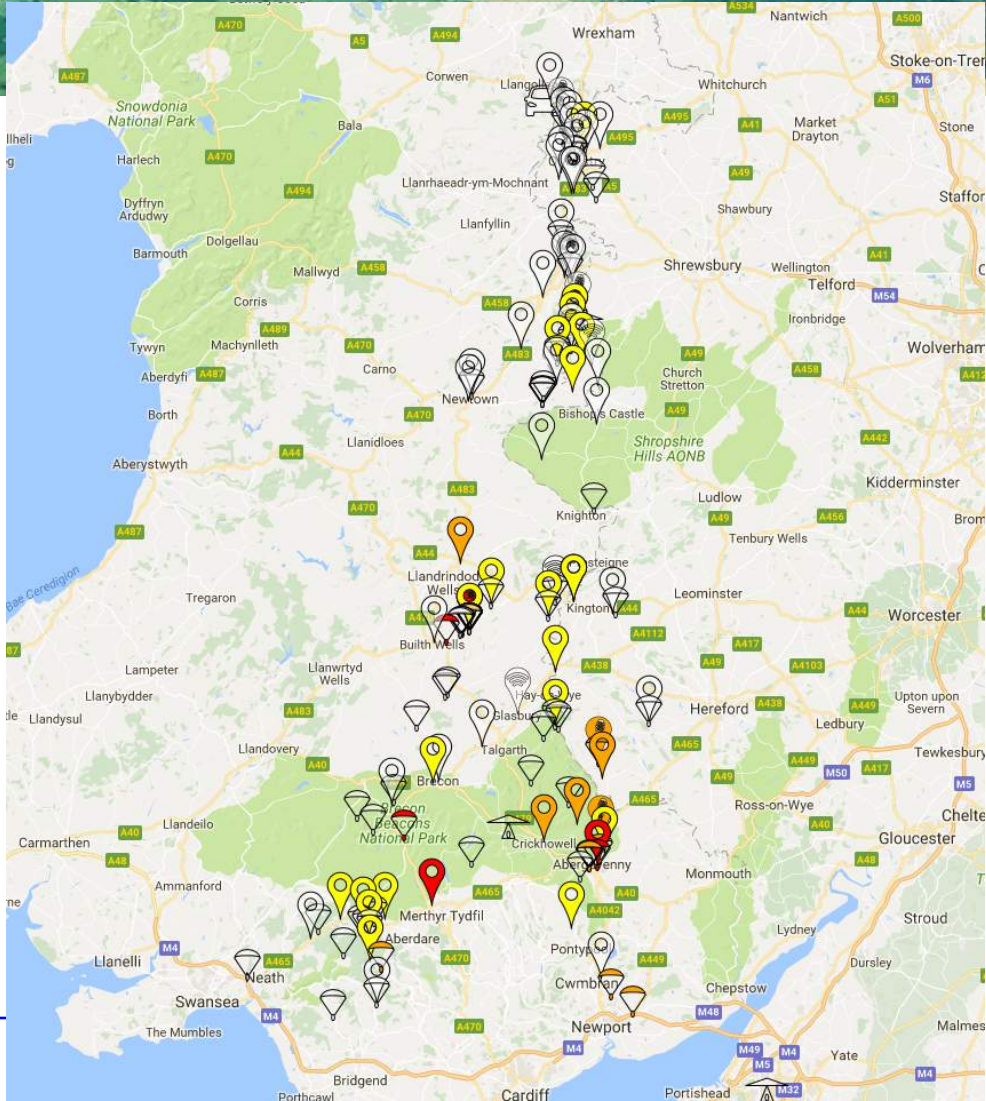
Photo: Wayne Seeley

miles - yes it was miles then,) Rather stupidly, and writing off the hill, I pushed away to the south and landed 10 minutes later. That was a big mistake - giving up on the hill, and I kicked myself later. I'm sure it would have delivered and the better air beckoned so close. It would have been nice to make my goal at the campsite. Still 50k and a lesson learned.

About 8 made Abergavenny and about the same Fforest Fields. Down course others were spread at regular intervals, including some big names who were grounded not long after leaving the hill. It's quite a lottery sometimes.

AND (whisper it quietly!) the south won again - comfortably.

EC



BHPA Safety Notice

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SAFETY NOTICE

Issued by Angus Pinkerton - Chairman of the Flying & Safety Committee 9th May 2017.

All paramotor and paraglider pilots, Instructors, Coaches and Safety Officers must READ, DIGEST AND TAKE ACTION on the contents of this Notice and keep it for future reference.

If you hold a copy of the BHPA Technical Manual this notice must be inserted into it and retained until it is withdrawn or superseded on instructions from the Chairman FSC.

JOJOWINGS INSTINCT PARAGLIDER

As the result of an investigation into a recent fatal paramotor incident a number of irregularities were discovered regarding the paramotor wing. The Jojowings Instinct S paraglider was found to be displaying an out of date certification placard indicating that the glider was rated to AFNOR "Standard". However, since certification in 2005, the manufacturer has extended the weight range and added risers fitted with a trimmer system. Both the extended weight range and the addition of the trimmers render the certification invalid.

As part of the investigation, flight testing carried out by an independent EN paraglider test centre showed the glider to exhibit extremely dynamic responses to both symmetric and asymmetric collapses when flown with the trimmers set to 'fast'. In the opinion of the test centre such responses would receive at least an EN D under the current EN certification system.

The BHPA would like to advise its members that anyone owning and flying a Jojowings Instinct paraglider with trimmers should sign and return a "Pilot's Declaration: Uncertified Wings" form found on the BHPA web site at the following link;

http://www.bhpa.co.uk/pdf/Pilot_declaration_uncertified_wing_form.pdf

The BHPA recommends that the Jojowings Instinct paraglider should not be flown with the trimmers set in the "fast" position unless the pilot is confident that they have the necessary skills to recover the glider should a collapse occur. The BHPA recommendation for flying EN D class gliders is as follows:

"For pilots who have been flying for many years, fly more than 200 hours a year, often in strong thermic conditions, and are masters of the various SIV skills."

The full report can be found at the following link;

http://www.bhpa.co.uk/documents/safety/formal_investigations/

Club Nights

Club Nights take place on the first Thursday of the month in winter months. They are now finished for the summer flying season, and will restart in September (7th). In the meantime:

GET OUT THERE AND FLY

If you use the Dales retrieve group on Telegram, or even the shout-box to announce where you've got to, you may get a chance to buy your retrieve driver a nice sociable pint!

HORSE & FARRIER



7 Bridge Street
Otley LS21 1BQ
Telephone : 01943 468400



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.



June 2017 : Cool, Showery But Improving

Issued : May 25 2017

Forecast

The European monsoon is expected to affect the British Isles this June with some cooler, wet and windy weather for the start of the month.

A further period of unsettled weather is expected around mid month with the final wave towards the end. Inter-dispersed within these periods we expect the Azores high to continue to build and bring drier weather across Southern parts of the UK.

Some heavy, slow moving thunderstorms could affect parts of the South at the start of the month as sluggish weather patterns continue to affect Western Europe. However, a more mobile weather pattern should develop throughout June affecting all parts of the UK initially, but later in the month affecting mostly Northwestern areas.



June 2017 Forecast

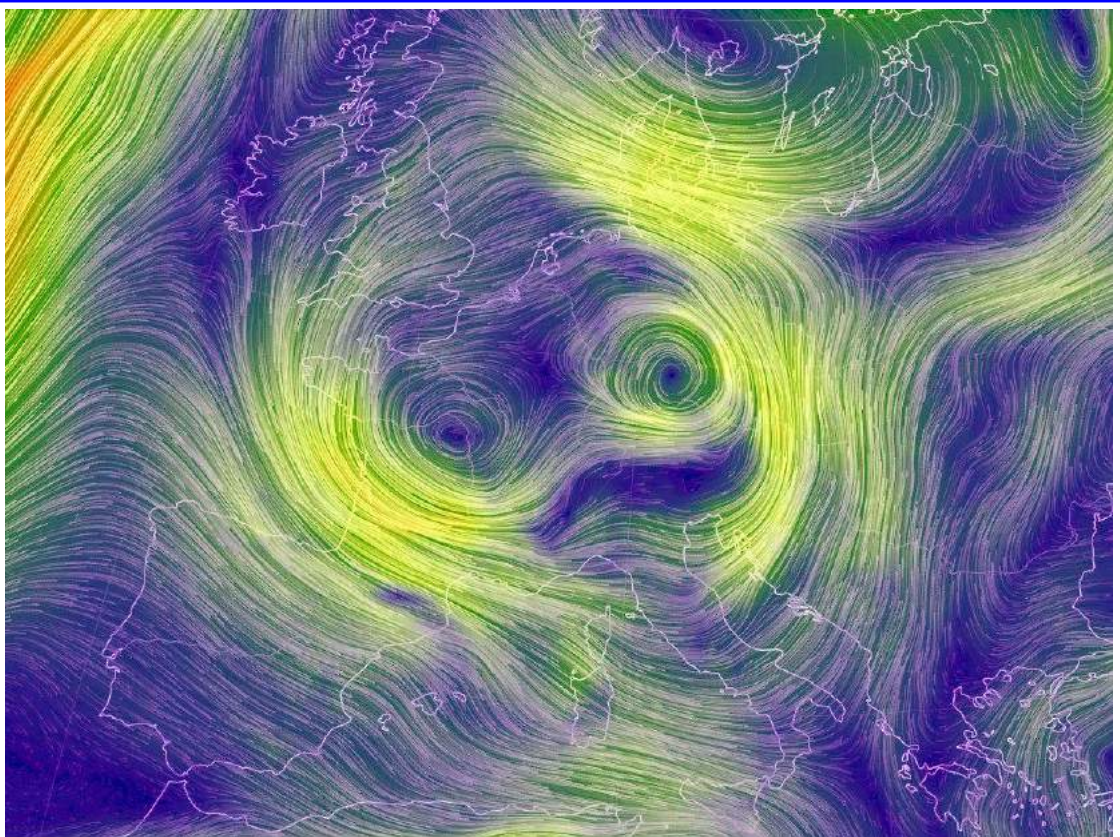


The weather?

Are you having a laugh?

Well it seems that it really is. This plot from May2nd shows winds across Europe. With twin low pressure systems across Northern Europe, a wierd smiley face was shown!

From: Severe Weathr Europe





Ed's Coaching Column Opportunity Knocks

As many of you are aware, I'll be standing down as Chief Coach at the end of the year. With that in mind it may be useful to provide some background into the role, so that anyone considering taking it on has some idea what's involved.

The job, like all committee positions, has a formal description which I've pasted below. It's accurate, but like all job descriptions it can appear daunting when you see it written down. However, like most things it's not half as bad in reality. Have a read through, this may be just the opportunity you've been waiting for to throw your hat in the ring and shine.

Once you've digested it, I'll give you my feelings on the role and the sort of things I do.

DHPC Committee Job Description Chief Coach



General

The Chief Coach is a BHPA named contact. He/she is responsible to the Chairman for co-ordinating the continuation training of all qualified pilots within the club, and giving advice and guidance to those outside the club where appropriate.

Specific

Possess P rating with good active experience.

Maintain a coach or senior coach rating.

Ensuring there are sufficient coaches within the club and that their details are published both on the website and in the monthly newsletter.

Evaluating the performance of each coach and, if appropriate, approving their application to remain a coach when renewing their BHPA membership.

Advertise the coaching activities within the club.

Maintaining a list of those pilots who want to be coached, together with details of their experience and requirements.

Running one coaching day per month during the summer months (Apr –Sep).

Leading the effort to encourage non-qualified pilots to get proper training.

Liaison with schools to ensure that the newly qualified CP receives a smooth transition from school to club. It is at this vulnerable stage that pilots require the most guidance.

Countersigning applications for tandem licence renewals.

The BHPA also have a similar outline job description that the above flows from.

In essence the job description is simply an outline of the ongoing, regular admin duties without the flesh on the bones. What really makes an impact is the way coaching is implemented across the club. How you decide to do that is very much according to your own style, views and ideas. Anyone considering the role could perform it quite differently to me and probably better. Fresh blood generally brings a resurgent energy and a new approach – part of my reason for standing down is a feeling of slipping off the pace.

I've outlined below how I've seen it and done it, but the big caveat is that this is just MY way and not THE way. I feel I need to emphasise that so anyone taking on the role is clear they have the absolute freedom to interpret it as it works best for them and the club.

This is the way I've seen and carried out the role.

Coaches: I've always been on the look-out for good coaches and regard them as the backbone of the club as far as pilot development goes. Good coaches are not necessarily top pilots – in fact in many ways the reverse. Good coaches are friendly and approachable, they grow into the role, are willing givers of their time and understand and can empathise with new pilots. They are sensible, safety conscious individuals. I've always preferred half a dozen committed coaches to a host of badge carriers. To that end I've tried over the years to ease out the uncommitted, whilst identifying good, new coaches. Our team of coaches are really important and I felt my job was principally to try to identify, support and co-ordinate them. As a club we've tried to encourage better use of the coaches by new pilots, but I feel we need to keep pushing that.

An incoming CC may have fresh thoughts on improved deployment of the coaches, binding them better as a team and encouraging their development. I think I could have done better here.

Other stuff (some of it may be considered extras, but I regarded it as the cement of the job)

Coaching days – never been a great fan simply due to the weather. When the weather cooperates they can be invaluable and great fun. In many ways I've seen the value being in getting pilots together and talking, making new friends, asking questions and new pilots becoming more deeply immersed into club life. Of course the prime aim is to fly and it can be very satisfying when you see pilots having a great time, becoming more confident and you feel you're really making a difference. Whether one to one, or with a small group plus coaches, having a successful coaching day is certainly one of the big rewards of the job.

Talking and writing - For the past four or five years we've run an annual (indoor) coaching set of lectures with the CSC (Cumbria). That takes a little bit of preparation but has always been very well attended. It's not something that needs to continue, but simply an example of coaching enrichment. The same sort of enrichment applies to talks just for the DHPC, writing an article for Skywords or doing a tour/talk on the sites on a non flying day. It's all part of the inclusive package that is aimed at pilot education and improvement.

Exams and study material - The DHPC website has a dedicated coaching page that provides links and resources to help pilots, especially those studying for a rating exam. I add/delete material to try to keep this up to date. It could be the subject of a major revamp. Like all coaches I occasionally invigilate exams, including to AP level. It's easily done especially as I'm not the one sitting the paper.

General advice – No-one is the font of all knowledge, but in my own limited way I've tried to offer advice on a huge range of flying and equipment related subjects. I'd like to see a lot more pilots airing their views on the forum, but this proves difficult with shy Yorkshire folk.

General advice is like being 'on call' for whenever anyone seeks help.

All manner of things – You get to know the office staff at the BHPA fairly well as enquiries both ways are made about pilots, coaching issues, courses, exams, ratings, etc. Similarly with local clubs we often chat about issues or swap thoughts. Anything really that keeps you in the loop.

My aim has been to provide a regular stream of useful input by whatever means comes to hand and as the need arises. That may seem vague, but this opportunist and flexible approach seems to work in paragliding. An incoming CC may find other avenues to achieve the same end.

Any new CC will grow into the role, they don't need to hit the ground running at full tilt. There is lots of time to develop your own ideas and your own style. It doesn't carry a King's Ransom, but it does have a decent budget for equipment, room hire and all manner of sundries. You will have a committee providing 100% support in your endeavours and who understand it takes time to settle in. If you have a good idea they will back it; if you want advice they will offer it. You're never out on a limb.

So there you have it.

Being the club Chief Coach is most definitely not about being a super-duper pilot – so don't let that be a factor stopping you. OK, you probably need to be a fairly sound and experienced pilot, but really it's a lot more about working with people to help them achieve their goals. Doing so can be hugely satisfying. How you achieve that is down to you. If you've read through to this stage and ideas are creeping into your thoughts, then you're well on the way to becoming a serious candidate. If you are serious I'm very happy to discuss it with you.

Coaching Notes

- We still have places (I've reserved two just in case of late comers) on the Pocklington BHPA coaches course 21/22nd Oct 2017. If you are endorsed as a coach by the club, or your 5 year fresher is due, we will pay the course fee. Drop me an email if interested please.
- Yes, we actually made a decent day of it on Windbank. A report plus video can be found on the forum under coaching. Video link below.

https://www.youtube.com/watch?v=Bw_Bknelf18

- I'm currently trying to plan a, 'First xc day' if anyone is interested. The idea is to look at how to set up an instrument for xc flying; a look at the weather for the day and how to plan a flight to match the day and your experience. So if you want to try that first xc (or at least an early one) you may find it useful. I'll post further details to SB and forum as an opportunity arises.



EC

Club Coaches

Dales Hang Gliding and Paragliding Club - Coaches List (March 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 | krqay@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 | Hebden Bridge | 7446445157 | richard.meek64@gmail.com | Various |
| Jan Tempest | PG | Leeds/Harrogate | 7724133453 7482298437 | jantemp3@btinternet.com | Various |
| David May | PG | Ilkley | 7928318219 | dav.may@gmail.com | W/e & various |
| Chris Williams | PG | Spain/Preston | 7973222713 | stayhigh@btinternet.com | Occasional UK |

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

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

Ed Cleasby

DHPC Chief Coach/Senior Coach
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



The Past Dec 2006 Bits and Pieces



From all of us on the Committee

Wishing all pilots

LONG FLIGHTS AND HAPPY LANDINGS



AIR produce Atos with pilot in the wing

It's already made its first test flight, from a tow-launch. It will be foot-launchable, stick-controlled, with the pilot in the wing, and promises a significant performance boost over stock Atoses. Christoph at AIR writes: We will show our ATOS Cage at Thermik, the project we have worked on for years on it where the pilot is in the wing.

Trevor Birkbeck



Croak & Cluck by Harry Martin

©2006 by Harry MartinCartoons.com



DM

Club Sites

| | | | | | | | | | | | | | | | | | | |
|---|--|---|--|--|--------------|-------------|-------------|----------------|------------|--------------------|------------|-----------------|--|----------------------|-------------|--|------------|-----------|
| <p>Dennis Marston</p>  | <p>Simon Tomlinson</p>  | <p>Northern Sites</p> <table border="0"> <tr> <td>Dennis 07968 380829 dennisandmargaretm@yahoo.co.uk</td> <td>Addleborough</td> <td>Semer Water</td> </tr> <tr> <td></td> <td>Bishopdale</td> <td>Stags Fell</td> </tr> <tr> <td></td> <td>Brant Side</td> <td>Tailbridge</td> </tr> <tr> <td>Simon 07759 138971 sigma7man@gmail.com</td> <td>Dodd Fell & Grove Hd</td> <td>Wether Fell</td> </tr> <tr> <td></td> <td>Nappa Scar</td> <td>Whernside</td> </tr> </table> | | Dennis 07968 380829 dennisandmargaretm@yahoo.co.uk | Addleborough | Semer Water | | Bishopdale | Stags Fell | | Brant Side | Tailbridge | Simon 07759 138971 sigma7man@gmail.com | Dodd Fell & Grove Hd | Wether Fell | | Nappa Scar | Whernside |
| Dennis 07968 380829 dennisandmargaretm@yahoo.co.uk | Addleborough | Semer Water | | | | | | | | | | | | | | | | |
| | Bishopdale | Stags Fell | | | | | | | | | | | | | | | | |
| | Brant Side | Tailbridge | | | | | | | | | | | | | | | | |
| Simon 07759 138971 sigma7man@gmail.com | Dodd Fell & Grove Hd | Wether Fell | | | | | | | | | | | | | | | | |
| | Nappa Scar | Whernside | | | | | | | | | | | | | | | | |
|  | <p>Toby Briggs</p> <p>tobybriggs@btopenworld.com</p> <p>07582 156471</p> | | <p>Southern Sites</p> <table border="0"> <tr> <td>Addingham</td> <td>Hawkswick</td> </tr> <tr> <td>Baildon</td> <td>Ilkley Moor</td> </tr> <tr> <td>Cow Close Fell</td> <td>Kettlewell</td> </tr> <tr> <td>Cowling and Sutton</td> <td>Kilnsey</td> </tr> <tr> <td>Great Whernside</td> <td>Windbank</td> </tr> </table> | Addingham | Hawkswick | Baildon | Ilkley Moor | Cow Close Fell | Kettlewell | Cowling and Sutton | Kilnsey | Great Whernside | Windbank | | | | | |
| Addingham | Hawkswick | | | | | | | | | | | | | | | | | |
| Baildon | Ilkley Moor | | | | | | | | | | | | | | | | | |
| Cow Close Fell | Kettlewell | | | | | | | | | | | | | | | | | |
| Cowling and Sutton | Kilnsey | | | | | | | | | | | | | | | | | |
| Great Whernside | Windbank | | | | | | | | | | | | | | | | | |

Wether Fell - A further reminder. Please read and observe!

Yes, we ran this reminder last month. However, it appears that the message needs repeating. **Please abide by ALL SITE RULES. They are there for your benefit.**

Wether Fell is one of our most popular sites, for both HG and PG pilots. If PG pilots have got into bad habits, and use the wrong area at Wether Fell, conflicts can occur. Please refresh your knowledge of the site guide, and abide by that guidance.



"Paragliders should prepare, launch and TL in the paragliding area as indicated to deconflict with launching hang gliders. Don't scratch or ground handle in front of the hang glider launch/top landing area where you might be out of sight of launching gliders or block a pilot's overshoot.

The smooth slope (shown in brown to the right), where we often put up a windsock, basically shows the boundary between HG and PG. **Even if there are no hang gliders present please walk to the correct area, to get everyone into the right habit, and land in the same place"**

Marvellous May!

..an apolitical photo record



Far Whitestones, May 18th

Goat Fell as backdrop

Photo: Simon Tomlinson



Photo: Gary Senior

Simon Goodman at Val Sugana
May 28th

Photo: Kelly Farina



Treak Cliff, Winnats Pass and Castleton
May 2nd



Breezy Bridlington
May 21



Photo: Gary Senior

Ed may have forgotten his camera on May 19th, on his flight from Murton Pike...





...but Jocky Sanderson didn't

Dropping into Bishopdale, en route from Windbank

May 21



Beautiful Day, but a lot of parawaiting

Stags Fell

May 25th



Photo: Tim Rogers

Skiddaw, Longside, Bassenthwaite
25th May



Photo: Ges Hey



Photo: Dave Eva





Ben Ireland Turkey SIV – April 2017

Those of you that know me, will probably know that I am also a member of the RAF Paragliding Association, as well as the DHPC. As part of the UK Armed Forces (UKAF) Free flight community, we are very well supported with various trips and expeditions. As part of our progression, we all attend an SIV course before we attend any of the major overseas trips (India, Nepal, Columbia etc...).

I was lucky enough to gain a place on the latest SIV course offered to UKAF Pilots, which took place in Olu Deniz, Turkey with the legendary Jocky Sanderson.

I really thought it would be valuable to give my fellow DHPC members an account of the course and what I (a reasonably new pilot with only 25 hours at the time) gained from it. So here goes!



that you can take off as high as possible, glide out over the sea and then conduct whatever training you are signed up for with plenty of height. If it all goes wrong, you end up in the sea, where a boat will instantly rescue you then take you back to shore where, for a small charge, the locals will wash and dry your equipment!

The town is about an hours drive from Dalaman airport, to which you can get flights really easy from a number of UK Airports. Accommodation in the town is cheap and

plentiful. My hotel cost me £8 for bed and breakfast, likely due to it not being fully open for the summer season yet. But never the less it was clean and adequate- I have slept in much, much worse places! Many people asked me if was worried about traveling to Turkey in light of recent events. My only response would be that it felt like one of the

safest, most friendly countries have been to and I would happily visit again.

Olu Deniz and Babadag

For those of you who don't know, Olu Deniz is a small seaside holiday resort town on the southwest coast of Turkey. It is one of the world's premier paragliding destinations due to it being situated under Babadag Mountain, which stands at 1,969m high, with take offs at a 3 different levels, all the way to the top. The idea is

Shakedown

We all arrived a few days before the SIV course was due to start with the intention of getting to know the launches and landing area (which is in fact just the street along the sea-front!). If you decide to head off on a course here, I would hugely recommend taking a few



days of shakedown, it made a big difference to our mental state when launching on SIV tasks.

The first day we wandered to the sea front with our gliders and instantly found a space in one of the many tandem busses to take us up the mountain for a charge of about £3 each. The journey to the 1700m launch takes about 30 minutes and is mostly on a very new looking paved road. Once at the launch we were confronted with a stunning view and a big, open, block paved take off area, which looked ideal.

One by one we launched (forward launching was basically mandatory for the entire trip due to light winds) and then headed out over the



bay. The views were nothing short of breathtaking, deep blue sea, golden sand and a towering mountain. On this flight and many afterwards we arrived over the sea with little or no height loss due to very buoyant and sometimes scarily thermic air!

After exploration of the area, we all made successful landings on the promenade, a technical landing that could be challenging if tandem traffic is high, but there is always the option of landing on the beach.

We continued this routine for the few days before we started, ensuring we were confident with the area.

SIV Day 1

Day one of the course saw us meeting up with Jocky and his team, and undertaking a few general admin briefings, as well as being issued our life jackets and radio bags.

We then went into the briefing for the first SIV tasks. The structure of the course is excellent and the two flights a day are designed to build up the intensity and difficulty of manoeuvres, always staying one step ahead of your comfort zone. Throughout the whole course I was flying my Advance Epsilon 8, a Low-Mid EN B glider.

The first flight was to include: B-Line Stalls, full frontal tucks, Big-Big Ears and Wingovers. Wingovers were included on every flight, as it is a superb exercise to understand how to control your wing in all axes.

B-Line stalls were interesting and not something I had put much thought into before. I was told by Jocky over the radio to reach up, grab my B-Lines and pull them into my chest. My wing appeared to fold up along its span and then my decent rate increased sharply. Although I was descending very quickly, it felt super-benign and I would really consider using it for real should the situation arise.

When I heard over the radio "grab all your As and chuck them down", I did hesitate for a moment





Full frontal tucks were the first exercise I was worried about. When I heard over the radio to grab all my A's and "chuck them down" I did hesitate for a moment. Once I did comply, I was very surprised how quickly my leading edge re-inflated, after only a brief shudder. I repeated this exercise 4 or 5 times with the same results. Fantastic! This did wonders for my confidence and I was raring to go for the next exercise.

Big-Big Ears were exactly the same as normal big ears, but you pull in two of your A lines instead of just the one. It was really interesting to be guided through this one, flying with only a tiny part of the glider open above me, steering with weight shift.

I then went into my first set of wingovers. I was a bit too excited and the wingovers got big quickly. Without the correct skills and timing, as soon as the wingover got big enough to startle me, I took pressure off my outside brake, resulting in a pretty huge deflation, which quickly recovered. Happy with my confidence I became resigned to the fact that I needed to get my timing sorted before going big !



The second flight of the day was to carry out asymmetric tucks, full frontal tucks on speedbar, asymmetric tucks on speedbar, held in asymmetric tucks and Auto-Rotations or a leant-in asymmetric tuck and spiral exit.

Normal asymmetric tucks on my glider were another non-event. After pulling down one set of A's, the glider recovered with a bit of opposite weight shift and a pump on the brake.

Accelerated full frontals were very similar to the slower version, but this time the wing dropped back quite violently and needed a bit of brake on its recovery to stop it from diving forward.

Accelerated asymmetric tucks caught me off guard. On pulling the A's down the glider violently jerked me backwards and off course, requiring lots of weight shift and braking to bring me back. It really highlighted to me the change in glider behavior under speedbar!

The held in asymmetric was a really useful exercise, as it simulates a cravat or non-recoverable deflation. Once initiated, we were guided through holding it in and then

using weight shift to maintain a heading. A really useful skill!

better than any rollercoaster I had been on

The leant-in asymmetric felt a bit crazy, collapsing half the wing, leaning into that side and then releasing after 360° by which time the leading edge is more or less pointing at the sea. As soon as I released the glider flung me out of the turn, which felt better than any rollercoaster I had been on. It's fair to say I loved this manoeuvre and I repeated it several times before heading off to practice wingovers then land.

Day 2

The third flight of the course was set up to search for our stall point then carry out spins and coordinated turns.

Searching for stall sounded scary, but in the end wasn't too bad. Flying in a straight line, I was instructed to slowly apply equal brake pressure and keep going until I felt the glider go slack, at which point I had to put my hands up quickly. This was really straightforward, but I needed a huge amount of pressure and strength in the last few inches of my brake travel. It would be hard to stall in this manner by accident or without noticing!

We then moved on to spins. This was really simple, fly forward at trim speed, and then bury one brake until the spin starts then release. This was designed to show what would happen if this sort of brake input was used inadvertently. My glider span, recovered in much less



than 180 ° then dived very slightly. Jockey talked us through using this dive and converting the energy into a fast but controlled 180 or 360 turn, which he told us, was a useful skill if spinning on entering a thermal.

The second flight of day two was the one we were all dreading. It was Full- Stall time. The atmosphere on takeoff was tense, nobody was laughing or joking. It's safe to say we were all very nervous. On my glide out, I could see the student before me staling over the bay, thrashing around, which didn't help with my nerves!

Once it was my turn, Jockys calm voice came on the radio and instructed me to carry out a full stall. I locked my arms down, the glider dropped bag like a sack of laundry above my head, and I started descending, fast.

Our instruction was to hold the stall until the gilder was above our heads, before slowly raising the brakes and



Full stall time ...the student before me thrashing around didnt help with my nerves!

re-inflating the glider. This was difficult as the force through the brakes was huge and I was getting thrown about all-over the place. Slowly raising my hands the glider re-inflated before diving forwards quickly. A small amount of brake checked the dive and I recovered to normal flight. In the end it was nowhere near as bad as I thought and I repeated the exercise 5 times before running out of height and moving away to land.

Although not a great situation to be in, I would certainly now consider a full stall to reset the wing after a big non-recoverable cravat should the altitude conditions be correct. It seems infinitely preferable to throwing the reserve in this situation. If it goes wrong then a reserve throw is still an option!

Day 3

The fourth flight was to experiment with spiral dives, an exercise I was particularly looking forward too. We started by slowly working our way into them then immediately releasing after the spiral initiated. I was taken by surprise by the G force and speed involved! We then progressed to holding in the spirals and exiting more quickly using opposite brake. All great fun from my point of view but a fair few folk felt sick!

The final flight was our a-la-carte flight, in which we could choose our maneuvers or have a go at something new. I continued to develop my spiral technique and wingovers whilst some others had a go at spins into stalls or SAT's.

What did I learn?

There were a few key things that I took away from the course.

The first lesson was getting a real feel for how my wing handles in a range of unusual flight conditions. I now feel that I am much more at one with my wing and I

I cannot recommend an SIV course enough

understand how it is likely to respond to certain inputs.

In addition, I have fully explored the limits of my wings passive safety, I now know how much it looks after me without my help and also, when it does need my help to recover. Being a really safe EN B, it really is outstanding in terms of safety. The guys on the course flying high EN C or EN D wings had a much rougher ride!.

My confidence launching into turbulent and thermic air has increased tenfold. After the course we did some small XC flying around the area in strong thermals, where I felt I was much more prepared for any small tip deflations or big pitching movements.

All the small things, in my opinion, added up to one big thing. My confidence in the glider, my increased glider control and my calmness in turbulent and thermic air, all have lead to a massive increase in capacity. I have also

heard it called an increase in bandwidth, or spare mental power.

Flying around now I am much less scared of what my glider is doing. I am much better at keeping my glider above my head and the brainpower needed to fly actively is much less. The increase in capacity allows me to look beyond my glider, at the weather, terrain and hopefully this season the thermals around me.

To that end I cannot recommend an SIV course enough to pilots at the stage I was when I went (CP + 20-25 Hrs and looking to start learning XC flying skills) It is possible to go at CP+ 10 Hrs but the take offs and landings are quite committing and I know I would have struggled to get as much out of the course in my first year of flying.

If anyone wants to know more, please grab me on the hill and I will gladly fill you in on any details. I must take the opportunity to say a big thank you to the RAF Paragliding Association as well as the RAF Sports Lottery fund for your generous funding and also to Jocky Sanderson and Escape for putting on such an amazing course!

BI





Whernside, 5.30am May 6th





Club Contacts

Contacts details for the new committee are given here.



Martin Baxter - Chairman
chairman@dhpc.org.uk



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Simon Tomlinson - Sites Officer North
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Toby Briggs - Sites Officer South
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Alex Colbeck - Website
website@dhpc.org.uk



Tam - Newsletter
skywords@dhpc.org.uk

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

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

DIARY DATES 2017

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

| Date | Event | Website |
|--|--|--|
| Jun 2 - 3 | Buttermere Bash, Cumbria | Faceache |
| Jun 10 -11 | Nova Festival, Derbyshire and Lancs Gliding Club | Active Edge FB page |
| 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 |
| July 21 - 22 | British Paramotor Championships | www.ppgcomps.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 |
| Sept 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 |
| Sep 30-Oct1 | DHV HG meeting, Buching, Germany | www.dhv.de |
| Oct 17-22 | Oludeniz AirGames | |
| Oct 28 - Nov 4 | PWC, Guayaquil, Ecuador | www.pwca.org |
| Nov 16 - 19 | Kendal Mountain Festival | www.mountainfest.co.uk |
| 2018 | | |
| Olympic Council of Asia has included paragliding in 18th Asian Games (32 Olympic + 8 non-Olympic sports) | | |
| Feb 28 | DHPC Reserve Repack | St Mary's, Menston |
| Mar 10th | Farmers' Dinner | Boar's Head, Long Preston |

EYE CANDY FOR CLOUD LOVERS

What a month for cloud chasers. Not only did we see Concord over Whernside, but:

Lenticular over Cumbria. May 5th
Photo: Alison Hill



The above cloud is produced by the only named wind in the UK - the Helm Wind - a strong NE in Cumbria

If you're
flying
with
others



...make sure
you know,
and abide
by, the rules
of the air!

from: PWC 2017, Chamousset