



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

# Skyywords

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

Issue:125 November 2017

sdoo...

Club night Nov 2nd  
"Making the grade" with  
Richard Bungay -  
Paragliding guru and Steve  
Nash's X-Alps team mate.  
Don't miss it!

## Inside this month

This month's cover shot is from Andy Smith's video of his recent Annecy trip. His article and more snaps are in this month's mag. Enjoy. *Tam*



### Regular Features

**Chairman's Chat** LBA ACP / AGM -

**Club News** Up Hill and Down Dale

**Weather Prospects** for November

**Safety** - If it's worth saying it once... The Landing

**Ed's Coaching Column** - Notes & Judith Mole Podcast

**Skywords Archive** - May 2007 - Reciprocal Rights

**Cloud Eye Candy** - Incus, Rocky Mountains

**Club Nights** - September and October club night write ups

### Special Features

**AGM** -Notification and call for proposals **(Nov 1st Deadline)**

**The Greatest Free Flying Show on Earth** - Tony Dew

**I'm a firm believer in luck, but...** - Pete Birkett

**Fun with Flyeo** - Andy Smith

**Leeds Bradford Airspace Consultation** **(Nov 5th Deadline)**

**High Sierras XC Course** - Jon Farnworth

**SGCSC Coaching Course** - Trevor Birkbeck





## Martin Baxter

### Chairman's Chat November 2017

### Leeds Bradford ACP / AGM

To date 38 members of the DHPC have objected to the Leeds Bradford Airspace Change Proposal and, with the deadline of 5 Nov looming, I guess that's about as good as we are going to get. I just hope that LBA don't make the assumption that if only 22% of members object, then 78% of members don't. Frankly I'm feeling rather exhausted by the whole thing, and I'll be quite relieved when the deadline passes.

But that's not the end of it. The whole process is laid down in a document called CAP 725, and it won't surprise you to know that it's another weighty tome. According to the LBA ACP the sponsor (LBA/Osprey CSL) will provide a feedback report (on their website) within a month. It remains to be seen if they will engage in further consultation, or if they will submit their extant proposal, without amendment, to the Safety and Airspace Regulation Group (SARG). If they don't engage in further consultation then we probably have one remaining weapon in our armoury: we can complain to the CAA that the sponsor hasn't adhered to the process. You may consider that the haphazard nature of the process, inadequate informal consultation, and non-notification of amendments to interested parties worthy of mention. It remains to be seen how well they will represent our views.

When could any new airspace be imposed? Well, how long is a piece of string? In June this year they optimistically predicted implementation as early as May 18. But that was before Issue 1 of the ACP turned into Issue 2, followed by an addendum. If there is one thing that I have learned from this whole process it's that everything takes a lot longer than anyone predicts; and that may yet unhinge the whole project. I'm pretty confident that you'll get at least one more season before you need to buy a new air chart.

A response rate of 22% looks pretty good when compared with the surge of volunteers that I have had for a new sites officer for the south of the Dales. Precisely zero. Come on, there must be somebody out there who is prepared to help out?

Somebody once told me that it's important to end on a positive note. Many thanks to Carl Maughan for agreeing to stand as librarian at the AGM.

Fly safely,  
Martin Baxter,  
Chairman

Editor's note:

1) In case you haven't yet put in an objection, but you still intend to, the previous guidance we published, and a copy of the club's objection is included at the end of this month's newsletter. I'm sure none of us will miss it when it doesn't appear next month.

2) I would be happy to do the Sites Officer role if someone else wants to take over Skywords. *Tam*

# AGM Notice

## Annual General Meeting

Thursday 7 December 2017 at the Horse and Farrier in Otley.

**All members of the Dales Hang gliding and Paragliding Club are invited to submit formal proposals to [chairman@dhpc.org.uk](mailto:chairman@dhpc.org.uk) before 1 November 2017.**

There won't be an opportunity to raise important new issues on the night and this early deadline allows us to give due notice to all members of any contentious proposals, so that they can be there to put forward their views.

As well as setting membership fees for next year all committee posts are up for re-election. Please feel free to stand for any post - I promise you that no-one will be offended. All you need is a little spare time and a willingness to put something back into the club. If you want to discuss things without making a commitment please get in touch with me at the above address.

## Club Nights

Club Nights take place on the first Thursday of the month in winter months, starting in September, at the **Horse and Farrier, Otley**. These nights are great to get to know your fellow club members, pick up tips, contribute to the parabolox debate, plan trips etc.

Your social sec has organised an impressive array of talent to come and talk to us, so these will be an excellent way of keeping in touch with your sport. Brief details of the full programme are on the website, under "events".

Next up we have:

**2nd Nov, 7.30 for 8pm**

**MAKING THE GRADE**

Well known to many, paragliding guru and Steve Nash's X-Alps team-mate Richard Bungay is coming over from Cumbria to talk about pilot progression, competing and his motivations for flying.



7 Bridge Street  
Otley LS21 1BQ  
Telephone : 01943 468400

## Annual DHPC Film Competition

After last year success the (now!) annual DHPC film competition will take place on January 11th. Get editing, there will be some great prizes!. Submissions to be less than 4minutes, no other stipulations. Audience voting on the night as last year. Closing date for entries 31.12.2017. Entries to: [social@dhpc.org.uk](mailto:social@dhpc.org.uk)



## AGM

The club's AGM takes place on the December Club Night - December 7th. The formal notice and call for proposals is elsewhere in this month's magazine. The format of the night is being changed a bit this year - less formal and more beer would be a fair summation of the changes.

### North Korea - it's not all bad

North Korean special forces use paragliders in simulated attack!

### Best Day / Best Learning

In case you hadn't noticed, Christmas is fast approaching. Sorry, we have to keep ahead of things here at Skywords Towers. Please contribute to the Christmas mag. Despite the generally terrible weather, particularly so recently, most of us have a happy memory of flying during the year that we will revisit over the winter to keep us going - so come on, share it with your club mates - [what was your best experience this year, and what was your biggest lesson](#). As long or as short as you like, and pictures also welcome.

Contributions to [skywords@dhpc.ork.uk](mailto:skywords@dhpc.ork.uk) by 27 November please.

### Parabolox - #4. Semer Water / Stalling Busk

So, you know the scene. You're sat on the hillside. It's not flyable, etc etc. This is of course at a time that it's worth actually going to a hill to see if it's flyable. So, almost a hypothetical situation. Your flying buddy comes up with this.

A meeting of like minded ramblers in 1996 in Stalling Busk, a tiny hamlet near Semer Water, led ultimately to the "Right to Roam" Bill. Brilliant for ramblers, unfortunately for us it specifically created no right to paraglide where they didn't already exist. This meeting became known as the Stalling Busk Conference, and has been commemorated with a blue plaque in the village.

So, what do you think - Parabolox, or Parafact?

See [BACK PAGE](#) for the answer

Have a contribution to make? [skywords@dhpc.org.uk](mailto:skywords@dhpc.org.uk)

## Radio Use

Your radio is a potentially vital piece of safety equipment. It is also useful for less serious conversations, but its overuse can be a real irritation for those forced to listen to excess babble. We have no club policy on radio use, but would encourage members to think about the appropriateness of all of their transmissions. It is not a topic that ever gets much attention or training time. A useful bit of simple guidance is on the Wingbeat paragliding website (though we wouldn't encourage mass organisation of retrieves over the radio!).

If you are visiting a different club's sites you should use the local frequency. More details of these will be published when received.

### Bradwell Access

The road up to the gliding club at Bradwell from Hucklow has reopened, so you don't have to go via Hathersage anymore - unless of course that is your preferred route.

### Cruciverbalist Clue

DT, Sat 14 Oct:

Most memorable experience could be Helvellyn (4,4)

See back page for the answer

### Real news from the BBC

The beeb often gets criticised for its bias - frequently from both sides at the same time, and its control of the news agenda. At least its travel section has published an article we can all admire - A tiny town with a big penchant for flight, Krushevo.

### New member

We welcome 1 new member this month. Welcome to the club: Jonathon (Jon) Farnworth. A high quality new member - his first article appears in this month's mag! Press ganged by the Chair and Tim Rogers!

### Dales Telegram Retrieve Group

You can now post a live location link, so you don't have to keep updating your location when you move. Share location as before, then "share my live location". Don't forget #map, and #cancel though!



**Rosie Darwood**

## **September Social - 100km or bust?!!**

Local pilot Richard Meek has had a great season this year, upgrading to a Delta 2, putting in the hours both here and abroad and reaching his first 100km...and then repeating this feat a further five times! I thought it would be really good to hear about some of the key steps to his progression and what he'd learnt along the way. I was also lucky enough to get my first (and only!) 100km this year so agreed to add my penny's worth.

Although some of the top guns were off competing in St Andre there was a good turnout for the event.

Richard first gave us a personal history of his paragliding career which is always interesting. Having started off in 1993 with great enthusiasm and a rapid progression through wings he had a fairly fallow time while his children were young but over the last two years has had the opportunity to focus on flying again.

He puts a lot of prep into his flying (a recurring theme!) and clearly had also done into the presentation. He has worked out what his personal goals, constraints, strengths and weaknesses and attitude to risk are. Whilst many of us may have a vague idea about these, actually sitting down and working through them a little more formally allows us to structure and plan how we can actually achieve them - turning dreams into reality. So for example, how far are you prepared to travel to go flying? (less than 2 hours for Richard). Thinking about this beforehand reduces the decision-making on the day.

I thought a really useful concept was his idea of "return on investment". What in terms of time, effort and opportunity was he prepared to sacrifice in terms of flying. Good planning has improved his "return on investment", reduced his "wasted days" and also helped his morale. "Preparation Improves Maximum Performance" or PIMP is his motto. As well as the usual RASP and NOTAM sites he uses "Hilltop Analytics" to help plan his cross country flights. He prepares as much as possible before "the day" - looking initially a week ahead to identify the best day, then a day or two beforehand drafting declarations and saving routes so they are ready to be used. All pilots are subject to highs and lows but it is good to hear this from a pilot who

from the outside appears to be progressing smoothly. So in fact after a 92km flight in March in Brazil he had a low period with shorter xcs (<30km) through the UK spring and early summer, before flying 109km from Bradwell on June 17th. It is worth remembering that your PB is just that - it would be really surprising if it then suddenly became your "new normal", but it is hard not to hope for that. Initially it is an outlier, a distance you now know you can achieve, given the right day, conditions and luck. Consistency takes longer. Richard then achieved a grand total of 6 flights over 100km this year, 2 in the UK and four in Canada, winning the advance prize in the Wili (yes, really!) competition.

He also pointed out how helpful (and enjoyable) it was to fly as a team (again a recurring theme!) and attributed some of his success to flying with friends in a gaggle and careful site selection.

After the break I did a short talk on my first (and only!) 100km this year, which was in Australia. As someone with limited time to fly I have put some thought into how I can optimise my learning opportunities and maintain my morale in the "lows". For me periods of more concentrated flying abroad have been key to my development, which I realise is not an option for everyone. In addition "training" such as SIV and Kelly Farina's courses have been helpful. There is so much to learn and learning it all through personal experience can be a slow process. I also find the use of a logbook spreadsheet helpful for morale, particularly in terms of annual averages (average flight duration, average cross-country distance) and less so totals (hours per year, longest distance per year). Looking over a period of time it is easier to see the progression which can sometimes feel elusive and stops the "only as good as your last flight" and "hero to zero" mentality.

Congratulations Richard and here's looking forward to the next crop of 100km+ pilots next year...

Four Weddings...

Congratulations to those who tied the knot over the summer...Kerim and Lena, Alistair and Laura, Alex and Hannah, Rosie and Ben.

**RD**



## Video Comp deadline Dec 31st

*When people ask me if I went to film school I tell them "no, I went to films"*

**DALES**

*Quentin Tarantino*

**VIDEO Comp**














Send entries to: [social@dhpc.org.uk](mailto:social@dhpc.org.uk) Rules: No longer than 4 minutes  
No more rules!

Great Prizes

Deadline for entry: Dec 31st

Video night: Jan 11th Club night

Passing thought: I wonder what sort of time the Dales contingent, including our social sec, are having in Bir?

XC League <small>uk cross-country flying</small>							Home   Sign In   Contact
Key   League Tables							User: Guest
XC League 2017 Latest Entries							
All Leagues							
50 flights 2,615.9 points 20 pilots							
New entries are shown in <b>bold</b> .							
Pilot	Flight	Date	Location	Club	Glider	Entered	
Leszek Ziolkowski	 <b>248.8</b>	24 Oct	Quixada	XC Junkies	<a href="#">Gin</a> Boomerang 10	25/10	
Pete Darwood	 <b>57.1</b>	24 Oct	Bir	Dales	Nova Mentor 5	24/10	
Ali Westle	 <b>61.0</b>	24 Oct	Bir	Cumbria	<a href="#">Skywalk</a> Poison X-Alps	24/10	
Rosie Darwood	 <b>48.4</b>	24 Oct	Bir	Dales	Nova Ion 4	24/10	
Rosie Darwood	 <b>91.5</b>	23 Oct	Bir	Dales	Nova Ion 4	24/10	
Richard Meek	 <b>60.1</b>	22 Oct	Billing	Dales	<a href="#">Ozone</a> Delta 2	24/10	
Richard Meek	 <b>56.1</b>	24 Oct	Bir	Dales	<a href="#">Ozone</a> Delta 2	24/10	
Ali Westle	 <b>63.4</b>	22 Oct	Bir	Cumbria	<a href="#">Skywalk</a> Poison X-Alps	24/10	
Ali Westle	 <b>140.0</b>	23 Oct	Bir	Cumbria	<a href="#">Skywalk</a> Poison X-Alps	24/10	
Pete Darwood	 <b>134.4</b>	23 Oct	Bir	Dales	Nova Mentor 5	24/10	
Leszek Ziolkowski	 <b>140.2</b>	23 Oct	Quixada	XC Junkies	<a href="#">Gin</a> Boomerang 10	23/10	
Richard Meek	 <b>154.9</b>	23 Oct	Bir	Dales	<a href="#">Ozone</a> Delta 2	23/10	





## HIGH SIERRAS XC COURSE

### Jon Farnsworth

Tim Rogers kindly organised a trip for like minded pilots to fly XC with Chris Williams at High Sierras.

Our group comprised; Tim, newly rated pilot with around 80 hours, Jon Wainwright with    hours, Martin Baxter with 500 hours and myself, Jon Farnsworth with 80 hours.

Our aims for the week were to learn, improve and hopefully fly xc from the Lijar mountain above Algodonales in Southern Spain to Ronda.

Chris offers a generous discount for Dales members and is based with his lovely wife and support/retrieve driver, Lynn, in La Muela, on the West side of Lijar, the main launch site above Algodonales in Southern Spain. It is a

quiet traditional village and is very close to the road up to launch. This makes possible two trips up to launch a day for a morning flight and late afternoon/evening flights.

Accommodation is excellent with all the facilities you could need. There is an excellent restaurant 50 yards away which does breakfast and dinner and Diego is happy to cater for vegetarians and vegans. The food there is delicious. In particular the fried aubergine with honey tapas. There is a small shop which allows self catering and they make up sandwiches for lunch.

A distinct attraction of High Sierras is the option of mountain biking on non-flyable days and a plunge pool.

*Arrival day!*











Bird watching is also possible with Chris taking twitchers up in a tandem to get close to the vultures and eagles and there is rock climbing nearby too.

My aims for the week were to get the feel of using a pod harness for the first time, get a feel for an upgrade in wing from a Sup Air Leaf to an Advance Iota, learn how to get more out of my GPS/Vario (Oudie) and to hopefully get some xc experience and learn how to fly around Algodonales.

## Retrieves.....just send your location to Lynn and she picks you up

We flew every day bar one and some of us flew twice on some days. Our “blown out” day involved a mountain bike ride around the local area, followed by the plunge pool and ice cold beer. This day was as good as the flying days and very relaxing.

Chris knows the flying sites like the back of his hand and worked hard to give us the most flying time and experience. We managed to fly on our first day in the evening and Martin and Tim nearly got to Ronda, a 37km straight line flight from the main mountain. I landed a few kilometres sooner but it was my first experience of proper xc flight. Retrieve is easy with all of us on the High Sierras Whatsapp group; just send your location to Lynn and she picks you up.

Some days proved more challenging with stronger winds







*Dave Norman, Martin Baxter & the author. Non Flying day*

and on two days we flew at Canete La Real, a beautiful soaring site which can get thermic on the undulating flatlands out front. Tasks were set and Martin and I managed to complete the first task which made the whole experience more enjoyable and encouraged us to

## Chris judged the launch window perfectly

push out into the flats and leave the comfort of the ridge. This site is quite a bit lower than Lijar and can be flown more readily on strong wind days.

Our best day was the Friday with a decent forecast of light winds. Tim, Jon and myself took off from the North West launch on Lijar around 3pm. Chris had earlier in the day given us a talk on the flying habits of the vulture colonies and what to look for to help our flight. Extra knowledge about these large predators certainly improved our chances of staying up. Martin joined us later, having made a morning flight before dust devils made the south east takeoff too dangerous. Chris judged the launch window perfectly and the rest of us ended up packing up. Dust devils soon came through and you really would not want to get caught in one on launch,

From launch, it was a little rough, with inversions but after 20 minutes or so of thermalling we managed to punch through and were treated to strong and smoother lift.





Chris and Tim pushed out East across the valley towards the Twin Peaks and the village of El Gastor and I followed. This was my first proper experience of gaggle flying. Chris had given us a route plan earlier in the day involving pushing up the rising ground towards El Gastor and up the stepped Montecorto ridge. Vultures, other gliders and Chris and Tim made excellent thermal markers. I was lucky enough to start across the valley from the mountain higher than Chris and Tim and pimped off them. Right from the push from launch Tim was low and a number of times I thought he was going to bomb out. Time after time he battled on and kept going. We moved towards the Montecorto ridge and experienced heavy 4m/s+ sink. Tim just scraped over with Chris urging him on with some promised lift soon after. Relief came with strong lift over a tree line beyond

*Looking back at the route to Ronda*





the ridge and we all climbed out. Ronda was visible and we started to believe.

I took some strong climbs at over 5m/s and Tim got up to 9600 feet at one stage. We made it and it was all the more special that Tim skillfully kept in the game to reach goal and achieve his much desired goal of this classic xc route.

We took our time coming into Ronda and all had enough height to push beyond and enjoy the dramatic backdrop looking back over Ronda and the distinctive Twin Peaks to the lake and Lijar mountain.

High 5s in the landing field and well earned ice cold beers in Ronda soon followed.

Martin managed to take off on the South East launch in the early afternoon but after valiantly battling to stay up (he was the first off that day) he landed in the South landing field. He managed to get up to the North West launch later in the day, initially trying to stow aboard a Dolomites bus and subsequently getting a lift up with a tandem guide. Having performed all week and given the rest of us the benefit of his extensive experience it was no surprise to watch him fly over the bar in Ronda and join us later.

Chris is a first rate guide; professional, personable and calm. I learned so much from him during the week. His ethos appears to be to constantly develop his guiding service, utilising the best and most effective technology and fine tuning his approach to ensure the punters get the most out of their stay. Indeed, it was apparent from the number of trips out in the van and particularly on

the Ronda day that he put in a huge effort to get as many of us to goal as possible. Of those in the group that pushed for Ronda that day we all made it. A day I will remember and relive for a good while; my best flying experience to date by some margin.

The flying around Algo in early October can be characterised as follows:

Potentially tricky launches with short windows in the late mornings/early afternoon. Meteo winds which may or may not be cock on the hill and thermals rolling up, gusts and lulls. Dust devils if the wind comes from the side or

## **Chris put in a huge effort to get as many of us to goal as possible**

back of launch as it mixes with the thermals up the south/east launch.

Generally easier flying much later in the day; some days we were launching after 6pm for glassy smooth evening flights. Takeoffs later in the day on the West side of the mountain.

Strong climbs mid to late afternoon and some turbulence, depending on the meteo wind and inversion/ air layers.

Some landing fields are thistle heavy and can result in twisted and knotted lines which in my case required help from the lads and Chris to tease out. The Iota's unsheathed lines and the lack of colour differentiation



*Landing at Ronda*



makes it more challenging and frustrating. The light brown lines tend to blend in with the arid landscape. Part of my steep learning curve for the week was adapting and learning to land and collapse my wing properly, bunch up immediately and de-twig on the way, and pack up on friendlier ground (often on a nearby track). By the end of the week I was landing and not needing assistance in sorting my “spaghetti” lines out.

Suicidal Poles on launch (eg attempts at forward launch in 20mph winds).

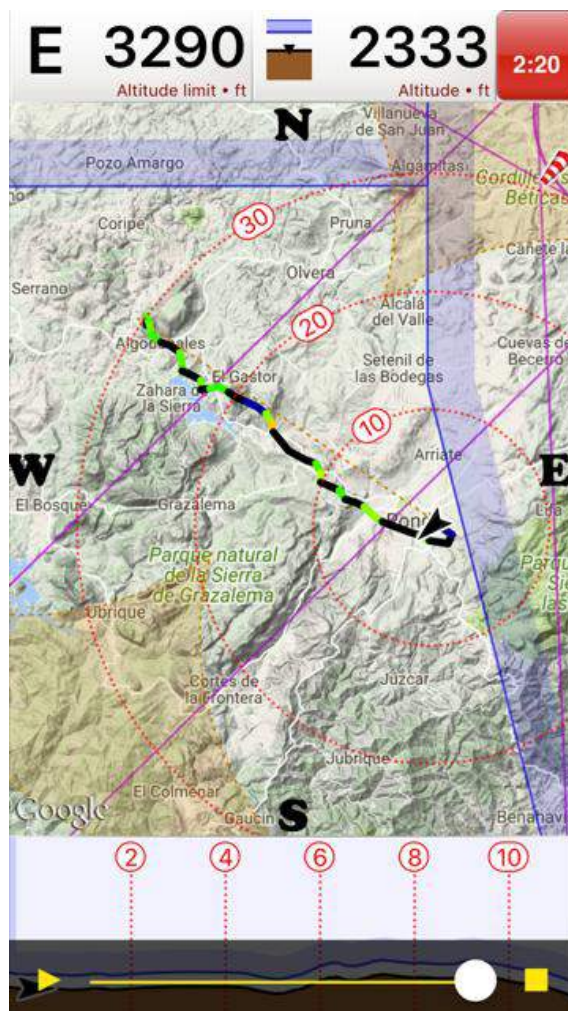
Over the week I picked up tips from Chris about launching, flying and thermalling with a pod harness and the idiosyncracies of my wing, particularly from a chap called Dave Norman who joined us part way through the week. All this learning meant I was able to perform on “Ronda day”.

I am grateful for Tim, John and Martin helping me with my new kit and in getting used this flying area and most of all for being great company.

Chris’s wife, Lynn, also makes any stay memorable. As well as retrieve driver Lynn takes photos and videos of pilots in the group and clearly cares that each pilot gets the best experience.

Many thanks to Tim for organising the trip and Martin and Jon for their company and shared experiences.

I would not hesitate in booking with Chris Williams again. Indeed, I am already plotting a return trip next year.







## David May - Safety Officer

### If it's worth saying once...

### The Landing

In the context of safety if it's worth saying once then it's worth repeating over and over again. So I thought I'd write a series of articles on the basics, based on my own experience and in particular highlight areas where I have made mistakes and been lucky enough to get away with it. I think everyone who has been flying long enough will have a similar list of stories.

#### The Basics: Landing

The previous article was about launch so I thought we would discuss landing in this one as they tend to go together - after all, what goes up must come down. Also from a safety point of view: launch and landing account for the majority of accidents and are when you are most at risk of injury. Not at all surprising really - it's the ground that hurts and when are you closest to the ground?

Whereas launch is probably the most complex manoeuvre most of us will learn, landing is a far simpler process - pick your landing field, line up on final approach, flair and land. Pretty straight forward really when you put it that way. The challenge with landing is not the manual dexterity needed with launch but rather one of judgment: you have to pick your landing field from a height where you don't get to see all the detail, judge your glide in, flair at the right moment and in the event of a windy landing, kill the wing without being dragged. Unfortunately, the only way to practice all of this, apart from killing the wing, is to get in the air and put yourself in the very risk zone you are hoping to avoid. And to add further complication, you only get one chance to get it right. Apart from top landings, you don't get to fly round and try it again if it doesn't go to plan the first time.

Assuming you have picked a suitable landing field - hopefully big and obstacle free - it can be surprisingly difficult to judge your glide in. Humans have built in sensors to perceive acceleration and deceleration but not velocity - we sense changes in speed and direction pretty well, the initial lift as we enter a thermal for example or the change in direction when we pull on one of the controls. Even with our eyes closed we can sense

these movements. But continuous changes in 3D can be imperceptible and we rely on other cues such as visual references to fill in the gaps. The next time you find yourself soaring a hill turn off your vario - you will find it easy to know when you are rising or sinking when close to the hill as it provides a frame of reference. But once you get any way above it's no longer so easy. The further away you get, the harder it will be to know if you are rising or sinking to the point that you may not know at all.

This is why when you find yourself at 1000' for the first time on a continuous glide to the ground it can be nigh on impossible to judge with any sort of accuracy where you are actually going to touch down. Your chosen landing field could be a field the size of 2 football pitches and you may still miss it. At the risk of stating the obvious: whatever landing field you choose, make absolutely sure you get into it. It's better to arrive with too much height and have to burn it off than to find yourself short and out of options.

I'm not a very good spot lander but ... I haven't missed my chosen landing field for a while now. I just pick a big enough field and make sure I get in. The last time I remember missing my landing was in Piedrahita in 2011 - and technically I didn't actually miss the field as I did end up in it but I crashed through a stone wall to get there (captured on video no less - skip to 2:58 and you'll see what I mean.

<https://www.youtube.com/watch?v=QjYrrhWdf60>). I was lucky and walked away from it with only a few bruises but it left an impression.

Your approach line is next. There can be a lot of variation in this depending on the day, the site, local rules, how busy it is etc. But, at its most basic, you want to take an approach line so that you will touch down in a safe spot and INTO WIND. Usain Bolt has an average speed of around 37kmh - similar to the trim speed of most wings. So it's unlikely you could run off a landing in nil wind at trim. If this is what awaited us every time we came in to land then we'd be known by our crooked legs. Luckily there are 2 things we can do to minimize the speed of our landing: Land into wind and flare.

Landing into wind is a basic principle for all aircraft as it allows us to maintain airspeed while slowing our groundspeed. We need to maintain our airspeed – the speed the air flows over the wing – as this is what keeps our wing flying and in control. Groundspeed on the other hand is how fast we are moving over the ground – point into wind and the air will continue to blow over our wing at the same speed but we will move more slowly over the ground.

It's important that you understand the difference between airspeed and groundspeed and the need to maintain your airspeed as you land. In a normal wind gradient the wind speed will decrease as you get closer to the ground. So if you point yourself into wind at 100' and look down, you will find yourself moving faster over the ground (your groundspeed) as you get lower. Your airspeed hasn't changed, just your groundspeed. The temptation in this scenario is to try to keep a constant groundspeed and you end up slowing the wing down until it no longer has enough airspeed to fly and it stalls. Depending on how high you are above the ground at this point it can end up badly. So, by all means point yourself into wind as you land BUT maintain your airspeed. Let the wing fly and use the flare to kill off any excess speed you may have as you are about to touch the ground.

The flare is effectively stalling the wing as we are about to touch down. You pull both controls all the way down sharply, maybe even take a wrap. The wing drops back and stalls and generates a huge amount of drag – effectively killing off whatever forward speed you have left. When timed well, you can touch down as light as a feather. Flare too late and it's ineffective so you need to run off the extra speed. But flare too soon and you stall the wing too high – the wing falls back, you pendulum out and end up falling without much control on how you will hit the ground. So if you're going to get it wrong, and we all do, it's better to flare too late than too early and fine tune your technique from there.

So, landing is a lot more about judgment than a deftness with the controls. And unfortunately the only way you can learn this judgment is to practice. So make every landing a personal spot land competition. And if you have to err then:

1. Arrive at the landing field with too much height rather than too little
2. Flare too late rather than too early

Safe flying

David May, DHPC Safety Officer



## Ed's Coaching Notes

There are just a few notes this month, but with next month being my last opportunity as Chief Coach to contribute a fuller article I'll leave that valedictory offering until then.

Some of you will be aware that Judith Mole has for some years been doing podcasts. These cover all manner of subjects including many interviews with experienced pilots, ranging from their techniques, their adventures and occasionally incidents. I would highly recommend these often very thoughtful, but also very useful podcasts as essential listening.

The latest release seems especially pertinent to all of us so well worth 13 minutes of your time. It concerns giving site briefings. Although aimed at coaches I think it's equally relevant to us all because at some time you be asked by a pilot to provide them with a site briefing. I think it's a skill all pilots should develop hence I provide the link below.

<https://www.theparaglider.com/podcasts/effective-coaching-site-briefing-72>

We have just completed a spate of rating exams (six that I'm aware of, but there may be even more if any coach has carried out a sly invigilation I'm unaware of). There have also been pilots going on to attend a BHPA coaching course with a view to becoming coaches. DHPC endorsed, new coaches will appear on the coaches list soon and new blood always bring a fresh enthusiasm to the coaching scene. I'll leave the update to the incoming CC.

A long time request has been for coaches on the current list to check they have a photograph on the website (easy to check the latest list/photos under coaching from the homepage). To date I have had .... NONE! This isn't a tough ask and after 5 weeks I won't be the one badgering you, but if you are serious about being a coach then I think you should get onto it.

**EC**





## November 2017 : Mixed Month But Fog Then Gales

Issued : October 25 2017

### Forecast

A rather mixed start to November is expected with an alternating pattern of high pressure trying to build in but low pressure approaching from the Northwest. A risk of snow for the very peaks of the mountains in Scotland and Northern England.

From the middle of the month we expect high pressure to begin to control the weather and settle to the South or over the South of the UK. This is expected to bring overnight mist/fog for England and Wales with milder air for Northern Ireland and Scotland.

The end of the month is expected to see a return to Atlantic weather with some powerful storms and frequent gales for many parts of the British Isles.



November 2017  
Forecast

metcheck

**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.



## BHPA coach course run by George Cayley club

### Report by Trev Birkbeck



*Dominic Curran*

gliding club's social room with all the usual toilets, etc and, although there was no flying going on because of the dreadful weather, their restaurant bus was there to provide tea and lovely sandwiches on both days.

Now, you may have thought that this course would be run by Ian Currer (as he lives nearby) but he had a previous arrangement in Turkey so the course was carried out by Dave Thompson and Mark Shaw. As it happened, Ian's trip was cut short by the Monarch debacle, but, by then, the die was cast.

More than 50% on this course were doing a retake like myself and many were Cayley members. From our club, we had myself, Pete Balmforth, Tim Rogers, Alex Pealing and Shaun Pickard whilst the Cayley members included Dominic, Tony Dew, Tony Johnson, Rob Lund, Harry Postill, Richard Sewell, Richard Shirt, Richard Plummer, Dave Todd and Charles McDonald (Ageing Hippy).

Ed Cunliffe and Steve Scruton were paramotorists from the Yorkshire Owls and Karen Preston and Peter White were from Cumbria (Peter had interesting contributions

Organised by Dominic Curran of the Sir George Cayley Sailing club, this coach course was held at the Wolds Gliding Club at Pocklington airfield on 21st and 22nd October. Great facilities in the

to make as he was both a GP and a Mountain Rescue person). From the Derbyshire SC, there was Robin Scott, Tim Rood, Andrew Cottaris and Geoff Moses – of course, many of those present, fly in different regimes and in many club areas, which is great.

Obviously, the presentations were split evenly between Dave Thompson and Mark Shaw with nice tea and lunch breaks in between – Dave started the ball rolling with self-introductions from himself and Mark, followed by going round the room, pilots giving details of their flying history, experience, hours flown, etc.

The aims of the course were discussed along with

communication theory; after a tea break, assessment of CP pilots came under scrutiny, pretty important to know who you're dealing with.

Throughout the whole weekend, the subject of litigation was visited and re-visited and it was stressed over and over, that if the pilot was NOT a member of the BHPA, then the Coach should have no involvement – you just wouldn't be covered by the BHPA £5,000,000 insurance.



*Dave Thompson*

As there were five pilots in the room with a hang gliding background, we were split into groups to cover items like Assessment using the SITE ALOT mnemonic and



*Mark Shaw*



pre-flight checks using WGHCA.

The groups discussed very light launches, different for PGs and HGs, briefings and de-briefings and the psychology of pilots.

At the end of the first day, most attendees were travelling home but I was in local digs as my trip took 2 hours. Dave and Mark were in a local hotel and Ian Curren and my old mate, Mark Dale, joined us for a meal. In fact, as he was passing my B&B, Mark picked me up and took me back – how good was that! A great Chinese meal.

On the second day, we started off with an in depth discussion on the pros and cons of using radios, more on pre-flight checks, followed by a interview scenario of a debrief following a botched top landing and a rubbish bottom landing where the HG spanked an upright. Personally, I wouldn't have been as kindly as Steve Scruton was towards Mark in assessing how the pilot got it wrong, but that's just me.

Groups formed again to cover accident analysis and how the groups would cope with ABC, communication, alerting the authorities, etc, followed by "How to deal with problem members". It was good that our group had Peter White, the GP, in it as he knew what he was talking about!

After tea, more talk about new CPs – leaving school and the Pilot Development Structure, coach's role and responsibilities.

Dave finished the two days with a chat about what went wrong at Dunstable Club where a PG had an accident about 2 years ago, got onto a smart law firm who sued not only the whole Committee but every member in the Club. Scary! The case was settled out of court.

Dave has been around the BHPA for yonks, doing great work but it was interesting, from my point of view, to meet and get to know Mark who, apart from being a PG instructor, running a school, is a trained lawyer of some experience.

Dave and Mark formed a good team – I enjoyed the weekend and it was great to get together with many old friends.

Trevor Birkbeck



## Tony Fillingham October Club Night Write Up

### Nick Pain & the Rigid, Flexi, Floppy Question

When I heard Nick was doing a talk on his move from Flexi to Floppy, it really caught my interest. I started flying in the same year (1980) as Nick and knew, that given his pedigree, he would have many valuable insights on XC flying. I wasn't disappointed.

His talk was detailed and interesting, moving from his first flights at the Hole of Horcum, to flying in the League and breaking the UK Open Distance record among his many achievements before starting paragliding 3 years ago. The transition came after a day on Stags Fell, where he went down on a high performance Combat hang-glider and watched paragliders skying-out as he de-rigged. I know how that feels!

It brings me to the question of what do we want from our flying machines?

Safety, performance, good take-off and landing characteristics, flying pleasure and convenience are on my list and the Atos ticks all the boxes, apart from convenience. Nicks last Flexwing, The Combat, probably ticks fewer boxes. Lower performance Flexis are certainly easier to fly and land but modern paragliders now seem to be at least on a par or better. I remember flying on Wether Fell in the mid-eighties, by which time most of us had double surface gliders, I was on a Magic 4. We would all try getting out onto Dodd but this was a rare occurrence. I now see paragliders cruising over there with ease quite often.

So would I exchange my Atos for a paraglider? Unthinkable! However, when the wind is light and not in the direction of a top drivable site, then I would love to have the option. I could certainly see me throwing a paraglider in the back of the van, with an Atos on the roof.

Looking forward to my first lesson with Dean.

Great talk, thanks Nick.

Safe flying.

Tony



## The Greatest Free Flying Show on Earth

### Tony Dew

*Our grateful thanks to Tony Dew for this article on his recent visit to the Coupe Icare*

The first time we went to St Hilaire, twenty-odd years ago, the show was a lot smaller than it is now and the flying was a free-for-all. We flew every day of the four day festival, whenever and wherever we wanted. Beginners, experts, para and hang-gliders, fancy dress fliers, even the new breed of acro-pilots, all mixing it in the same air. The sky is huge but even so the areas in front of the take-offs were very crowded and you had to keep your wits about you. Some pilots had a peculiar idea of air law, shouting, 'Get out of my effing way,' (in French of course). There were many near misses and a couple of times we had to sit out while the helicopter plucked some poor misfortunate off the mountainside. After landing at Lumbin I lay on my back soaking in the sun and the incredible atmosphere, staring at the huge crags and the swarm of colourful butterflies drifting serenely about up there. I tried to count them but gave up after a hundred.

The highlight of the festival for many spectators is the masquerade fly down. Some pilots clearly spend months planning their performances and I've seen all manner of extraordinary fancy dress (you can catch a flavour of it on video on the net): pilots taking off dressed as birds, rockets, railway trains, policemen, insects, a giant penis, tandem cyclists, dinosaurs, Christ on the cross, etc, etc, many trailing immensely long tails. The ingenuity, and the fact that these creations actually do fly, is incredible. One highlight was a pilot dressed as a pterodactyl with a huge long beak, trailing beautiful fluttering 'wings' and taking off on long stilts, running elegantly through the air, then landing on his stilts (without falling over) to be greeted by his young son in a similar costume, running toward him on short stilts. Wonderful.

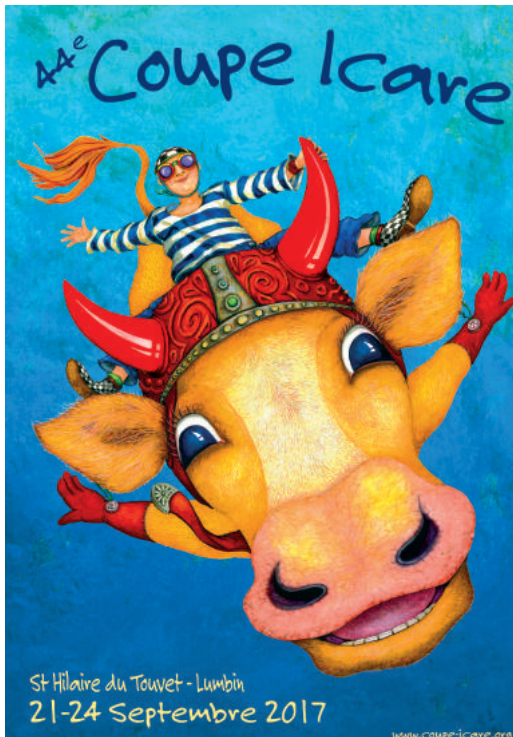
## The highlight of the festival is the masquerade fly down

All outdoor festivals are best enjoyed when the sun shines, but the next time we went it was dull and rainy. Many vehicles got bogged down and the deeply rutted paths and fields around the village became a filthy slithery mess. Mud everywhere. We flew, but the organisers had introduced launch marshals and restrictions on the free flying, so we didn't stay so long, heading off south in search of the sun, better flying conditions and a less fraught scramble at take-off.

The third time I went alone. The festival had grown enormously, with vast marquees full of swag and a lot more entertainment for the crowds: demonstrations by hang and paraglider acrobats, wing suited daredevils, stunt aircraft and so on. None of these mix well with 'ordinary' free flying, so more restrictions had been introduced. More limited time slots, more marshals, more no-go areas, more barriers. To get a flight I had to prepare early and queue, shuffling slowly forward for ages, sweating, to get to the designated take-off. However, I recognised the need for tighter organisation when I actually witnessed a fatal collision. With a sickening smack a hang glider performing a full loop and travelling at great speed crashed into a paraglider. The crowd emitted a collective gasp of horror. The paraglider suffered some broken lines, limped away and landed safely. But the hang glider folded up, 'clapped hands' and plummeted. Its pilot, a 22 year old Austrian ace, died on impact. I did fly, but decided that St Hilaire







The author

was a place to enjoy the show, not to fly. Except...

On our next visit I flew in the masquerade. Assisted by wife Shirley, friend Harry and his wife Nell, and daughter Lynn and her French husband Franck, I took off dressed as King Charles 1st riding a rocking horse (why is another story). My horse was bright red, black and white spotted material stitched over a frame made from plastic electric conduit, and I wore a long purple wig (no helmet). I'd carried my creation to St Hilaire folded into a suitcase and had had no chance to test fly it. In fact it only flew the once, but I managed a good take-off, my flying horse performed perfectly and it was marvellous to be a small part of such a great show.

After a break of several years this September Shirley and I revisited St Hilaire. We drove down in our camper van, arrived late on the Friday and I was late getting to the launch. Hurried and over-confident, I bungled my take-off and the launch closed before I could sort myself out for another go. Frustrated and having missed the last funicular and the last bus down the mountain, we stuck out our thumbs. Eventually a young French van driver picked us up. He eyed my wrinkles and grey beard and asked how long I'd been flying. 'About twenty-five

years,' I told him, 'But that doesn't mean I'm a good pilot.' 'We have saying in my country,' he said, 'If you are an old pilot, you are a good pilot.' I loved him for that.

The next day, Saturday, having seen the massively increased crowds and security checks with armed soldiers, we realised that if we went up in the funicular as we'd planned, we'd wind up spending much of the day queueing. So we made ourselves a picnic and found a spot on the embankment beside the landing field in Lumbin. From there we had a great view of the launch - relayed by video to a giant screen opposite - as well as of the fancy dress fliers floating down and landing. All thoroughly entertaining and a delightful atmosphere. After that we packed up and drove back to the campsite beside Lake Annecy where I'd get to have a 'proper' fly next day before heading home. Even if you don't much care for noise and crowds (as I don't) I would say St Hilaire is definitely worth going to if you get the chance, just for the experience. But allow plenty of time to take it all in and go early. It is the greatest free flying show on earth.

**Anthony Dew 2017**





## I'm a firm believer in luck, but...

### Pete Birkett

I'm a firm believer in luck, but there are always other factors as well.

Typically, had I read the safety article in the October Skywords, I could have saved myself a lot of grief.

A spell of poor weather (all year!) had limited my flying and interest.

A chance look on the club website showed a club night with Nick Pain giving a talk about his conversion from 'rigid to floppy'.

In that position myself and along with my colleague Ian Brindle, arranged to travel over.

Start of an enjoyable few days.

Thursday tea – dined with Ian and Maureen, excellent hosts. Then set off over the moors towards Otley looking directly at a superb Harvest moon ! massive.

The meeting was really good – Nick's humour, perseverance and determination showed through, nice catching up with flying friends in different surroundings.

Friday 6th October looked and was flyable but I had prearranged to take my 82 year old cousin (on holiday from New Zealand) on a short bike ride. We rode the Monsal Trail in Derbyshire and I can highly recommend it for family groups. Bumped into some Derbyshire club pilots along the way (cycling not flying).

Saturday -family commitments.

Sunday 8th October. Forecast north westerly backing during the day. Looking at webcams showed low cloud everywhere but expected to lift during the morning.

Decided to go to Pendle with Parlick or Wether options further on. Arrived 10.30 with cloud just clearing main face. Stuart (enthusiastic local, ex hangie) already making his way up to the pimple, windsock in place indicating good direction and strength.

Those of you unfamiliar with Pendle, it is a good nw site, very forgiving, offering 7km of ridge run with 2 large gully's and adjacent spur's which markedly affect conditions depending on wind direction. Ideal for my type of flying (no cross country, In sight of my car! ) but lowering airspace behind makes it quite challenging but

well doable for downwind xc's. Good pilots take off within 100 metres of the lower car park, mortals walk up to the 'pimple' (1200ft.asl) or if light, up to the 'main face' (1400 – 1800ft.asl).

Had a brew, got kitted up and based on conditions, set off to pimple. As we walked up , Stuart took off and straight lined it in a steady climb, over to main face. Great! Cloud base was slowly rising clearing the 'big end'. A decent sky out front begged the question, where is everyone? (only 6 of us) but this time of year, no one is going to pass a flyable site and later reviews showed activity on every w/nw site around the area.

Got set up and a everyone took off and while 2 stopped on the lower 'pimple' area, 3 of us headed over to the main face where Stuart was. After 3/4hr pleasant flying in smooth thermic conditions, the lift marked by large but not deep cumulus and gentle sink between (not the spring like conditions we've experienced of late) came in for a top landing followed by the others and had a good chat.

## A spell of poor weather (all year!) had limited my flying...

All 4 of us took off again and went off in various directions making full use of the good conditions, to the west, Wizzell (Wiswell) end and north east towards Downham.

After an hour, whilst passing top take off, noticed a para struggling at the hg take off (slightly higher). Came in and landed adjacent followed by Ian. Walked forward and dropped the gliders and were then approached by a newly qualified cp pilot eager to try a new site (sorry, hopeless with names). We pointed out various things (conditions, landing options etc) but as others had arrived at the pimple, he opted to walk back down and join them. Ian and I went back to our gliders and Ian had an uneventful take off.

Such a nice day, what could go wrong ?

Half-hearted reverse inflation slightly out of wind



resulted in the canopy tugging me off to one side. Foolishly thinking I could correct it, I moved under the wing tripped as I turned and proceeded to stagger backwards, off balance unable to correct things. After a few steps back, I gave in and pulled the brake lines down as far and as hard as I could. The resulting surge must have hoisted me off the ground because the next instant there was a 'crack' as my left shoulder hit one of the very few rocks embedded in an otherwise grassy moor. The pain was far outweighed by my feeling of letting it happen in the first place. The glider just sat there in the moderate breeze.

I gathered it up and made my way back to the front and contemplated flying down. I dismissed that notion as it was still quite buoyant, I was hurting and I could picture myself going round in circles flying one handed.

As I slowly packed away, Ian landed, came over and asked if I was ok and would I like a lift down. I insisted that he continue flying but as I made my way down, Quasimodo style, with my kit across rather than on my back, I was aware of a glider above me keeping an eye on my slow progress.

Back at the car, Ian landed and offered to drive me home and bring Margaret (my better half) back for my car. Tempting offer but not fair so agreed to be followed part way home to ensure my driving was ok.

Monday – After a restless night, went to doctors and then A&E where X ray showed collar bone ligaments torn ? and a couple of ribs damaged (1 back, 1front?), Given a sling and appointment at fracture clinic.

Friday 13th ! – Just back from clinic where the above was confirmed. All being well, I should be sorted in a few weeks.

So what's the point of this account ?

Firstly, it gets it off my chest.

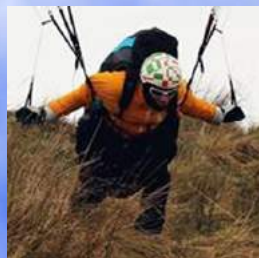
Next, had I been 'lucky', my poor take off attempt would have been followed by a dust down and probably successful 2nd go. In which case none of this would have come out and other pilots especially the newer ones would not get to know of the regular mishaps that occur.

There are some incredibly talented and capable people out there who rarely, if ever, make mistakes. We should all try and emulate them but not be too upset if we don't quite succeed.

**PB**

(hg nickname – Pete Break it)





## Fun with Flyeo Andy Smith

*Andy Smith is fast becoming Skywords' favourite club member. Not satiated by chasing the dragon in Wales last month, this month Andy takes the plunge and tries his first SIV course with the legendary Flyeo in Annecy. Another quality article is the result.*

So, 4 years after we passed our CP's with Active Edge Paragliding, Lee and I finally got round to booking a SIV/Pilotage course with Flyeo and heading off to Annecy. We had booked a 3 day course so would have a few day's free flying either side and the weather forecast was looking pretty good.

After a fairly easy and uneventful journey from Manchester we eventually found ourselves in the landing field at Dousard waiting for a bus to take us to the Forclaz launch. It was late afternoon and we weren't entirely sure if we would get up to fly or not. Eventually after a few of the tandem buses had been and gone the navette turned up and we were off for our first flight of the holiday. The launch and set up are fantastic and we had a nice little bimbly around the sky to get a feel for the place before coming back down to earth to end a long and tiring day.

Sunday was a great day if a little busy on launch, but we both got off without any issues and I was on a mission chasing Lee on his Petit tour de Lac. He landed back at Dousard around the same time I landed out at the end of the Roc des Boeufs. The problem was I had the keys to our apartment and according to Google it was a 4 and a half hour walk back! After walking, running, hitching and a bus I eventually made it back before nightfall and got the tea on.

Monday and the first day of our course arrived and we were both pretty nervous on the short walk round to

**"..it's just a game, relax and enjoy yourselves"**



Flyeo. We had our reserves checked and met up with Malin Lobb who was our instructor for the 3 days. We had a good chat about what we wanted from the course

## **We were both pretty nervous..**

and then it was time for the briefing, we covered all the stuff we would need for the first day and had some practice in the classroom for the moves we would be doing soon. Dry bags, earpieces, life jackets and reserve handle/bag floats were issued then it was time to load up and go up the mountain. Getting even more nervous on the way up we did both question why on earth we were doing this and not just going free flying, I think the French group were thinking the same as it was pretty quiet on the drive up. After setting up and checking all our gear we moved onto the launch to be called forward by our launch guy who reassured us by telling us "it's just a game, relax and enjoy yourself" he then checked everything was good to go before giving us the signal to launch. It's a long and slightly nerve-wracking transition out to 'the box' but Malin made it much better by talking us through everything in a calm



manner as we headed out to what appeared to be much further across the lake than we thought necessary. First manoeuvre was 360 rapid exits, basically giving the glider energy then controlling the climb out and catching the dive. It's initially pretty scary how much energy you need to make it work and when Malin instructed me to give it a little more energy my first thought was 'this is quite enough thanks' but you really need to put your trust in the instructor to get the most out of it so with that I pulled a bit more brake and went in a bit tighter! You really need to listen and do exactly

## **"...this is quite enough, thanks"**

as you are told when you are told or it all goes pear shaped pretty quick, after a few goes it seems to get better as you get a feel for what you're doing but I did get it wrong a couple of times with interesting results! On landing the nerves had gone and we were both eager to get back up and do it all again, a quick debrief before going back up again for another run of the same. The last run of the day saw us trying 50% asymmetric, I



let Lee go first on this one and watched as he pulled half the wing in only for it to keep flying straight which reassured me. My run was slightly more dramatic taking everyone by surprise, on pulling the A's my glider lurched to the collapsed side and went into a tight 360 and then a trick that's apparently called a 'poor man's sat'! It was all quite interesting from my seat but after applying

..oops

## ...eventually, everything sorted itself out

some outside brake and eventually letting go of the collapse everything sorted itself out. Another lakeside debrief and then back to Flyeo headquarters for a proper video debrief to analyse our day. This is a fantastic way to understand what you should and shouldn't be doing and a pretty good laugh watching some of the states we both got ourselves in!

Tuesday saw us with a quick morning briefing at Flyeo before heading up the mountain to revisit 360 rapid exits before moving onto 50% asymmetric, whilst my glider was happy to go a bit mental at the drop of a hat allowing me to progress through this manoeuvre Lee's full fat Mentor 3 was proving how safe it was in refusing to do anything







out of the ordinary even with at the very most 50% of the wing still flying and full weight shift to the collapsed side! Eventually with some good thinking by Malin it was provoked into an auto rotation but I very much doubt this would ever happen unless you really meant it to. I ended the day trying spins, which were a lot more fun and less scary than I first thought. Another video debrief back at HQ then a little talk with the aid of a flying bear to discuss the correct wingover technique in readiness for our last day.

## **...Malin's tone changed somewhat and we knew it was serious**

Wednesday (reserve day) was here and the normal quick brief was done before heading up the hill, a couple of quick collision avoidance spins for me before I got into wingovers. I then got to watch Lee trying spins for the first time and going large on one occasion much to my amusement, we both then progressed onto trying to do some proper wingovers. Then it was time for the final ride of the course into the lake, we swapped the lightweight life jacket for a proper one and the nerves really started to kick in on the drive up.





Lee was off first and was given a few tasks to do to try and take his mind off what was about to happen, eventually as I was stood on launch ready to go I heard "reserve, reserve, reserve". After being a calming influence on radio the last 3 days Malin's tone changed somewhat and we knew it was serious, shortly after this using a similar tone he was telling Lee to kill the wing and get it in. From the tone and constant reminders I took it that this wasn't going too well; now I was really worried! He landed safely in the water and was fished out then it was my turn, I had set up for a reverse launch and when it came to go I should have forwarded but instead tried a running reverse which didn't really go to plan! As if the nerves weren't bad enough they just got a whole heap worse, after walking back up and setting up again I had a good forward launch and was flying towards the box. After a few 360's and wingovers I was told to get ready before then being told I was still too high so do another 360, eventually I heard "reserve, reserve, reserve" reached for the handle and threw my washing. On feeling the pull from my shoulders I knew it was time to get the wing in, unfortunately it still wanted to fly and I was having difficulty despite Malin's guidance over the radio. "You're still in your pod" and with that splosh, a frantic splashing session ensued until the boat came over with 3 people onboard attempting to rescue me whilst laughing like mad about the whole episode.

Back to HQ to dry the kit, get the video footage and debrief. The reserves were packed again the next morning by Malin with our assistance and we said our goodbyes. We flew on the Thursday in some pretty rowdy air and both commented how much better we felt in the conditions after the training we had had, Friday was a much more pleasant day with a fly down before it started working then a nice afternoons flying around the lake to end a fantastic week.

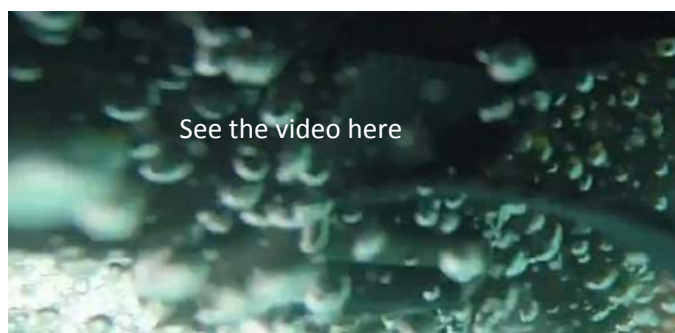
Flyeo are a great company to train with and go more with the Pilotage philosophy rather than ticking off SIV tasks, they are totally tailored to each pilot, wing,

## "..you're still in your pod". Splosh

experience and expectations. They teach you how to control your wing and understand what inputs to put in when, depending on where your wing is. Only when you have got a solid grasp of the task being taught do you move on to the next stage. I can highly recommend them to any pilot regardless of experience and ability; we will certainly be going back for more next year.

Annecy is a great place to fly even if you're not planning an SIV/Pilotage course, we got cheap (less than £100 with baggage) flights with Easy jet from Manchester to Geneva. I had booked our coach transfer to Annecy online beforehand (£28 return [www.transdevhautesavoie.com/en/transalis-t72-annecy-cruseilles-geneva](http://www.transdevhautesavoie.com/en/transalis-t72-annecy-cruseilles-geneva)) which stops at Annecy Gar Routiere and from there get the 51 destination Albertville (€3.50) getting off at Dousard where Flyeo are based and the official Forclaz landing field is. We got a really nice apartment on AIRB&B for around £170 each but there is camp sites dotted around if you want something cheaper.

AS











# Club Coaches

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

Name	HG/PG	Location	Phone (+0)	Email address	Availability
Trevor Birkbeck	HG	Ripon	1765658486	<a href="mailto:trev.birkbeck@gmail.com">trev.birkbeck@gmail.com</a>	Various
Steve Mann	HG/PG	Kirkby Malzeard	1765650374	<a href="mailto:stev.andbex@btinternet.com">stev.andbex@btinternet.com</a>	Weekends
Kevin Gay	HG	Ripon	7794950856	<a href="mailto:krGay@talktalk.net">krGay@talktalk.net</a>	Various
Ed Cleasby SC/CC	PG	Ingleton	7808394895	<a href="mailto:xclight@gmail.com">xclight@gmail.com</a>	Various
Rob Burtenshaw SC	PG	Oxenhope	7747721116	<a href="mailto:burtenshaw@fsmail.net">burtenshaw@fsmail.net</a>	Sun and various
Peter Balmforth	PG	Leeds	7714213339	<a href="mailto:peter.balmforth@ntlworld.com">peter.balmforth@ntlworld.com</a>	Weekends
Alex Colbeck	PG	Harrogate	7717707632	<a href="mailto:alexcolbeck@gmail.com">alexcolbeck@gmail.com</a>	Weekends
Kevin McLoughlin	PG	Lancaster	7767652233	<a href="mailto:kevin-mcloughlin@hotmail.com">kevin-mcloughlin@hotmail.com</a> <small><a href="mailto:kevin-mcloughlin@hotmail.com">mailto:kevin-mcloughlin@hotmail.com</a></small>	Weekends
Martin Baxter	PG	Wetherby	7775785479	<a href="mailto:mrbaxter@hotmail.co.uk">mrbaxter@hotmail.co.uk</a>	Weekdays
Toby Briggs	PG	Pateley Bridge	7582156471	<a href="mailto:tobybriggs@btopenworld.com">tobybriggs@btopenworld.com</a>	Various
Fred Winstanley	PG	Higher Bentham	7770741958	<a href="mailto:fredwinstanley@sky.com">fredwinstanley@sky.com</a>	Various
Simon Goodman	PG	Leeds	7720061200	<a href="mailto:simon.goodman@talktalk.net">simon.goodman@talktalk.net</a>	Various
Richard Meek	PG	Preston	7446445157	<a href="mailto:richard.meek64@gmail.com">richard.meek64@gmail.com</a>	Various
Minhaj Minhaj	PG	Leeds		<a href="mailto:minhaj.minhaj@gmail.com">minhaj.minhaj@gmail.com</a>	Various
Jan Tempest	PG	Leeds/Harrogate	7724133453 7482298437	<a href="mailto:iantemp3@btinternet.com">iantemp3@btinternet.com</a>	Various
David May	PG	Ilkley	7928318219	<a href="mailto:dav.may@gmail.com">dav.may@gmail.com</a>	W/e & various
Tim Rogers	PG	Leeds	7765795378	<a href="mailto:tim.rogers50@gmail.com">tim.rogers50@gmail.com</a>	W/e's only
Chris Williams	PG	Spain/Preston	7973222713	<a href="mailto:stayhigh@btinternet.com">stayhigh@btinternet.com</a>	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  
October 2017

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

### Please note:

- Please check the list and let me know any detail changes/corrections/additions..
- That you have been added if you feel you should be. Some people did the coaching course but said (sometimes verbally only) that they didn't wish to be added as a DHPC coach. I'm unsure in some cases who they were.
- I have no mugshots to put on the website for Fred Winstanley, Steve Mann, Kevin Gay, Rob Burtenshaw, Jan Tempest ..... or check the coaches list against what appears on the coaching page of the website. I can trawl google for your handsome/beautiful faces but you may not like what I find. Up to you..
- A reminder that to renew your coach rating you DO NOT need to send me your renewal forms, simply email me a request to renew and I email the BHPA office and it's filed against your name for renewal.



## The Past

### May 2007 - Reciprocal Rights

#### Reciprocal Rights

We are fortunate to enjoy healthy relationships with our neighbouring clubs, and have reciprocal rights with the Cumbria, Pennine, Northumbria, North Yorks, and Sir George Cayley clubs for you to enjoy. It wasn't always so. The article below from 2007 (ignore the May 06 on the cover of that month's *Skywords*!) shows Martin Baxter and the DHPC taking a leading role in proposing the current set up.

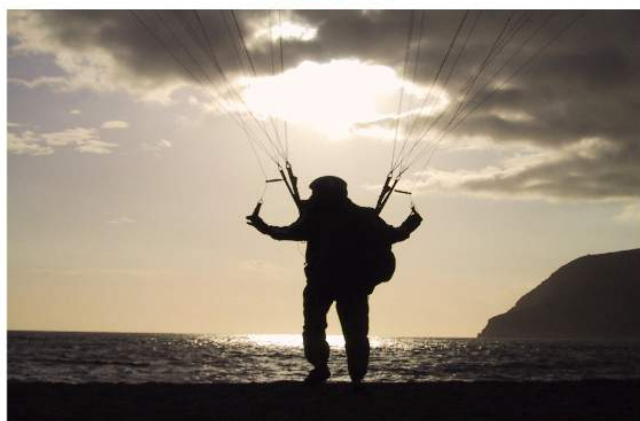
As always with sites, make sure you are aware of all current restrictions before flying - even if you know the site well!



## Dales Hang Gliding & Paragliding Club

### NEWSLETTER

MAY 06



## SITES NEWS

Some of you may remember a club night, possibly at the back end of last year, when a member reported an unpleasant challenge over flying at Parlick. Whilst many of us believed reciprocal rights existed, many of the agreements dated back many years and the actual situation was unclear. Martin Baxter has been doing some sterling work to clear all this up. The following letter was sent out to neighbouring clubs and some of the results to date follow (Ed.).





Cumbria Soaring Club  
Penine Soaring Club  
North Yorkshire Sailwings Club  
Northumbria Hang Gliding & Paragliding Club  
Sir George Cayley Sailwing Club

7 Apr 2007

Dear All,

### RECIPROCAL RIGHTS

After much deliberation we have finally come up with a policy for visiting pilots. Henceforth pilots from neighbouring BHPA clubs will be welcome to fly our sites for no additional charge with the following limitations:

- Any pilot flying (or intending to fly) our sites for more than 6 days per year is expected to take out full membership.
- Visiting pilots must be members of the BHPA and a neighbouring club, and must display valid helmet stickers commensurate with this.
- Visiting pilots must be fully aware of up to date local site rules and adhere to them at all times. This means that they must be in possession of a current sites' guide (available from the Club Membership Secretary for a one off modest fee) or be accompanied by a current full member. In due course we hope to publish our sites' guide on the club website thus alleviating the need to purchase a sites' guide.
- Certain sites (currently only Stags Fell), specified on the club website as 'full members only', are not open to visiting pilots due to local sensitivities.

One thing that became very clear during negotiations is that we all operate in different circumstances with different requirements and concerns. Rather than brokering a different agreement with each club we decided that as a club with a strong membership, plenty of sites and 2 schools operating in our area we should 'grasp the nettle' and declare a generous unilateral policy. We hope that other clubs will respond in kind, possibly leading to the signing of a formal agreement.

Please let us know if you feel able to offer our members a similar concession to your sites and whether you wish to pursue a formal agreement (draft attached).

Yours sincerely,

Martin Baxter  
Sites (North)

### CUMBRIA AGREE....

----- Original Message -----  
From: Andy Plimmer  
To: martinbaxter@talktalk.net  
Sent: Friday, April 20, 2007 11:20 PM  
Subject: RE: Reciprocal rights

Hi Martin

Re the sites agreement, having had a good discussion about it in our committee last week we are basically happy to sign up to the principles of what is written. We would like to see the word regular replace six as the number of days permitted. Who can police a specific tally? but we all can see who is abusing the system. We will publish the spirit of the agreement in a pilot friendly version to our members but it will fit the thrust of what you have proposed.

Pass it on to the other clubs and get them on board. By the way we don't have membership cards as such but we can give you a members list.

Regards

Andy Plimmer

Hi Andy,

Good to have your agreement. Although we have no intention of policing the 6 days per year we thought that giving specific guidance to pilots who may be tempted to interpret 'regular' to their advantage was a good thing. We have made the same offer to all BHPA clubs and this should be published in Skywings shortly - we have asked them to display BHPA stickers, so your lack of membership cards/stickers won't be a problem.

Martin.

# XC League

The deadline for flights for the 2017 season is 31 October. So there's still time to overtake Mike Cav! Latest date to upload flights is 7th November. If I were a gambling man, I'd bet on the table below not changing significantly. 2018 league starts on Nov 1st with a Winter League running to March 31st.

<div> <div>XC League</div> <div>uk cross-country flying</div> <div>Home   Sign In   Contact</div> </div>										
<div> <div>Key   Latest Entries   League Info</div> <div> <div>Dales PG League 2017</div> <div>All Flights</div> </div> <div>Dales Paragliding League</div> <div> <div>159 flights</div> <div>6,370.5 points</div> <div>29 pilots</div> </div> <div> <div>League</div> <div>Dales PG</div> <div>Show</div> <div>All Flights</div> <div>Go</div> <div>Year</div> <div>2017</div> <div>Scoring</div> <div>Standard</div> </div> <div>Click the flights to display more details. A <span>green</span> score indicates tracklog data. A <span>blue</span> score indicates storyboard data.</div> </div>										
Pilot	Club	Glider	Total	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Flight 6	
1 Mike Cavanagh	Cumbria	<a href="#">Ozone</a> Zeno	655.1	<span>217.8</span>	<span>166.4</span>	<span>150.5</span>	<span>47.1</span>	<span>42.6</span>	<span>30.7</span>	
2 Ed Cleasby	Dales	<a href="#">Niviuk</a> Peak 4	529.7	<span>150.4</span>	<span>109.5</span>	<span>74.6</span>	<span>73.3</span>	<span>63.1</span>	<span>58.8</span>	
3 David Smart	North Yorks	<a href="#">Ozone</a> Delta 2	513.8	<span>151.2</span>	<span>118.9</span>	<span>75.8</span>	<span>60.4</span>	<span>57.3</span>	<span>50.2</span>	
4 Geoff Crossley	Cumbria	<a href="#">Niviuk</a> Peak 4	465.5	<span>163.2</span>	<span>128.1</span>	<span>82.4</span>	<span>33.1</span>	<span>30.8</span>	<span>27.9</span>	
5 Chris Fountain	Dales	<a href="#">Skywalk</a> Cayenne 5	367.1	<span>84.8</span>	<span>73.5</span>	<span>61.7</span>	<span>58.2</span>	<span>46.2</span>	<span>42.7</span>	
6 Chris Kay	Dales	<a href="#">BGD</a> Tala	299.1	<span>67.6</span>	<span>55.3</span>	<span>48.6</span>	<span>46.7</span>	<span>40.7</span>	<span>40.2</span>	
7 Pete Darwood	Dales	Nova Ion 3	297.9	<span>89.4</span>	<span>83.0</span>	<span>42.1</span>	<span>30.4</span>	<span>27.9</span>	<span>25.1</span>	
8 Gary Stenhouse	Northumbria	<a href="#">Ozone</a> Zeno	272.4	<span>109.5</span>	<span>65.6</span>	<span>51.7</span>	<span>45.6</span>			
9 John Ellison	Dales	<a href="#">Ozone</a> EnZo 1	245.5	<span>166.1</span>	<span>79.4</span>					
10 Simon Tomlinson	Dales	Advance Sigma 9	187.8	<span>58.8</span>	<span>48.9</span>	<span>30.2</span>	<span>17.8</span>	<span>16.6</span>	<span>15.5</span>	
11 Peter Logan	Dales	<a href="#">Skywalk</a> Cayenne 5	184.5	<span>101.1</span>	<span>37.8</span>	<span>17.4</span>	<span>10.8</span>	<span>9.8</span>	<span>7.6</span>	
12 Alan Shield	Dales	AirDesign Rise 2	166.0	<span>62.1</span>	<span>48.1</span>	<span>32.3</span>	<span>23.5</span>			
13 Gary Senior	Dales	Nova Ion 4	161.1	<span>58.7</span>	<span>31.5</span>	<span>26.0</span>	<span>18.3</span>	<span>17.0</span>	<span>9.6</span>	
14 Kevin McLoughlin	Dales	Nova Factor	161.0	<span>35.1</span>	<span>32.1</span>	<span>29.8</span>	<span>27.4</span>	<span>25.7</span>	<span>10.9</span>	
15 Mark Elliott	Dales	Advance Sigma 10	133.3	<span>34.5</span>	<span>32.5</span>	<span>27.7</span>	<span>20.1</span>	<span>18.5</span>		
16 Jake Herbert	Dales	<a href="#">Skywalk</a> Spice	133.0	<span>78.4</span>	<span>54.6</span>					
17 Peter Balmforth	Dales	<a href="#">Gin</a> Carrera Plus	125.1	<span>49.2</span>	<span>26.2</span>	<span>20.8</span>	<span>10.8</span>	<span>10.0</span>	<span>8.1</span>	
18 Martin Baxter	Dales	<a href="#">Ozone</a> Rush 4	107.8	<span>36.6</span>	<span>27.4</span>	<span>16.9</span>	<span>11.2</span>	<span>9.0</span>	<span>6.7</span>	
19 Nick Pain	Dales	Advance Iota	106.6	<span>55.3</span>	<span>29.1</span>	<span>22.2</span>				
20 Simon Goodman	Dales	Nova Mentor 5	98.3	<span>49.3</span>	<span>28.3</span>	<span>8.3</span>	<span>6.3</span>	<span>6.1</span>		
21 Rosie Darwood	Dales	Nova Ion 4	91.1	<span>35.0</span>	<span>13.9</span>	<span>13.6</span>	<span>12.5</span>	<span>11.0</span>	<span>5.1</span>	
22 Richard Meek	Dales	<a href="#">Ozone</a> Delta 2	88.8	<span>44.4</span>	<span>22.6</span>	<span>21.8</span>				
23 Mark Morrison	Dales	<a href="#">Ozone</a> Buzz Z4	75.2	<span>18.7</span>	<span>13.4</span>	<span>13.3</span>	<span>11.1</span>	<span>9.5</span>	<span>9.2</span>	
24 Neil Plant	Dales	Nova Phantom	69.9	<span>48.1</span>	<span>21.8</span>					
25 Alex Colbeck	Dales	<a href="#">Niviuk</a> Artik 3	47.8	<span>47.8</span>						
26 Zbyszek Latka	Dales	Advance Sigma 9	45.0	<span>30.9</span>	<span>14.1</span>					
27 Gerald Hey	Dales	Nova Mentor 4	43.4	<span>43.4</span>						
28 David Bradwell	Dales	Advance Sigma 7	40.8	<span>25.9</span>	<span>14.9</span>					
29 Allan Blackett	North Yorks	Nova Mentor 3	25.0	<span>25.0</span>						

In the HG league, Trev is in a league of his own - just 1 flight entered!





Toby Briggs

tobybriggs@btopenworld.com  
07582 156471

#### Southern Sites

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

Your picture here! With Toby moving to Wales, there is a need for a new committee member to cover Sites - South - brief job description give below. If interested, contact Martin: [chairman@dhpc.org.uk](mailto:chairman@dhpc.org.uk)

### DHPC Committee Job Description

#### Sites Officers

##### General

The DHPC has 2 Sites Officers; one maintaining the sites north of a line running east-west through Kettlewell, and one maintaining the sites south of this line. The Sites Officers are responsible to the Chairman for the maintenance of club flying sites.

##### Specific

Brokering an agreement with the various owners, and other users of each site, as to how it will be used and what restrictions are appropriate.

Publishing this agreement as a site guide on the website and, from time to time, in hard copy.

Monitoring the agreement and adjusting it as appropriate.

Making every attempt to ensure that members abide by the agreement.

Maintaining a list of farmers with whom we have a relationship and acting as the point of contact between them and the club.

Inviting farmers to social functions.

Notifying farmers of competitions where larger than usual numbers of pilots are expected.

Ensuring that each farmer receives an appropriate gift at Christmas.

Acting as club representative on the Yorkshire Dales National Park Authority Airports Advisory Group.

Liaising with neighbouring clubs and schools in the area to agree reciprocal rights.

From the BHPA Tech manual (para 1.3.15):

##### **Site Sovereignty and Registration**

Whenever a club (or other airport) has negotiated the use of a site then it is regarded by the BHPA as the 'resident club' and any other clubs or pilots wishing to fly from that site must contact that club before approaching the site owner or entering the site. (See Appendix A.)

##### **Site registration**

Any school or club planning to negotiate the use of a site is required to seek clearance from the BHPA to avoid conflict, and any club obtaining the use of a site must register it with the BHPA to be recognised as the resident club. (Site database entry form TWH290994 is available from the BHPA office.)

# Dales (or close!) photos October 2017

Bi Wingal Day at Wether Fell  
Oct 9



Photo: Simon Tomlinson

Above Pen y Ghent  
Sunday 8 Oct



Photo: Chris Kaye





Photo: Dave Eva



Flying in the Orographic  
Speeton. 29 September



Picture: Geoff Moses



## Martin Baxter Chairman's Chat September 2017 Leeds Bradford Airspace Change Proposal **Reproduced in full for your guidance if you have not yet sent your objection in**

Last month I outlined the issues surrounding the Leeds Bradford Airspace Change Proposal (LBA ACP) which has been published here. Elsewhere in this edition you will find the club's formal response. Whilst I had been hoping for input from the BHPA and the BGA's Regional Soaring Representative these haven't yet materialised. But we are already half way through the consultation period and time is pressing on.

**Now is the time when we need your help** and I want to give you sufficient time to respond.

You will see from our response that we have stated that we have 170 members. We need a significant proportion of you to support our case. If you don't then it degrades our case. But there is no point in copying our response word for word: this carries less weight than something written passionately in your own words. But in order to make things a bit easier I have listed a few bullet points that you may wish to support and expand upon:

- **State that you are a Hang/Paraglider pilot**, member of the BHPA and DHPC (and any other clubs), and that you support the club's response.
- **That you oppose the proposal** as it currently stands, and that you do not believe it is justified, especially since the forecast increase in passenger numbers has largely been overtaken by BREXIT and a downturn in the economy.
- **Main concern: the base of CTA 8 at 3,500'** on the grounds that it will make it more difficult and dangerous to fly underneath it, and that the reduction in size of the Harrogate choke point will make a mid-air collision more likely. Propose that the base be raised to FL55 between the hours of 0900 – 1800hrs in the same way that CTA 9 has.
- **Optional points** (depending on what you think is important):
  - o Handing over control of CTA 8 to the military when it 'isn't required'.
  - o CTR 2 + CTA 3.
  - o The complexity of the proposed airspace.
  - o Addingham Moorside (and the corridor to Ilkley Moor).
- Any particular **flying experience** that you have of these areas, or your aspirations to fly in them.
- Any other **general points** that you want to make (noise, environment, etc). but please **DO NOT contradict** any of the points above.
- **Don't speculate** - only quote "facts" if you know them to be true.
- Don't be overly emotional.
- Make sure that you **include your name**.

Email your response to: [LBaconsultation@ospreycls.co.uk](mailto:LBaconsultation@ospreycls.co.uk), and copy to me ( [chairman@dhpc.org.uk](mailto:chairman@dhpc.org.uk) ) so that we can gauge how much support we are getting.

Title: LBA Consultation Response

**The deadline has recently been pushed back to 5th November 2017 (see Safety Forum on DHPC website).**

I have no idea what our chances of success are. But I do know that I have done everything that I can to fight it. Now it's your turn. **Please don't let the club down.**

Fly safely. Martin Baxter, Chairman.

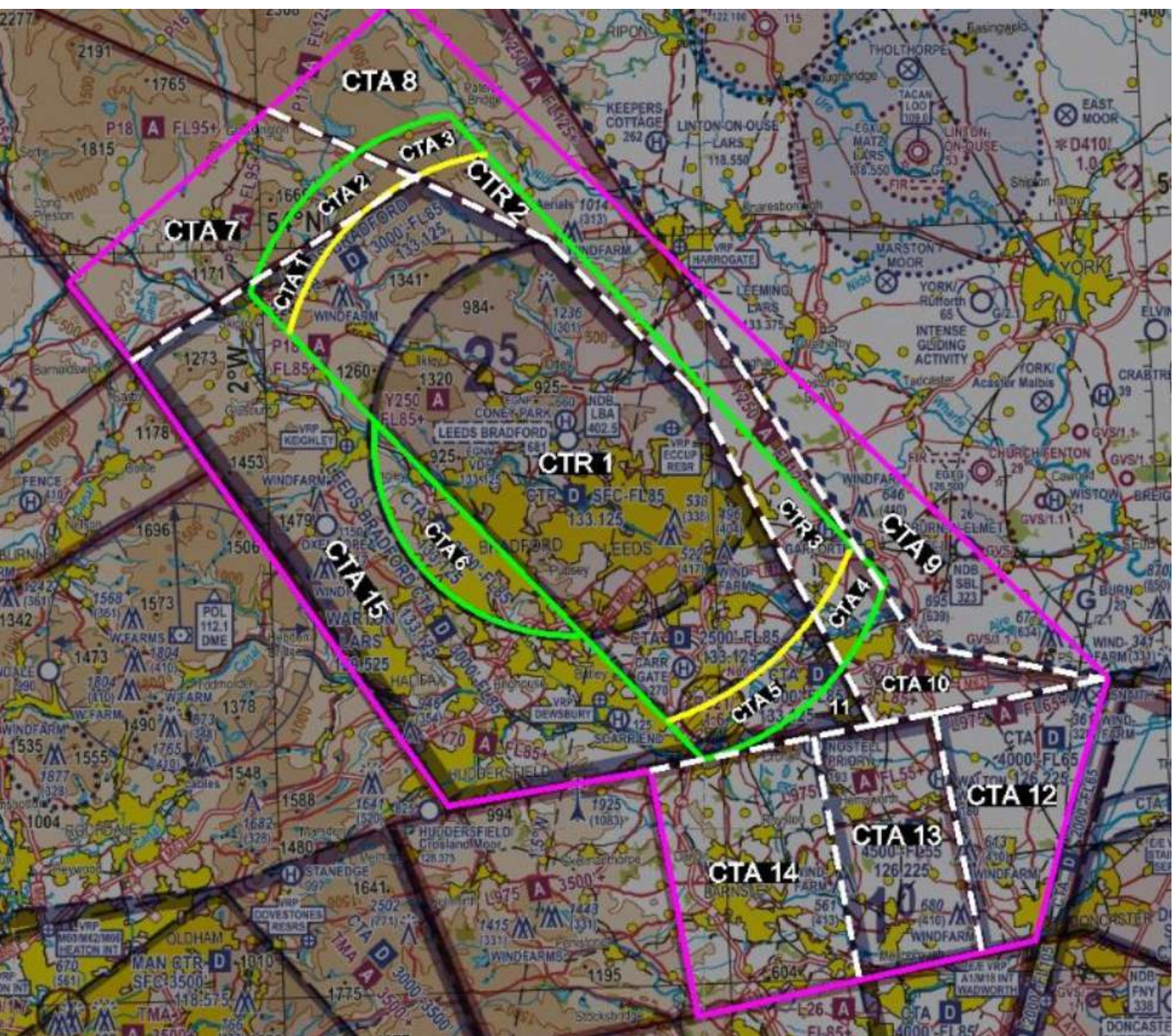


# Leeds Bradford Airspace Change Proposal Formal Club Response

The Club's formal response to the ACP was submitted on 21st August. It is reproduced here for your information. Please make your own objections, as detailed in Martin's Chairman's Chat. You should write your own objection letter, not just copy the letter opposite, and your points should complement those made here. Please remember to copy Martin (Chairman@dhpc.org ) into your response .

Keep excess emotions out of your objection - overly emotional submissions tend to be disregarded. The letter opposite will also be on the club website for reference.

"Annex A"





# The Dales Hang-gliding & Paragliding Club



LBA Consultation Response  
Osprey Consulting Services  
(by email)

Our Ref: DHPC/ACP/LBA 17/042

21st August 2017

Dear Sir,

## Leeds Bradford Airport Airspace Change Proposal (LBA ACP)

1. **General.** Thank you for giving us the opportunity to comment on the LBA ACP dated 14 Jul 17. For ease of reference a diagram showing the proposed new airspace is shown [at Annex A] opposite

### Hang gliding & Paragliding

2. **Principles.** The principles of hang gliding and paragliding are much the same as those for gliding. We do not use engines and are almost completely environmentally friendly, using rising air to stay aloft. The main difference is that we fly much more slowly and cannot cope with strong winds. We require a suitable hill from which to launch but our man-portable aircraft give us access to all such hills. Due to weight constraints we are not equipped with transponders or air band radios: we cannot enter controlled airspace. Although some winter flying takes place we are most active between March and October from 1000hrs - 1800hrs whenever weather conditions are suitable.

3. **Cross Country Flights.** Experienced pilots fly cross country and, because of our limited speed, this is generally downwind. The club's distance record is currently 194km (from Dodd Fell near Hawes) and flights of 100km+, lasting many hours are common. Paragliding is increasing in popularity both at National and local level: over the last 10 years the number of pilots flying cross country has doubled and their accumulated cross country distance has tripled. The diagram at Annex B illustrates some flights around LBA over recent years.

4. **Competitions.** Each year we offer up our sites for National competitions: most notably the British Paragliding Cup and the British Open Series (Hang-gliding).

5. **Social Media.** The weather conditions are critical for our sport, so when the weather is suitable pilots are prepared to travel long distances to take advantage. Messages are passed using Social Media often resulting in a large number of pilots, perhaps best described as a swarm, in one place at the same time.

6. **Our Club.** The (Yorkshire) Dales Hang gliding and Paragliding Club (DHPC) was established in 1975. The hills to the north of Leeds provide ideal launch sites. We have about 170 members, each with his own aircraft. Most members live in or near to the conurbations of Leeds or Bradford, but we also have members from across the North of England. We are affiliated to the British Hang Gliding and Paragliding Association (BHPA). So far this year our members have flown a total of 4,800km in the local area, with an average distance of 36km per flight.

7. **Other Clubs.** Since our flying is so similar in nature to that of gliders, we share their concerns about this ACP. Our members have reciprocal rights (we can use each other's sites) with other local clubs and many of our pilots are also members of other BHPA clubs; most notably the Derbyshire Soaring Club (DSC) and the Pennine Soaring Club (PSC). We support their concerns unreservedly.



## Safety

8. **Airspace Design.** Osprey CSL have themselves acknowledged that when designing airspace they do not consider the safety of those operating outside it. It is therefore down to other users to identify associated risks in order to assist the CAA in balancing the safety of those within controlled airspace with those outside it.

9. **Hang gliders & Paragliders.** Flying a paraglider cross country is difficult. The challenge is normally to fly as far as possible and the final destination is unknown. Like gliding, finding thermals and flying in them is essential to continued flight but, unlike gliders, paragliders have a very limited speed and poor glide ratio which makes searching for that elusive thermal more difficult. Their gliding range is much more limited. Height provides time for decision making and gives range so we always attempt to fly as high as we can – up to cloudbase which is typically 6,000' in the UK on a good day. Height equals safety. Over rugged terrain, with limited landing options, height becomes even more important. If height is limited by airspace then time spent searching for thermals, whilst maintaining a safe landing area, detracts from looking out for other aircraft that have also been forced down to this level.

10. **Harrogate Choke Point.** This area, prepared recently for FASVIG, is shown at Annex C. The proposal reduces the choke point (above 3,500') between LBA and the MATZ at Linton-on-Ouse by about a third. On a good day this area is already busy with Hang gliders, paragliders, sailplanes, GA and the military. Reducing it still further will concentrate traffic and increase the likelihood of a mid-air collision. Unlike CTA 9, there is no relaxation during the day and it is worth noting that CTA 8 (point 3) extends to the south of Garforth (see Annex A).

### General Objections

11. **Informal Consultation.** From our perspective the ACP has not changed significantly since we were first briefed at RAUWG on 16 Oct 14. Our experience is that whilst we have seen (more or less) the same presentation 6 times (mostly at RAUWG, where there has been limited detail and time for questions) our concerns have not been properly addressed. We documented our initial concerns in writing, and whilst there was talk of being invited to further meetings at LBA, this never materialised. The recent decision to raise the base of CTA 9 to FL55 between 0900 - 1800hrs makes little difference to us since it lies in the 'shadow' of CTA 8, which remains at 3,500'.

12. **Justification.** Since the ACP was first announced in 2014 the main justification appears to have switched from compliance with procedures, through to increased growth, through to the current claims of fuel savings and environmental concerns. We get the distinct impression that, rather than it being a well thought out plan, LBA are grasping any justification to support the commercial and political drive for airport expansion. The rushed publication of issue 2, with subsequent errors and omissions, has done little to allay our concerns. The Reportable Safety Events, which take up 8 pages of the proposal, appear to be of little relevance. More airspace will not stop human beings from making mistakes (Human Factors). Indeed more, especially complex, airspace is likely to result in an increase in incursions, which not only reduce safety margins but also destroy any predicted fuel savings.

13. **Arrivals.** We were told that one of the drivers for change was the need for compliance and that the CAA would not allow the airspace designers to increase descent angles. We note from a recent interview that Martin Rolfe, head of NATS, said, "We can have them descend more steeply than they currently do because modern aircraft are more capable than the types of aircraft that were in service when this airspace was originally designed." Perhaps more importantly the ACP comes at the same time as the government launches a discussion to shape the UK's aviation industry for the next 30 years. We suggest that it would be prudent to wait for the results of this consultation before proceeding.

14. **Growth figures.** The growth figures predicted in the ACP are, in our opinion, extremely optimistic. The CAA's own figures show a steady decline in aircraft movements; down from 67,000 in 2006 to 44,000 last year. Indeed Osprey's own figures also suggest a reduction in ATMs over the last 3 years. Although not specified in the ACP we have been led to believe from previous presentations that the figures in the ACP are based upon a document that is over 4 years old. In light of BREXIT and the recent downturn in the economy, we are sceptical of any such justification. Our request for further evidence was met with a response that the figures were 'commercial in confidence'. We note that Flybe have recently announced a reduction in their fleet.

15. **Maintaining Safety.** The ACP states that '(...) current operational issues are handled safely on a tactical basis by LBA ATC (...)'. If we accept that the growth figures (above) are flawed then safety can be maintained without

expanding the current airspace.

16. **Simplicity.** The laydown is very complex. The upper levels of airspace are of little relevance to us and we see no reason why CTAs 1, 2 and 3 could not be combined into one area; and then CT4 and 5 together into another. CTA10 is an unusual shape. Perhaps the wedge jutting out to the East could be merged with CTA 9 and the remainder with the tiny CTA 11. The 500' deep CTA 6 seems a little pointless. Any reduction in the number of areas would make it easier for pilots and controllers to understand and negotiate; and therefore safer.

#### **Specific Concerns**

17. **CTA 8.** Our main concern is CTA 8 in the north. Some of our best sites, Dodd & Wether Fell, (just south of Hawes) allow cross country flights, in a NW wind across the Vale of York and on towards the coast. Our site at Windbank (just south of Kettlewell) is similarly affected in a westerly wind. The ground under CTA 8 (proposed base 3,500') is extremely rugged and rises to 1,500' in places giving pilots very little time to search for thermals, whilst maintaining a safe landing area, let alone a look out for other aircraft that have also been forced down to this level. A diagram showing flights in this area is shown at Annex D.

18. **Military Control.** We find it particularly offensive that LBA themselves admit that they will not require CTAs 7 & 8 for 75% of the time, but that they intend to hand control to the military during those periods. That would effectively deny it to us, even when it isn't required. This does not meet with the CAAs policy of proportional airspace. We are told that this airspace is required for approaches to R/W 14 (in a SE wind). This is exactly the opposite direction to that in which we would use it.

19. **Revised Proposal.** Although any airspace below 6,000' will limit our operations, we respectfully request that consideration be given to lifting the base of CTA 8 to at least FL55 between the hours of 0900 – 1800hrs; as is already planned for CTA 9, even though R/W 32 is used more often than R/W 14.

20. **CTR 2 & CTA 3.** These areas also limit our activities as described above (CTA 8) but the effects are less severe because the areas are smaller and closer to existing airspace. Were the proposal to be amended to increase the base of CTA 8 during daylight hours, as we are requesting, then it may also be possible to raise the base of these areas to make for a smoother step down.

21. **Addingham Moorside.** We note that Addingham Moorside is listed as a consultee on p52 of the ACP. We assume that this relates to us since it is one of our sites, and we know of no other aerodrome or flying school in the area. The site currently sits under Class D airspace but our members can fly up to 3,000'. Under the proposal CTR 1 would be extended to cover this area and all flying activity at this site would cease. We already have a Letter of Agreement (LoA) with LBA to fly at Baildon and Ilkley Moor, and at the very least we would expect LBA to honour this agreement and extend it to Addingham Moorside and the existing corridor to Ilkley Moor.

#### **Conclusion**

22. **Airport Expansion.** Whilst we do not have the background knowledge to assess the requirements of the LBA ACP in detail, we are very sceptical of the proposed expansion. We are opposed, in principle, to any increase in airspace without hard proof that it is essential. We very much doubt the optimistic predictions for passenger numbers, when the recent trend has been downwards, and have yet to see any justification for an increase in aircraft movements. Over-enthusiastic airport authorities do not have a monopoly on airspace and should not be allowed the grab more than they genuinely need.

23. **Safety outside controlled airspace.** We trust that the CAA will balance the need for controlled airspace against the rights of individuals, who cannot access this airspace, to continue flying safely outside it. Our sport is environmentally friendly and we treasure our right to fly over this area of outstanding natural beauty.

24. **Counter Proposal.** We request that the base of CTA 8 be raised to at least FL55 between the hours of 0900 – 1800hrs, and seek confirmation that Addingham Moorside, and the corridor to Ilkley Moor, are still included in our existing LoA.

Yours faithfully,

[Signed electronically]

Martin Baxter, Chairman



# 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. 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,

# EYE CANDY FOR CLOUD LOVERS

Rocky Mountain Incus



Photo: Eleanor Oyen

Reproduced with kind permission

## PWC - Ecuador



### PWCA Live

Ulric Jessop Sports

PEGI 3

★★★★★ 2

Add to Wishlist

£2.59 Buy

It's the PWC in Ecuador  
28 Oct - 4th November.

There's now an app for  
you to follow it on your  
phone, if you're that way  
inclined. Being on the  
other side of the world, it  
won't interfere with you  
watching your mates on  
L24 in Bir!





# DIARY DATES 2017/18

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](mailto:skywords@dhpc.org.uk)

Date	Event	Website
Oct 28 - Nov 4	PWC Ecuador	<a href="http://www.pwca.org/view/tour">http://www.pwca.org/view/tour</a>
Nov 2	DHPC Club night - Making the grade	
Nov 16 - 19	Kendal Mountain Festival	<a href="http://www.mountainfest.co.uk">www.mountainfest.co.uk</a>
Dec 7	DHPC AGM - free beer	

## 2018

Olympic Council of Asia has included paragliding in 18th Asian Games (32 Olympic + 8 non-Olympic sports)

Jan 9 - 21	2017 PG World Cup Superfinal, Roldanillo, Colombia	<a href="http://www.pwca.org">www.pwca.org</a>
Jan 11	DHPC Club night - film comp	
Feb 1	DHPC Club night - Ask the Panel	
Feb 17 - 24	PWC Australia, Bright	<a href="http://pwca.org/node/36948">http://pwca.org/node/36948</a>
Feb 28	DHPC Reserve Repack	St Mary's, Menston
Mar 10th	Farmers' Dinner	Boar's Head, Long Preston
Apr 5	DHPC Club night - Tales from North of the Border	
Apr 14 - 21	PWC Brazil, Castelo	
May	Kossen Super Festival	
May 4 - 7	BP Cup - 1st round - Pennines	
June	777 Fly Further	
June	Buttermere Bash	
Jun 23 - 30	PWC Italy, Gemona	
Jun 24 - 30	BP Cup 2nd round, Krushevo Macedonia	
July	Lakes Charity Classic	
Jul 8 - 21	20th FAI European Hang Gliding Champs	Krushevo, Macedonia
Jul 14 - 28	15th FAI European Paragliding Championship	Montalegre, Portugal
Aug 8 - 12	BP Cup 3rd round, Peaks	
Aug 18 - 25	PWC Bulgaria, Sopot	
Sep 8 - 15	PWC Turkey, Aksaray	



## Parabollox - or Parafact

Stalling Busk and the Right to Roam Act.

It's true - a meeting of ramblers in the tiny hamlet led eventually to the Right to Roam! Many thanks to Sara Spillet for this snippet.

Send your contribution to: [skywords@dhpc.org.uk](mailto:skywords@dhpc.org.uk)

## Cruciverbalist Clue

Most memorable experience could be Helvellyn.

Answer: High Spot