

The Dales Hang Gliding and Paragliding Club

CLUB RADIO FREQUENCY 143.850Hz



Skyywords

www.dhpc.org.uk

April 2016

Pete, I don't think we're in
Wharfedale anymore

I'll check the map

Yeah we're fine, Otley's just over that
hill. We'll just be in time for Alex's
talk at the club night on April 7th.



Martin Baxter

CHAIRMAN'S CHAT – April 2016

During last month's committee meeting the subject of non-members came up.

The whole idea of a club is to pool resources and work together for the good and benefit of all members. Grouping together like this makes us stronger and gives us a louder voice; but it also means that we all have to compromise.

The committee will testify that, like the rest of us, I get grumpy if I don't get my own way. But I hope that I don't 'throw my teddy in the corner' and stomp off in a huff about it. If I did then I think that I would probably be the loser in the long run.

It's probably worse in our sport, because we like to think of ourselves as 'free flyers' limited only by the elements: 'free as a bird.' But in reality we need sites, airspace, safe equipment, training, insurance, etc. And, as with everything else in life, that requires money. So, as a paid up club member, I find the attitude of non-members, who fly without contributing, quite selfish.

But the question is how to deal with them?

When time allows I always try to introduce myself to as many people as I can on the hill. After all the more phone numbers you have; the better the chance of a retrieve! As I approach non-members I can see them thinking, 'Oh no, here comes trouble', but I never ask pilots to leave a hill, and I try to keep the conversation light. Some of them are excellent pilots and any opinion about the local flying conditions (or farmers) is always useful. The exception would probably be someone flying without a helmet: it's so obvious; and such a bad example to set to novices.

If they volunteer the information that they are not members I might venture to ask them what their reasons are for not joining. Actually, as chairman, I am genuinely interested in their views of how we might improve things for everybody. Tell me what we are doing wrong? For insurance reasons the club can only accept BHPA members, so common excuses are:

'It's too expensive.' (Compared with the cost of your wing?)

'I found cheaper insurance elsewhere.' (It won't provide the same level of cover.)

'I don't fly much these days'. (Don't ever risk flying without insurance.)

'Skywings is rubbish.' (For £1.22 per copy?)

'I never go to club nights.' (Compromise; don't be selfish.)

'I can get all the safety information from the web.' (It has to be paid for by someone, so you're a leech.)

'I don't agree with the sites fund.' (Compromise, don't be selfish.)

'It's all too political.' (I agree! As Winston Churchill said "*Democracy is the worst form of government, except for all the others*".)

But thankfully non-members are mercifully few. When you meet them on the hill talk to them, keep the conversation light; and perhaps one day they too will see the light.

Fly safely,

Martin Baxter, Chairman.

We welcome new member [Martin Bumford](#). We hope you find us approachable, friendly, talkative and helpful



CLUB COACHES



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

Name	HG/PG	Location	Phone (+0)	Email address	Availability
Trevor Birkbeck	HG	Ripon	1765658486	trev.birkbeck@gmail.com	Various
Steve Mann	HG/PG	Kirkby Malzeard	1765650374	stev.andbex@btinternet.com	Weekends
Kevin Gay	HG	Ripon	7794950856	kray@talktalk.net	Various
Ed Cleasby SC/ CC	PG	Ingleton	7808394895	xcflight@gmail.com	Various
Rob Burtenshaw SC	PG	Oxenhope	7747721116	burtenshaw@fsmail.net	Sun and various
Peter Balmforth	PG	Leeds	7714213339	peter.balmforth@ntlworld.com	Weekends
David Brown	PG	Ingleton	7757333480	d.brown208@btinternet.com	Various
Alex Colbeck	PG	Harrogate	7717707632	alexcolbeck@gmail.com	Weekends
Kate Rawlinson	PG	Colne	7976510272	katerawlinson@hotmail.co.uk	W/e & school hols
Kevin McLoughlin	PG	Lancaster	7767652233	kevin-mcloughlin@hotmail.com	Weekends
Martin Baxter	PG	Wetherby	7775785479	mrbaxter@hotmail.co.uk	Weekdays
Toby Briggs	PG	Pateley Bridge	7582156471	tobybriggs@btopenworld.com	Various
Fred Winstanley	PG	Higher Bentham	7770741958	fredwinstanley@sky.com	Various
Richard Shirt	PG	York	7786707424	rshirt@advaoptical.com	Weekends
Simon Goodman	PG	Leeds	7720061200	simon.goodman@talktalk.net	Various
Andy Byrom	PG	Skipton	7796421890	andy.active@unicombox.co.uk	Weekends
Dave Coulthard	PG	Leeds	7595895149	d.coulthard2@ntlworld.com	Weekends
Sean Hodgson	PG	Haworth	7999606084	sean@ogi.me.uk	Various
David May	PG	Ilkley	7928318219	dav.may@gmail.com	W/e & various
Chris Williams	PG	Spain/Preston	7973222713	stayhigh@btinternet.com	Occasional UK

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

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

Ed Cleasby
DHPC Chief Coach/Senior Coach
January 2016

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

There is more detail on coaching within the club on the website.

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



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



Ed's Coaching Column ~ some loose ends

XCleague rules ...OK!

Recently I received a couple of emails and a few forum comments about flights from one area scoring in several other clubs' leagues. Basically, along the lines of "you can't do that", or "it isn't fair"! For example, a scoring xcleague flight from Whernside can score in the Cumbrian, Northumbrian, Dales club league and possibly a few others where I haven't checked their boundaries - if they have any. If you haven't checked the Dales club boundaries (it's on the xcleague website under each participating club). Here's how it works.

To score in several club leagues you need:

- To be a full member. Many people are members of several clubs.
- To have a take off that is within their stipulated boundary. The league software decides what qualifies as within a club area (not you) and it also hold details of your clubs (and checks your membership is current).
- Small flights may have to also conform to whatever that club sets as their minimum flight criteria.
- You are pilot rated (unless deemed to be under coaching guidance not easy to prove).
- You don't breach airspace or any club xc rules deemed important to the security of that site.

Shown below are the xcleague area maps for Cumbria and the Dales. You'll notice two things. Firstly, the complexity of the Cumbria area against the very simple Dales map. It's historical and I'll come to that later for those who keep reading. Secondly, the large area of overlap. There is also a Northumbria map (or isn't if you check) because essentially it covers the whole of the UK as they have stipulated **anywhere and everywhere** as qualifying for their league. They are 'travellers' so deem it suits their needs best, and that's fine. Because of the geographical position of some clubs (limited sites, mostly costal, xc limitations like airspace) some clubs feel it better to enlarge their qualifying area.



So why does the Lakes map look so complex? Firstly, it only loosely follows the county boundary and to its east it encompasses what were, long ago, sites administered by the Cumbria club. The county boundary idea is a bit of a red herring where the xcleague is concerned – it doesn't work that way, so don't assume a club name refers to a county boundary. Back to long ago - when dinosaurs ruled the earth and I was a hard-pressed Cumbria sites officer. Basically, there were too many sites spread far and wide for one man to administer. Nowadays, sites work gets split between a number of people, it wasn't the case then.

Included in those Cumbria sites were:

Cross Fell - I hived this off to the Northumbrians as they flew it the most and valued it a lot;

Tailbridge – this one went to the Dales Club;

Brantside – also to the Dales Club;

Whernside – likewise to the Dales Club.

However, although I hived off the sites for other clubs to look after, Cumbria retained the sites as qualifying within their xcleague—for the simple reason that they offer excellent xc potential, and with Whernside the longest possible flight to the west coast. Whernside is especially interesting if you study the map closely, because the boundary lines actually splits it into three sections. Take off at the south end and you only qualify for the Dales (and Northumbria if a member), the centre section Dales, Cumbria and Northumbria and the north section again only Dales and Northumbria. You either have to know exactly the boundary points from experience OR you can adjust your start point on your tracklog.

It may seem very complicated unless you know but it's not that bad really and for those multi-clubbers it may make more sense than thinking interlopers have snuck flights into your area.

BHPA Instructor/Coach Newsletter conference - March 2016

All coaches should have received a copy of the above BHPA Newsletter, let me know if you haven't and I'll add a copy /link to our website. If you're not a coach you won't probably have seen, but as it contains useful information I'll put the salient points below that most affect us at club level.

Coaching licence renewals: the current (old) system was that I countersign coach renewals as membership becomes due each year. I liked it this way as it was a sort of QC on the coaches we have but I could see it being a bit of a pain getting hold of me to do so or posting on to me. I was against self-certification of renewals, but we seem to have a sensible compromise coming into place. Therefore, **IN FUTURE**, all that coaches will need from me is an email that confirms I am happy for the renewal to take place. When you request a renewal email a brief outline of what coaching you carried out over the past year would be useful. Should I not be available the fallback renewal email will be from the Chairman or Safety Officer. I will retain a veto.

Post CP training and coaching: When complete this will have three layers:

Foundation (10hrs – post CP),

Development (Pilot rated), and

Performance (AP rated).

This will be known as the Pilot Development Structure (PDS)

Currently only the **Foundation layer** is ready to be rolled out and has been explained to anyone attending recent coaching courses, for trialling and feedback. (Personally, I would rather this had also involved a wider range of clubs with an option to be part of the trial as opposed to just those attending recent coaching courses). Again, all coaches will find more details in the BHPA mailing of the Foundation layer. I can make the info more widely available via our website under coaching if required.

Resources for coaching days: Some material which I still need to look through in detail is available from the BHPA. I may make use of this as part of 'inside' coaching session

Safety material./statistics: I'll leave this to David May who attended the course to disseminate as he feels best.

Exams success

At least five people with another pending have successfully passed their Pilot rating exam. I won't name them but they can be found via the website. Well done to you all now you can really go xc this season.

The coming season

March has continued where February left off, fairly dry and with some decent flying to be had, although it's turning a bit naff for Easter. Getting the right choice of site is often the key to a great day or a wasted journey. I have the luxury (or conundrum) of whether it's a Dales or a Lakes' day. Do I turn left or right out of my drive? That may sound a bit odd, but many times it turns out that one is good whilst the other is poor not always, but as a general rule they seem to work that way. I work in Windermere, but live on the edge of the Dales, so my drive to and from work really shows up the differences in weather it can be so different in terms of wind strength, cloudbase, thermal activity etc. Choosing the right site for the day is the Holy Grail of paragliding and no one gets it right all the time. My only advice is get to know what other folk in other places are thinking use their websites, use weather webcams, get into a Whatsapp group, call/text people, study the forecasts in great detail but, above all it comes down to experience and a gut feeling. Sometimes you have to go on a hunch. Do you sit at home under thick mist, when 30 miles away there are fluffy clouds and pilots doing great flights?

I'm just glad the price of fuel has come down for now. Enjoy it.

EC

Craven Herald & Pioneer



Mar 7 2016

RAF planes flying at low altitude through a Yorkshire Dales valley came within 200ft of colliding with a paraglider in a very rapid spin, an inquiry has concluded.

Air safety chiefs found a pair of two-seater turbo prop Tucanos nearly hit the lightweight, foot-launched glider aircraft partly because they were focusing on flying at 45 degrees from one another, in a "fighting wing" formation.

The UK Airprox Board has rated the incident as among the more serious it investigated last year, and said the RAF aircraft, flying at 276mph, came so close to the paraglider that safety could have been compromised.

The independent board, which examines mid-air near misses, stated the RAF planes had been flying near the mountains of Wherside, Ingleborough and Pen-y-ghent shortly after 11am on September 17 when they encountered the adventure sport enthusiast 250ft above the ground.

The inquiry heard the first time the Tucanos, which are operated from No 1 Flying Training School, at RAF Linton-on-Ouse, near Thirsk, to provide basic fast-jet training to RAF and Royal Navy pilots, became aware of the paraglider was when a student pilot noticed "something going past rapidly on the right-hand side".

The report found none of the four crew in the Tucanos saw the paraglider until it was too late to take evasive action and one of the Tucano pilots had used the very rapid spin rate of the paraglider in his peripheral vision to assess the separation as "close".

While the Tucano instructor pilot assessed the risk of collision as "high" and said overcast conditions could have made it harder to see the hobby aircraft, the report stated the investigators had been unable to trace the paraglider pilot.

RAF chiefs said as the pilots should have anticipated such an incident as the area was regularly used for low-level military training and by hang-gliding enthusiasts.

The board concluded: "The onus was on the Tucano formation to give way to the paraglider, and that the cause was that the Tucano pilots had seen the paraglider too late to increase separation, effectively a non-sighting.

"Discussing the risk, members were convinced that the Tucano pilot's description of rapid 'spin-rate' as the paraglider passed meant that safety margins had been much reduced below normal."



David May—Safety Officer DHPC Repack



The annual DHPC repack was held in St. Marys School in Menston on Sat Mar 12 between 11am and 3pm. We had 35 people attend which was a great turnout, especially as it was a flyable day and I wasn't sure if we would get through everyone in time. But there was no need to worry and in the end we were out by 2:30pm. A huge thanks to Bill Morris for his excellent guidance and initial presentation - if you arrived late you will have missed this part of the day which was very interesting and took a lot of the mystery out of the repack process.

All in all the day was a great success and everyone left happy in the knowledge that their reserve is ready for the 2016 season.

Hopefully it won't be needed.



Would you trust one of this lot to pack your reserve!?



David May—Safety Officer Spring Thermals—Be aware

It is now getting flyable at last!

The time has come to warn newcomers that spring thermals can be **rough**, and that particular care is needed when flying near to the hill on cold, clear bright days. These days are when the condition of the air favours small, fast moving thermals that can tip your glider to angles that you may not have flown at before.

Avoiding the technicalities of thermal formation and behaviour you must be aware of the following:

When a bubble of air starts to rise, a circulation is set up in its outer “skin” by the combination of friction between the rising air and the air surrounding it and convection caused by the warm thermal being cooled by contact with the cooler air around it.

In addition, as the warm air rises, cooler air descends to replace it. Thus, loosely speaking, there are three areas to concern us.

- A. In the middle where the air is rising
- B. Around the edges of a thermal, where the air is turbulent and where the circulation causes the net upward flow to be much less than in the core
- C. Where the airflow is downwards.

So, when you fly along a radius into a thermal that is ‘out in space’ you will usually feel sink first, followed by the turbulence with some lift then the really useful up flowing air in the middle.

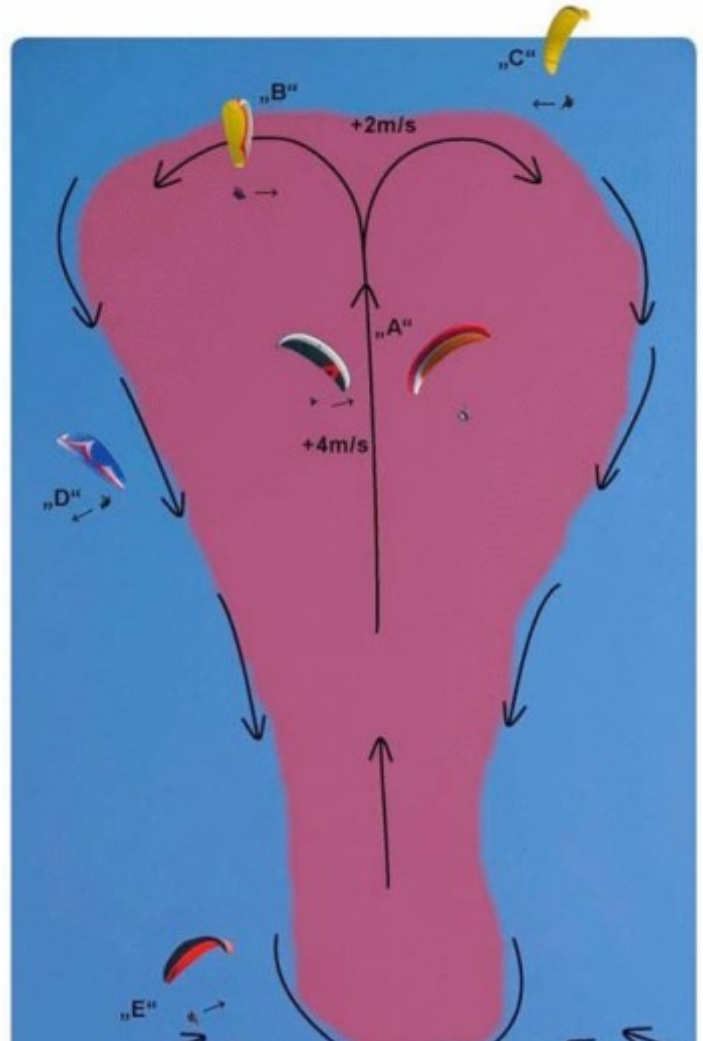
What happens when this thermal moves up the face of a hill. The shape will probably be distorted from that shown in the diagram and depending on the gradient of the hill, the thermal may break away from the face part way up.

In the occasional extreme case, we can have a situation where the circulation at the ridge side of the thermal may be augmented by downward flowing air being sucked into the bottom.

When the thermal is large, your glider may be wholly or mainly in one of the regions A, B or C with a fairly gentle transition from one to the other. When the thermals are small your glider may span all three of these regions.

If you are flying close to the ridge and you pass tangentially through a thermal, as shown above, your glider will be tipped violently towards the hill. Even if there is no down flow between the thermal and the hill, the first time you experience strong lift under one wing tipping you towards the ridge you will probably wish you had tried golf instead.

This information was shamelessly plagiarized from the Pennine Soaring Club site where it was in turn condensed from articles by John Klunder, Bill Walmsley and Jonathan Gill.



Safety Articles

A new series—with thanks to Flybubble

No 1—Stance

There are no new lessons under the sun or so the saying goes and when it comes to safety in free flying it may very well be true. So I've been searching the internet for articles on various aspects of safety in our sport with a view to running them over the year in the magazine. Some of it you will know already, some may be new: whatever the case it's no harm to repeat the message - the point is to share the knowledge and hopefully avoid having to learn everything the hard way ... which can be very hard indeed

The first of the articles is from the FlyBubble team (<http://www.flybubble.com>). This is an excellent source of educational articles and videos and they have kindly given us permission to reproduce them.

DM

It looks cool, to just step gently off the hill, tip back into your pod and swoop off, inches from the grass. There is a hidden danger in this bad habit, one which will only show its teeth when launching into unexpected turbulence.

The simple fact is, you cannot land on your bum. It's no joke. My next door neighbour was paralysed by doing this. Sat down too early in his seat on launch, clipped a rock in the grass. If he'd kept his legs down, he'd have walked away from it.

Your best landing gear is a pair of legs, in the Parachute Landing Fall position – dangling straight down beneath you. Doesn't it make sense to keep them there whenever you are close to the ground? This simple habit will change 'unexpected turbulence' into 'expected turbulence'.



^ Good launch position demonstrated by Flybubble Team Pilot, Paul Watts

During the launch, the right stance to adopt is with your chest ahead of the karabiners, looking where you are go-

ing, with your arms swept back. In light wind, to get maximum running speed it's often more comfortable to drop your head slightly until you lift off.

Critics of this technique say you'll fall on your face. They don't understand how the technique works. If the wing goes soft, you carry the weight on your legs: you're still in a balanced position. As the wing lifts you let it carry more of your weight.

If you want to see where the wing is, look to the sides, to the wingtips. The further forward you lean, the easier it is to see to the sides. There is no point in checking the centre of the wing by looking straight up. The centre gives you no information (it's just there), and when you stand up to look you take the loading off the wing so it decelerates and begins to drop back. The lack of loading increases the chance of the wing collapsing. The harness rides up and the leg straps wedge themselves in your groin, making it very difficult to get into the harness when flying.

If your chest is ahead of the karabiners, your leg straps will be loose, allowing freedom of movement. When done correctly, you'll have uncomfortable pressure on your ribs from the chest strap, and on your biceps from the risers. After an hour of practising launch runs, you'll have some bruises there. Great! You're doing it right.

The advantage of this stance is that it gives you continuous balance, so you don't upset the wing by being rotated around the pivot point of the karabiners and trying to balance on the brakes.

Article by Greg Hamerton
<http://www.flybubble.co.uk/articles/page/1092>

See how this works in this short video: <https://youtu.be/aX2W1RV7aAU>



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Rosie Darwood Social Secretary—March Club Night Report

“So if it’s a five star day, phone work... no, don't phone.. email work.. or F*** it don't do anything just GO”

This was always going to be an entertaining talk and the opening video mix of flying set to a Prodigy theme tune certainly woke up a few of the sleeper Dales pilots.

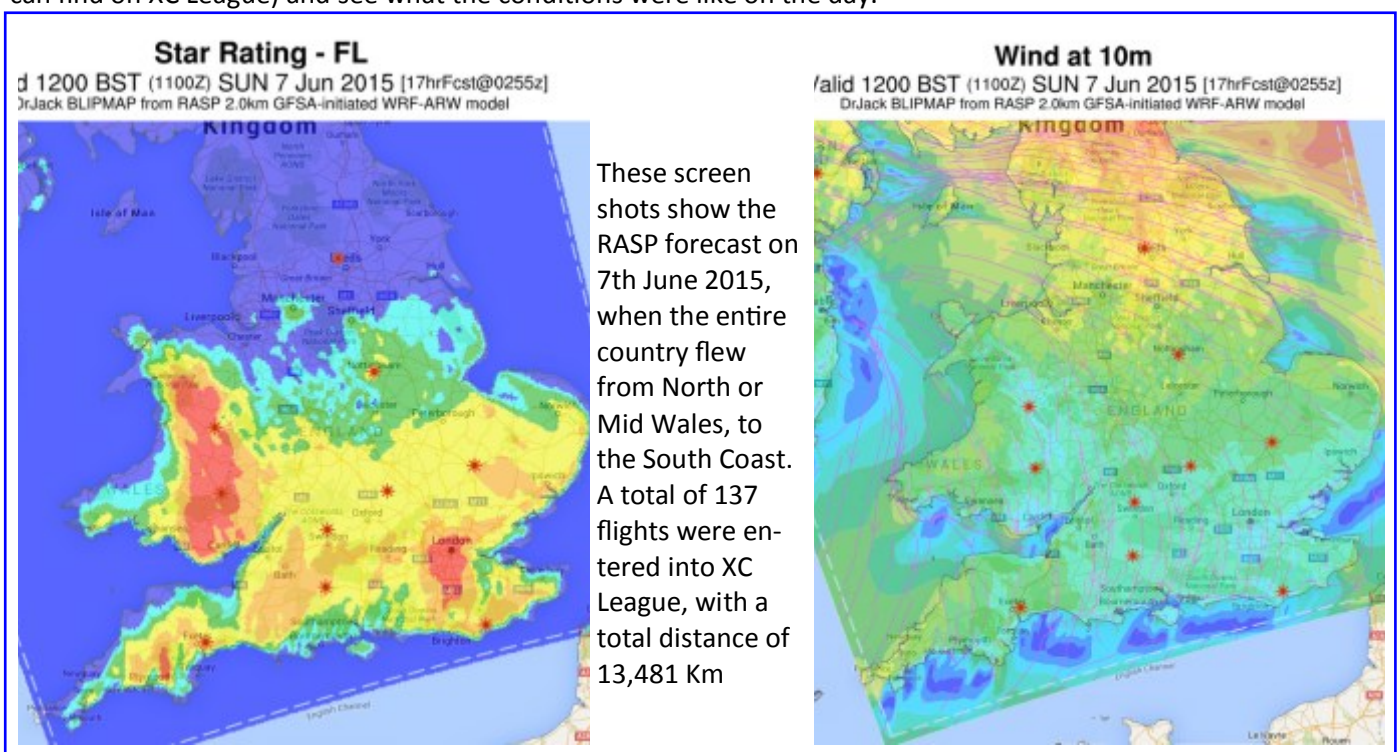
For those who don't know Barney Woodhead is something of a legend.

A Pennines pilot, he has been flying for 8 years. During that time he has competed at the highest level, held various xc records and has been in the top ten on the XC league for the last 5 years. He is no less well known for his radio banter. The focus of this talk however, was how he, with his group of flying buddies, the so-called “Pennine posse”, persistently achieve the sort of consistent long-distance cross-country flying us mere mortals only dream of. Its about being in the right place at the right time and achieving consistent results. So how do they do it?

It turns out it is a lot of hard work. I don't mean that in a negative way, but more a reflection of their dedication. Barney illustrated the amount of preparation they will put into a cross-country flight way before they reach the hill.

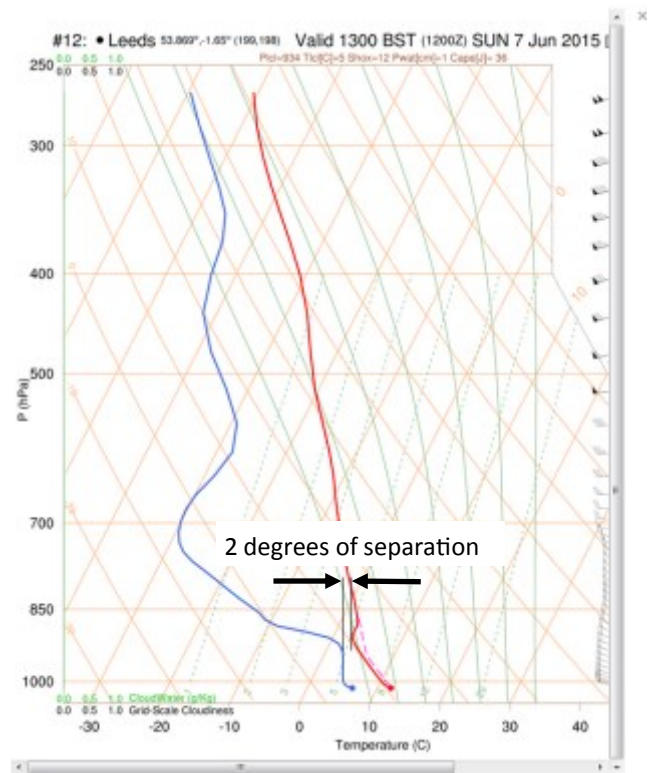
One of the major aspects of this is clearly looking at the weather. Whilst this was not primarily a weather-based talk (“that would be boring”) it was interesting to hear what websites and information he used. Most websites use the global forecasting system (GFS). XC weather (xcweather.co.uk) and RASP (<http://rasp.inn.leedsmet.ac.uk>) are sites most pilots are familiar with, but Barney also recommended looking at the synoptic charts and sat24 (<http://en-sat.com/en>) together to allow you to look at what is happening as the weather approaches. In other words if a cold front is approaching and you suspect (hope!) this will lead to good flying conditions afterwards - look on sat24 to see what is happening behind the cold front now.

He also mentioned two top RASP tips. Firstly, look back at RASP for one of the great flying days last year (which you can find on XC League) and see what the conditions were like on the day.



Secondly, he encouraged us to use the “soundings” - sailplane pilots say 2-3 degrees of separation between the blue dewpoint line and the red ELR line means there will be 3/8 cloud cover - which is apparently perfect for xc. I could feel a few eyes glazing over at the mention of lapse rate but fresh from having sat my exam last weekend I was at a definite advantage. Learning the weather is obviously a key skill and I suspect the more you put in the more you get out. Another piece of advice was to still look at the weather when you’re not flying (something I find hard, especially if I know other people are out and I can’t go!) to help you learn.

Beyond the weather another key website used for route planning was xcplanner (<https://xcplanner.appspot.com>), which I suspect many pilots would be familiar with. The tabs on the right hand side also allow you to display airspace (below various altitudes) and estimated route time based on you xc speed. Finally, but also importantly, was finding out about current NOTAMs and airspace restrictions (<http://notaminfo.com/ukmap>) - illustrated by a tale of a pilot flying into a Red Arrows display after a long xc!



Within their group each person has a different strength and focus (weather, checking NOTAMs, keeping the group together (cohesion), inspiring dreams and ideas, enthusiasm) although they will all overlap. I was pleased to hear that enthusiasm was a valid skill! One of their key philosophies was the idea of “open source collective grey matter” - i.e. sharing ideas and experience so you can all benefit. This is valid both on the ground (pre-flight planning) and in the air - in a PWC comp the lead gaggle will never go down because of the collective thousands of hours experience sharing the decision making.

This philosophy evidently works - there were several references to an awesome 187km flight they did from Milk Hill - and the £195 taxi journey back home!

It was interesting despite Barney’s wealth of experience he still admitted to “shitting himself” in some thermals - and emphasised the importance of then relaxing on glide - have a snack, talk on the radio (!), chill for a bit.

More top tips followed - think about what puts you down on the ground - needing a pee, food, thirst, tiredness, boredom (really! I can’t imagine that - but then I did 4hours ridge soaring at Tailbridge so maybe I’m just odd) - he didn't mention the cold though which does make me land. Incidentally apparently spending hours ridge soaring is a recognised method for improving your endurance.

Positivity is vital - particularly when you’re low. Remember there are more thermals near the ground (before they join together higher up)! Barney reported saves from as low as 13m!

One of the interesting and more pertinent tips was to invest in yourself not your kit. In other words splashing out on an SIV or cross-country course rather than a new vario or new wing.

Remembering why you fly can be key - back to that Jocky phrase of “the best pilots are the ones having the most fun”, although Barney mentioned that goal-setting was also important. Its interesting when you speak to the top pilots the same themes recur again and again. One reason for setting goals was to push yourself through the uncomfortable bits when you might otherwise just land. Barney was at his most animated when talking about Scotland - and sharing with us his dream flight and goals. Good luck Barney - they sound amazing.

All in all a great talk with plenty of inspiration and tips for the coming season.

Barney has generously declined expenses but would welcome donations to Lancashire Air Ambulance (<https://nwaa.net>).

NEXT MONTH: Alex Colby “Twisted - a beginners guide to Acro” Thursday 7th April.

DHPC MUGS OF 2015



The hang gliding / paragliding fraternity's must have accessory! Can be used to impress your mates at work, or at home to justify all those hours you spend away from your loved ones. What more proof do you need that your obsession pays dividends. These mugs can't be just bought, but have to be earned.

The mugs were introduced last year and are awarded based on XC distances for the full year, from Dales sites.

They are awarded to pilots for the first time they achieve each distance (so you will never win 2 100k mugs for instance, unless of course you are named Kevin McLoughlin who now seems to have achieved this feat). Any queries to the Comp Sec, Simon Goodman!

If you haven't won one yet, you could aim to win one for each distance, working your way up through each category in the coming years!

Congratulations to all DHPC XC mug winners, 2015!

500k "I flew further than everyone else"

Jake Herbert

300k "I flew a very very long way"

Phil Wallbank

200k "I flew a very long way"

Ed Cleasby

100k "I flew a long way"

Dave Smart, Chris Fountain, Pete Darwood, Tim Oliver, Kevin McLoughlin, Gary Stenhouse

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

David May, Gary Senior

WEATHER PROSPECTS



April 2016 : Another Cool, Showery Month

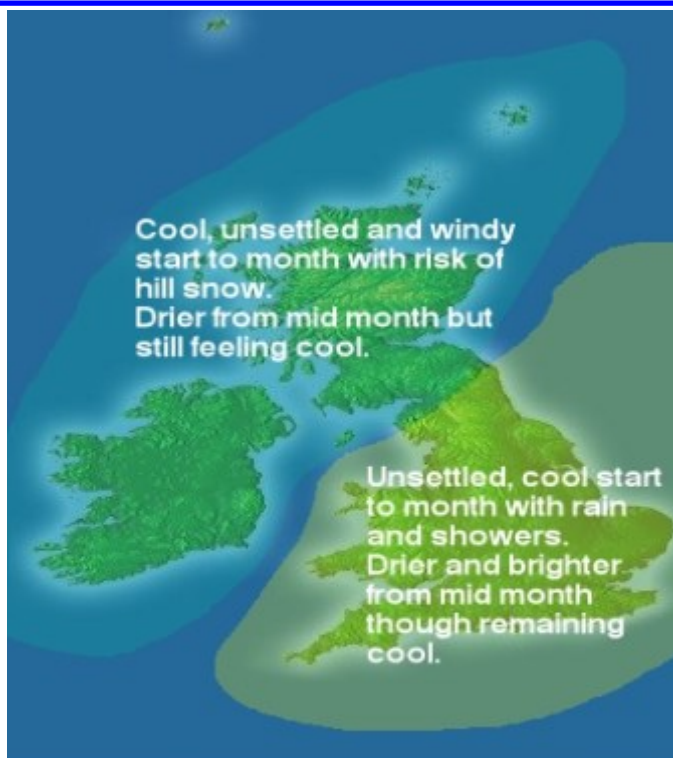
Issued : Mar 24 2016

Forecast

The cooler than average Spring season is expected to continue into April for 2016.

Unsettled, cool and wet for the first part of the month with further hill snow for Scotland.

A change mid month with high pressure returning, however the position is expected to be Northwest of the UK which will bring drier weather but we expect temperatures to remain cool into May.



April 2016
Forecast

metcheck

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E-mail: chris@paraglidespain.com
www.paraglidespain.com

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

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

The Farmers' Dinner 2016

The important social occasion of this year is, as always, the "Farmers' Dinner" when we invite all our farming friends whose continued support in allowing us to fly from their hills is so important to our hang gliding and paragliding activities – so, apart from the odd time when we meet on the hills, it is a great pleasure to get together with our farming friends for a whole evening.

There was a reasonable attendance as more club members were able to be there this year; totalling 44 persons in all. The farmers (18 in all) included Roger and Muriel Lambert from Semer Water, David and Christine Lambert, also from Semer Water, Len and Kathryn Cloughton from Stags Fell, Albert and Irene Sunter from Dodd Fell, Alwyn and Marjorie Spence from Addleborough, David Plewes and Rosemarie Clarke from Great Whernside, David and Rosemary Airey from Cowling, Denis and Margaret Iveson and Robin and Anita Hall. Cliff and Debbie Allen of Wether Fell could not be there due to a prior engagement and we also missed having the Dodds from Wind-bank in attendance.



This year we returned to the venue as last year - the Devonshire Arms at Cracoe for our Dales Club celebration. This is where we began this event some thirty five years ago. The public house was run by different staff from 2015 but the food was good and the portions generous, which suits a greedy pig like me! At the request of the Farmers a mixed seating plan was worked out and put into practice by Kate (Lindsay) mixing up Farmers and Pilots. This new format appeared to go down well.

Balloons and other flying toys were rampant, as per normal (a tradition started by great club member, Keith Cockroft). After the meal we had the customary raffle prizes, with raffle tickets kindly hawked around by Alison and a member of staff, Donna.

Kate (Lindsay) organised the raffle prizes including a quad-copter Drone, a dual hang gliding experience courtesy of Kevin Gay and a unique piece of glass work by Magda Gay.

Chairing the evening for the Club was Martin Baxter, so all went pretty smoothly! A returning feature (at the Farmers' request a year ago) was the presentation of flying trophies to those recipients who were present. Members there to receive trophies included myself for the HG XC shield and Founders trophy (I was the only entry as Tony Fillingham who was flying all over the place couldn't enter his flights in the PG run league as he

Professor of the

DARK ARTS

required



Tony Pickering is hanging up his abacus at the end of this year. We therefore need someone to take up the role of Club Treasurer. So, if you feel that you can add up (mainly), subtract (a little), and pull the wool over the rest of the committees' eyes, you'll be a shoe in.

Tony is leaving the accounts in a healthy state. The duties are clearly important, though not massively onerous. If you would like to know more, or demonstrate some interest, contact either:

Martin Baxter (Chairman)

mrbaxter@hotmail.co.uk , or

anthonypaulpickering@hotmail.com

For an informal chat about what will be required.

didn't then have his Pilot licence), Pete and Rosie Darwood for three awards of the Northern PG trophy, Cock of the Dales (won jointly) and the PG 100K XC Challenge, Helen Setnicka-Zambas for the Cockroft Cup (most improved pilot), Kerim Jasper-son for the Fairbrother Cup (Pilots pilot), Pete Johnson for the Mark Sellen Cup (services to the club) and finally, David May for both the Active Edge PG Cup (best 1st XC) and the best Skywords Article award ('No passport required'— in the October edition). A full trophy board is presented opposite!

Tony Pickering showed a short film—"Beauty of Paragliding" (<https://www.youtube.com/watch?v=LLgbWMPi5I0>) which was well received, and showed some still photographs of flying sites taken by Sara Spillet. The farmers loved the shots of their land from the air, and it was agreed at the next committee meeting that we should present hard copy of the relevant photos to the farmer, via the site officers.

The Dinner went very well and we understand it is much appreciated by the Farmers. It was a pleasure for the Club to be able to say thank you to them all as where would we be without their continuing support?

In order to provide some enjoyment during the formal part of the evening, all present made an estimate of the length of time that we would be subjected to Martin's speech for. It turned out to be ridiculously short at just 6 minutes—compared to his normal gobbiness. There was a bottle of wine as the prize for the closest, which this year was won by one of the farmer's wives.

Pete Johnson carried out the most important function of driving the Farmers minibus from and back to the Hawes area – last year, this task was taken on by Ed Cleasby as Pete was away at a comp. A few of us stayed at the Devonshire Arms including Kate and myself, Tony Fillingham and Alison, Martin Baxter and Karen. Gary and Cath Senior, who stayed in the pub last year, stopped in digs just round the corner, sounded like a good choice.

In summation, an excellent evening function enjoyed by all present – let's hope it leads the way to an eventful flying season for 2016, and I would encourage members who haven't attended before to consider attending next year.

Trevor Birkbeck

DHPC CLUB TROPHIES 2015

HG XC Shield	Trevor Birkbeck	74.5Km
PG XC Shield	1st Jake Herbert	517.8Km
	2nd Phil Wallbank	
	3rd Ed Cleasby	
Founders Trophy HG (Longest XC from the Dales)	Trevor Birkbeck	38.1Km
Founders Trophy PG	Phil Wallbank	155.2 Km
National XC League Cup	Jake Herbert	688.2 Km
Northern PG Trophy (Best total distance in 1st year of XC)	Pete Darwood	137.6 Km
Active Edge PG Cup (Best 1st XC)	David May	52.8 Km
Cock of the Dales	Pete & Rosie Darwood	
Cockcroft Cup (Most improved pilot)	Helen Setnicka Zambas	
Fairbrother Trophy (Pilot's pilot)	Kerim Jaspersen	
Mark Sellen Trophy (Services to the club)	Pete Johnson	
Northern Paragliding XC Cup (Best triangle, out and return or flight to goal in the Dales)	Phil Wallbank	78.6 Km
Paragliding 100k XC Challenge (Best first 100k total from 6 flights)	1st Pete Darwood	137.6 Km
	2nd Tim Oliver	
	3rd Kevin McLoughlin	
Skywords award (best article)	David May	



Rosie Darwood Flying Around Roldanillo, Cauco

With the prospect of a second winter in the UK looming, we were desperately searching around for a good winter flying option. Colombia was first recommended to us by some Kiwis we met in Oz a couple of years ago, who raved about relaxing flying, easy XCs, friendly people and simple retrieves. More recommendations followed after we returned to the UK. All it took then was an invite from a friendly Cumbrian pilot and my husband Pete to check the flights; "I don't care whether you've arranged leave or not, they're only £400, I'm booking them". As usual Pete did the vast majority of the holiday organisation, although I'm led to believe there wasn't that much to do. And luckily I did get leave...although I seem to have been paying back with on-calls ever since!

For some reason best known to themselves the rest of the group (all Cumbrian pilots) flew from London - there is an airport in Manchester you know! However, the eight of us met up safely in Schipol for the leg to Colombia.

On arrival in Cali airport we were met by tropical warmth (despite it being 10pm) and Lucho, our guide, who took us to our accommodation. The accommodation throughout the trip was fantastic - bordering on absurd at times. Lucho's philosophy is he prefers not to use hotels and likes to rent somewhere for the whole group to stay and "bond" together. The places we stayed were described as "farms" but bore no resemblance to our understanding of this. Basically they were erstwhile weekend/holiday residences for the very wealthy; the first place had extensive grounds, a pool, a billiard table, etc. Despite this they all had cold showers, although given the climate you get used to these fairly quickly. Indeed one enthusiastic pilot planned to continue the cold showers once he got back to the UK....I'm pretty sure that didn't happen (Chris?!). The second "farm" was even more extravagant than the first with a moat, deer, large religious murals and a huge barbecue area - although had a slightly dilapidated feel since it was no longer lived in. A cook prepared breakfast each day and we usually ate out in the evening. It was certainly very relaxing, although perhaps meant we had less contact with locals or other pilots.

On the first morning, after a scrambled eggs and fresh papaya, mango and pineapple we had a briefing before driving east to Piedechinche, about an hour away on the

The accommodation throughout the trip was fantastic - bordering on absurd at times

West side of the valley. The sky looked awesome and we could see pilots up when we arrived.

Cauca Valley is mainly a north-south valley with a wide flat valley bottom. The east-facing slopes work in the morning as you would expect, but a significant Pacific sea breeze can come from midday onwards producing rotor on the western side of the valley. Generally the plan was to head out into the valley and try to cross to the west-facing slopes for the afternoon. The valley floor is farmed, mainly with 8' (or more) high sugar-cane; not where you want to land. However there are wide access tracks in the fields, mostly wide enough for a wing. Further north there are also airspace considerations.

After checking out the landing zone at Piedechinche we drove on a rough track up the hill to launch. This was private land and required a sign-in. It was a steepish sloping north-facing launch on a ridge, with the aim to cross to the next ridge and then climb up to the mountains. It was actually quite cold by then with not much sign of thermal activity. There was more than the usual

On the first morning, the sky looked awesome.

"Cloud Street"



Photo: Pete Darwood

para-faffing, what with it being a new site and new country.

When I finally launched I only just managed to scoot across the valley and skim the plateau opposite, so thought I was down and out. However managed a lucky low save further down the ridge and worked my way back up and along Northwards, before getting too low to fly back so landed a few km out. It was a very pleasant walk back along minor roads before reaching the Sunday Hacienda where all and sundry were out, swimming in the river and doing (bare-headed) pony rides. I tried a bizarre local snack of rice cracker, soft caramel and cheese (not to be repeated!).

There was more than the usual para-faffing, what with it being a new site and new

Sugar Cane Road Train



Photo: Pete Darwood

Now is probably a good time to mention our downloaded maps. Prior to the trip Pete had downloaded maps of the area onto our mobile phones (using AlpineQuest) which proved invaluable. I would thoroughly recommend this to anyone going to a new area, it made retrieves, or walk-outs, so much easier and didn't require internet access.

We spent the next day at Piedechinche too; it was much more cloudy and though there were valiant efforts to stay up from some of the more experienced pilots, no one got away. The following day was much better, although we almost blew it by faffing around too long on launch. Ali gamely launched first and had a sleddie, but managed to get a lift back up. Others were more successful and by the end of the day we were all scattered at various points northwards towards our next destination. A long series of retrieves followed before heading to our next stop Roldanillo.

Roldanillo is one of the best known flying destinations in Colombia and although we were staying outside the town itself we met plenty of pilots on the hill and in cafes in town. Roldanillo would certainly be feasible independently as there are regular vans driving up to launch. There are a number of launches although we used the same one each time as there was a competition on the other main one. It is east-facing and the sea breeze comes over fairly early so launching is generally mid to late morning. It's also a fairly long drive (an hourish) up so was an all-or-nothing one launch a day; tough for some of us less experienced pilots. From Roldanillo we would head for the "house thermal" and then head north; the crux (certainly for me) seemed to be La Union,

Roldanillo would certainly be feasible independently

a town a few km north with a permanent blue hole over it.

The house thermal was definitely working that day and took me straight to cloudbase - perfect! I even needed a bit of big ears/speed bar. Tracking north along the ridge however I struggled with bitty climbs, despite the aerals that "always work" and eventually landed near the road in a nice green field. Everyone else landed nearby, including Lucho (on his Enzo), which made me feel a little better.

Next day was more successful, with the house thermal doing its stuff again, taking me up to cloudbase. This time I headed along the next ridge back, thinking I might get something, before finally landing in La Union. A somewhat stressful landing, since there seemed to be vineyards (with 6' metal frameworks), power lines and houses everywhere but finally found a small brown field. In the adjacent field I discovered a disappointed Tom, surrounded by children who brought us out cold water (it was so hot I thought my feet were burning in flip-flops) and posed on the local cow! We then walked into



Photo: Jan little



Photo: Pete Darwood

town and drowned our sorrows in a caff with delicious freshly squeezed orange juice and beer. Steve had just turned up with the retrieve when my phone rang "It's Jan, Chris has had an accident". Immediate conversion to work mode for me (i.e. bossy!). As we set off in the van (again the maps were invaluable) I spoke to Chris on the radio who sounded stable. After picking up Jan en route we got stuck at a locked gate; now *that* wasn't on the map. We climbed over and headed 400m or so along a track before finding Chris in a field, behind another locked gate. Ali and Lucho were on the phone and called the ambulance whilst I tried to figure out the gates. "Ayuda, ayuda" I called out to the farmers in the field opposite, I never expected the "teach yourself Spanish" on the plane journey out would come in handy for this. By sign language and a few words we got the gate open by the time the ambulance arrived. After a long afternoon and evening in the local private clinic and some badgering for a CT, Chris was fi-

**They drove me back
to Roldanillo and re-
fused any payment**

nally discharged with minor spinal fractures (transverse processes, sorry Chris, I should say 4 broken backs!). Throughout this John our driver was a superb help, finding blankets, offering his house to stay and sorting out transport back to Roldanillo. And after a few days off Chris was able to fly again.

Next day had a bit of northerly so the house thermal was "out of action" (in headwind and rotor). We headed south and I had a lovely flight, following thermals along the ridge before heading out into the valley. Landing in a field of sugar cane I caught a thermal on final approach which swung my wing onto the cane. After unclipping it wasn't too hard to get out but landing in the middle of a field would have been a different story. The local farmers were intrigued and invited me back to their house, first on a tractor, then a moped, where I was given juice and offered food and we had some sort of "conversation". They then drove me back to Roldanillo and refused any payment, amazing. How else would you literally drop into peoples lives? It's an incredible side of flying, and I love this aspect of the unknown and adventure.

That night we headed north again to Ansermanuevo. This was a lovely spot. We left the van in town and got a jeep up the hill to the accommodation, complete with infinity pool with views over the valley! It was a 20min walk (or 5min jeep ride) to launch. Launch was immacu-





Photo: Pete Darwood



Photo: Pete Darwood

late with mown grass and a cafe. Although it was also East-facing the sea breeze arrived later here and you could often launch until early or mid-afternoon. That first day was one of my favourite flights. Despite a big collapse (40%?) just off launch - you know its big when AI comes on the radio and says "well done"! - I got a thermal early and climbed out. It was a beautiful day, with

fluffy cu's everywhere. And each time I thought "there should be a thermal there" there was! I think a little more persistence in thermal searching, plus finally some cloud flying rather than just ground flying paid off. Heading south initially there was a great ridge to follow and it was lovely to thermal with the others, before my lower end wing lagged behind on the glides (we always seemed to be going into wind!). I remember thinking over the ridge "whatever happens now this will have been a great flight" and took my first ever "in-flight" photo. After the ridge the clouds started building to the west over the hills so we headed out into the valley. The valley wind had also picked up now and the thermals were more difficult to track and impossible to regain once you were downwind of them. I landed in the middle of the valley, chuffed to bits, in a fairly strong wind (pretty much a vertical landing and measured 30km/hr gusts on my anemometer after I landed). I walked 4km east to the far side of the valley and met the others who'd landed a little further south, for a welcome beer. Awesome day. A couple more days in Ansermanuevo followed which were less spectacular (for me anyway) before we headed further north into the mountains to Jerico.



Photo: Pete Darwood

The "farm" in Jerico actually had a resident owner which gave it a completely different feel. It was a lovely place, again with a pool and with semi-domesticated Macaws who would feed from your hand. Fantastic birds with rich yellow and cobalt blue plumage, long blue tail feathers and a beak they could use as an extra claw to climb with. It was my favourite place. And Jerico the town was also beautiful, with cobbled streets and brightly painted houses. The launch was fine grass facing over a cliff with a resident goat to keep it trim! I had mixed results flying

from there and no-one got huge distances but it was a beautiful place to be and fly and very relaxing.

The amount of time we spent in each place was very flexible throughout the trip and at the end we all chose to return to Ansermanuevo for a couple of days then a day in Roldanillo. I had one particularly beautiful flight in Anserma, launching mid-afternoon after an early bomb-out once everyone else had headed south. I climbed up and away from the hill and noting the valley wind was now southerly, decided to head north. There was lift everywhere and the air was super-smooth with plenty of opportunity for "in-flight" photos! In fact the cool sea breeze had come over the hill and lifted the warm valley air causing restitution. One of my most enjoyable flights despite not being a huge distance.

The last day in Roldanillo is also worthy of a mention. There was a strong northerly which meant it was particularly rough and several pilots landed early. There were an awful lot of people in the air due to a competition. After

a couple of thermals and some pretty unpleasant air I flew away from the hill, deciding I had had enough. However down near the end of the ridge got a low save and decided I would continue but stay near the valley to escape if need be. I continued like this for about 15km. Pete, the only other one to go XC that day, was high up on the hill had also managed to avoid too much rough air and did 61km, a perfect end to his holiday.

In general we were told the conditions had been a bit rougher than you would normally expect at this time of year, this being due to the dry soil as a result of the El Nino. Despite that we didn't experience overly strong climbs (I think generally <5m/sec). And the only day I got scared was the last day, although it was interesting to note how much more relaxed I felt on the "restitution" evening. The people were friendly, non-threatening and incredibly generous. Retrieves were easy, by moped, bus, sugar cane lorry, or as a last resort the official retrieve. The food wasn't amazing, except for the fresh fruit, which was good. It was a cheap holi-

RD

"Chasing"



Photo: Pete Darwood



The Trophy Cabinet The Mark Sellen Trophy



The Mark Sellen Trophy is awarded to for Services to the Club and is generally awarded to a retiring committee member or someone who has contributed outstanding service.

It's one of our most distinctive trophies – being a 2ft high bronze bird/hang glider and a crane is required to lift it.

Mark's family very kindly commissioned the trophy after he was killed out in Slovakia whilst competing in the Victoria Cup on his paraglider in August 1998.

It was first presented in 2002 and previous winners include John Ellison, Trev Birkbeck, Liz Addy, Kate Rawlinson, Melise Harland, our illustrious Chairperson Wing Co Martin Baxter (twice), and was awarded to Pete Johnson recently for his sterling work as Sites Officer.

DIARY DATES 2016

April 29 –May 3	BOS Round 1, SE Wales	http://www.bos.bhgcomps.uk/content/bos1-se-wales
April 30—May 2th	BP Cup, 1st Round, Pennines.	https://www.bpcup.co.uk/cms/node/19
May 13—15	North South Cup, Shropshire	https://northsouthcup.wordpress.com/
May 19—22	Keswick Mountain Festival	http://www.keswickmountainfestival.co.uk/
May 28 –Jun 1	BOS Round 2, The Dales	http://www.bos.bhgcomps.uk/content/bos2-yorkshire
May 28 –Jun 3rd	British Paragliding Championship Round 1. Gemona, Italy	http://pgcomps.org.uk/?page_id=27
June 3—5th	Parafest, North Wales	http://www.parafest.co.uk/
June 4th	Buttermere Bash, Cumbria	
June 4—11	Paragliding World Cup, Italy, Gemona	http://pwca.org/view/tour
June 18 –25	Gin Wide Open, France, St Jean.	https://flywideopen.org/
June 19—25th	British Nationals 2016, Laragne	http://www.bhgcomps.uk/
Jun 25th—28th	British Open Paramotoring Competition	http://www.ppgcomps.co.uk/
Jul 2 –Jul 8th	Ozone Chabre Open, France, Laragne	http://www.flylaragne.com/
July 2—9	Paragliding World Cup, Portugal	http://pwca.org/view/tour
July 9 –16th	British Paragliding Championship Round 2. Manteigas, Portugal	British Paragliding Championship Round 1. Gemona, Italy
July 15—18th	Lakes Charity Classic, Grasmere	http://www.cumbriasoaringclub.co.uk/lcc/CSC_LCCMain.php
Jul 16—30th	European Hang Gliding Champs, Krushevo	http://www.fai.org/events/events-calendar-and-results?id=34877&amp%3BEventCalendarId=10520#fragment-1
Jul 30th	Ingleton Overground Underground festival (includes best of Kendal Film Festival 2015)	http://www.ogug.co.uk/about/
Aug 7th—Aug 13th	BP Cup, 2nd Round, Peak District	https://www.bpcup.co.uk/cms/
Aug 19—23rd	BOS Round 3, Mid Wales	http://www.bos.bhgcomps.uk/content/bos3-mid-wales
Sept 2—4th	Penninefest	https://www.facebook.com/events/1558912111088294/
Sept 3rd—10th	Paragliding World Cup, France. St Andre	http://pwca.org/view/tour
Jan 17—28 2017	Paragliding World Cup Superfinal, Brazil. GV	http://pwca.org/view/tour
Nov 17 –20	Kendal Mountain Festival	http://www.mountainfest.co.uk/



CLUB NIGHTS

Club Nights take place on the first Thursday of the month. Up to this year they have run from September to April, with a break for the “summer” months. There is usually some form of presentation / talk which are very useful, particularly for newer pilots, but also for those more experienced who are still looking to move to the next level.

These nights are great for meeting up with the rest of the club, getting to know your fellow pilots a bit better, finding out what’s been going on, and making plans etc. For this reason, this year the club nights **WILL CONTINUE THROUGHOUT THE SUMMER**. Same time, same place.

Our current home for Club Nights is the Horse and Farrier, in Otley, with a 7.30pm for 8pm start. Quite few members like to meet for a sociable meal beforehand (6.30pm), all welcome.



7 Bridge Street
Otley LS21 1BQ
Telephone : 01943 468400

April Club night

7 April . 7.30 for 8 pm

Alex “Colby” Colbeck

"Flying Twisted—my intro to acro paragliding "

In April we are lucky to have our very own Alex 'Colby' Colbeck to introduce us to the world of acro.. Hellies, tumbles, sats, this will be a fascinating insight into how you approach this daunting and spectacular discipline from a budding insider.



We intend to continue the club nights through out the summer, as a regular social get together.

This should enable us all to keep in touch even if it isn't flyable, keep up to date with whats going on, who's doing what etc.

At present there are no plans for any formal input such as we have in the winter nights—justa get together for a meal (maybe) and a pint. If We get suggestions for something more formal these could be organised around one of the nights.

Watch this space - and the website— for any further info!

Back flying again after 30 years!

Thirty years ago there was one pilot who was always out flying with the rest of us aviation freaks – Colin Rider. Not only was he always in the air, he was one of the best pilots in the Dales and he demonstrated this continually, not only with good XC's when possible but by achieving a height record of 13,600 feet asl in a flight from Wether Fell. Recorded on a Diplex altimeter in the days before modern high tech instrumentation, it was nevertheless accepted as an official record.



Like other pilots, notably Tony Fillingham and Andy Lumb, Colin has realised that hang gliding is so special that you want to do it for as long as you are physically able. A good friend of Tony's, Colin came along to the last club night with another old lag, Steve Brierley (who also is keen to get in the air again), and they sat down in the bar, going over old times. Just waiting for the ideal day, this arrived on the 25th March (Good Friday) when it was clearly going to be good on Tailbridge, a perfect site for a re-introduction to the sport, because of the perfect shape for take off and the huge flat top for landing. A plus

for a reborn hangie was that it was going to be too windy for PGs so Colin was not needing to avoid slower flying wings. When it is a lighter wind, this site can get very busy.

Planning to fly a Wills Wing Eagle (perfect for a first flight) borrowed from Tony F as well as a harness, Colin had a spot on perfect take off, a flight of between one half an hour to an hour, followed by an excellent landing. I was in the air all of this time and his flying looked faultless. The grin on Colin's face just says it all. There were around a



dozen hangies on site that day and we were all as pleased as Colin to see his relaunch into this great sport.

I believe he is going to buy a somewhat better glider from Tony, I heard an Airwave K4. The next barrier to be overcome is to get Colin incorporated into the modern system of qualifications, and I plan to help this to happen. As I know that Col will be keen to get back into cross country, it will be important for him to possess the Pilot qualification.

TB



EYE CANDY FOR CLOUD LOVERS



Photo: Ed Cleasby

Ingleborough, March 15 2016

DHPC Site Officers

Northern Sites

David Brown

d.brown208@btinternet.com

07757 333480

01524 242192

Addleborough
Bishopdale
Brant Side
Dodd Fell & Grove Hd
Nappa Scar

Semer Water
Stags Fell
Tailbridge
Wether Fell
Whernside

Southern Sites

Toby Briggs

tobybriggs@btopenworld.com

07582 156471

Addingham
Baildon
Cow Close Fell
Cowling and Sutton
Great Whernside

Hawkswick
Ilkley Moor
Kettlewell
Kilnsey
Windbank

A balanced argument on whether or not you should go to Brazil to fly...



Photo: Dean Crosby



Skywords Index—Jan 2012—Present

Safety

Flying with other aircraft	July 2013
Collision Avoidance on the ridge. Nigel Page	Jan 2014
Second Chance, Toby Colombe	Feb 2014
Dales Emergency Action Card	Feb 2014
Following on the ridge. Nigel Page	Mar 2014
Crowding. NP	Apr 2014
Venturi, Rotor and turbulence behind the ridge. NP	May 2014
Thermalling with others - joining thermals. NP	Jun 2014
Strong Winds Up top. NP	July 2014
Thermal Wind mixing. NP	Sept 2014
Cool landings in hot places. NP	Oct 2014
Deep Stall. NP	Nov 2014
Slope Crosswinds. NP	Dec 2014
Throwing your washing. Judith Mole	Jan 2015
Skills – why keep a log book? JM	Feb 2015
Reserves. Kate Rawlinson	Feb 2015
Skills – flying with others. JM	Mar 2015
NOTAMs. KR	Mar 2015
Accidents and how to avoid them (1). JM	Apr 2015
CAN Procedure	Apr 2015
Accidents and how to avoid them (2). JM	May 2015
GA Alliance calls for new airspace policy	May 2015
Flying with RC models	May 2015
Speed Bars. KR	June 2015
Happy Landings. NP	July 2015
Safety Reminders (especially) for experienced pilots	Oct 2015
UK Airprox Board – Have Wings, will travel	Jan 2016
Role of the Safety Officer. David May	Feb 2016
Gasco safety night write up	Mar 2016
Airprox board – Craven Herald Paraglider airprox report	Apr 2016
Spring Thermals – Beware	Apr 2016

Sites News

Lambing Season	May 2012
Stags Fell Sign system	Sept 2012
Windbank / Hawkswick access and restrictions	Dec 2012
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Pen y ghent	Aug 2013
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Stags Fell	May 2014
Windbank – rebuilding the wall	
Stags / Brant side	Jan 2015
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Nont Sarahs fence	Dec 2015
Parking at Whernside	Feb 2016
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Coaching (All Ed!)

Flying equipment thoughts for the new season	Feb 2012
Spring Deserves special respect	Mar 2012
Flying with crowds	May 2012
Develop your flying	Jun 2012
The Art of Out landing	Aug 2012
Reviewing the year	Sept 2012
Thank You Mr Kagayama (packing /caring for your wing!)	Nov 2012
Guide to Wave flying	Dec 2012
Pilot Ratings / Club Membership	Jan 2013
Various / Website Coaching Section / DEFINED FLYING CHALLENGES	Feb 2013
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Flying Scenarios to Avoid (2)	May 2013
Flying in turbulence	July 2013

Skywords Index—Jan 2012—Present

Flying by numbers	Aug 2013
Anatomy of an XC	Sept 2013
From CP to AP	Oct 2013
When the wind blows	Nov 2013
Holding your own (brakes grips)	Dec 2013
Crossed (cross wind/slope launch)	Jan 2014
Retrieval (the art of getting back)	Feb 2014
Coaching and the DHPC coaching structure	Mar 2014
Response to FSC on proposed changes to training syllabus	Apr 2014
Milking Sniffing and Scratching ..the art of staying up	Apr 2014
When? (to take off)	June 2014
Reflecting on your season	Oct 2014
Brass Monkeys!	Dec 2014
Winter Flying	Dec 2014
Transitions	Feb 2015
A new season beckons	Mar 2015
Big Brother (Live tracking)	Apr 2015
The need for speed	Oct 2015
How to avoid Skidmarks	Jan 2016
Pilot Development – Achieving Ratings	Feb 2016
Loose Ends	Apr 2016

Foreign Trips Reports

Destination	Author	Date
Ager	David Hedley	Jan 2012
La Palma, Canary Islands	Dawn Westrum	Apr 2012
Algodonales	Kate Rawlinson	May 2012
Zillertal, Austria	Simon Goodman	June 2012
Pennine Parafest Report	Simon Goodman	Aug 2012
The Dolomites Flying Circus	Simon Goodman	Jan 2013
Dales Do Bassano – Italy with Kelly Farina	Kate Rawlinson	Oct 2013
Algodonales	Kate Rawlinson	Dec 2013
Last of the Summer vino (Alicante)	Sean Hodgson (Ogi)	Jan 2014
Coupe Icare write up	Jan Tempest	Nov 2014
Morocco (1)	Tam	Dec 2014

Morocco (2)	Tam	Jan 2015
Chile in November	Ian Brindle	Feb 2015
Sierras Sortie	Tim Rogers	Mar 2015
Flying in the land down under	Rosie and Pete Darwood	Apr 2015
50 shades of Dales	David May	May 2015
XC in GV	Andy Smith	June 2015
Escape to Brazil	Pete Darwood	Sep 2015
No passport required. Slovenia	David May	Oct 2015
Escape to Al Andalus (Algo)	Minhaj	Dec 2015
Chile	Richard Meek	Jan 2016
Flying Around Roldanillo, Colombia	Rosie Darwood	Apr 2016

UK Flying reports

God Given Day	Kevin Gay	Mar 2014
Valentine's Day	Kevin Gay	Apr 2014
LCC write up	Jan Tempest	July 2014
Pennine Parafest write up	Jan Tempest	Oct 2014
Saltburn to Whitby	Kerim Jaspersen	Nov 2015

Photos

Clouds		
Lenticulars over Oxenhope		Jan 2012
Condo Wave Clouds		Mar 2012
Wow! Ancona, Italy		Aug 2012
Pyrocumulus		Feb 2015
Chamonix		Apr 2015
Cumulous Upyours		May 2015
Lenticular clouds, Chamonix		Nov 2015
Kelvin Helmholtz, Breckenridge		Dec 2015
Lenticular, Chamonix. Pyrocumulous Mt Etna		Jan 2016
Sunrise, Col de Miage		Feb 2016
? Dunno, but beautiful!		Mar 2016

Library (Book/Video) review

Security in Flight, Jocky Sanderson.	DVD	Jan 2012
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Skywords Index—Jan 2012—Present

Performance Flying, Jocky Sanderson.	DVD	Feb 2012
Dynamic Decisions International, NOVA.	DVD	Mar 2012
EN Certification.	DVD	Apr 2012
The Spirit of Flying, Gregor Subic	DVD	May 2012
Flying the Holy Land	DVD	Jun 2012
And The World Could Fly, Noel Whittal	Book	Jul 2012
The Cloudspotter's Guide	Book	Aug 2012
The Race	DVD	Sept 2012
Scottish Paragliding	Book	Sept 2012
Red Bull X Alps 2005	DVD	Nov 2012
The Journey, Greg Hamerton	DVD	Dec 2012
Manilla Sky (2007 World Champs)	DVD	Jan 2013
Security in Flight 2, Jocky Sanderson	DVD	Feb 2013
Weather Watching	Book	Mar 2013
From Beginner to Cross Country	Book	Apr 2013
Wide Boyz (Rock Climbing)	DVD	May 2013
Hanging in there, Jon Chambers	Book	July 2013
Flying with Eagles	DVD	Sept 2013
Ozone Future Style	DVD	Nov 2013
Never Ending Thermal, Sean White	DVD	Dec 2013
Understanding flying weather	Book	Feb 2014
Instant Wind Forecasting	Book	Mar 2014
Clouds and weather	Book	Apr 2014
The Friend from Mexico	Book	May 2014

Competitions

How to register flights on XC league	Feb 2012
LCC/Buttermere Bash Report	Jul 2012
Inter county cup report	Aug 2012
The BOS Club Class	Sept 2012
Around the Dales Three Peaks – Dave Smart	Jan 2013
Competition Report, War of the Roses	May 2013
Competition – Photo comp results	June 2013
Competition – new PG distance record 412km	July 2013
Chabre Open report	Aug 2013

Baildon Sod report	Aug 2013
Pennine Triangle completed	Sep 2013
Competition Round up	Dec 2013
PWC scandal!	Mar 2014
Competitions – Dodd Fell Challenge	Mar 2014
Trophy night!	May 2014
Photo comp results	June 2014
Mike Cav, Uks 1 st 100k declared triangle (facebook post!)	June 2014
North South Cup	June 2014
Dean Crosby 216km flight	Sept 2014
Competition round up	Dec 2014
Competitions – the 3 Peaks Challenge	Feb 2015
Competitions – a valuable learning environment	Feb 2015
Club Trophy Board 2014	Apr 2015
Club Mugs 2014	Apr 2015
Competitions – DeanCrosby 206km declared triangle	Jun 2015
Competitions – Dales round of British Open Series (HG)	July 2015
Preparing for the X Alps in the Himalaya. Nick Neynen	Sept 2015
Competitions – Jake Herbert and Dave Smart success in BP Champs	Oct 2015
Competition. How we nearly made it to Manaco (Steve Nash XAlps review)	Mar 2016
Club Mugs 2015	Apr 2016
Club Trophies 2015	Apr 2016

Other

EN D development stopped. “No one knows what they should be flying”	Jan 2012
Test and certification EN D wings	Feb 2012
Farmers Dinner report	Apr 2012
Wendy Problems	Apr 2012
National Park Consultation (DHPC Response)	May 2012
Wendy Overhaul, Wether Fell	May 2012
“It’s Dodd, stupid!”	June 2012
POD Harnesses Questioned by DHV	Jul 2012
Stunning Wave on Wether Fell	Sept 2012
The Economist, on Hang Gliding	Dec 2012
Ratho Repack Report	Feb 2013
Iain Fairbrother Cross found	Sep 2013
Brummel Hooks (poem!)	June 2014

Skywords Index—Jan 2012—Present

Tour de France NOTAM	June 2014
Ed Cleasby – Royal Aero Club award	July 2014
Hughie McGovern – a great loss	Jan 2015
Paradiction Crossword	Sept 2015
Pat Dower review of 2015	Oct 2015
Hang Gliding Sites in the UK – 1970s	Oct 2015
Dales Sites word search	Dec 2015
Individual member memories of 2015	Dec 2015
My paragliding addiction – Toby Briggs	Jan 2016
Back Flying after 30 years!	Apr 2016
Mystery of Missing Hen Harriers	Feb 2015
Honorary Life Membership for Noel Whittal	Mar 2015
Improve your flying with individual goal setting	Mar 2015
Upper Wharfedale Fell Rescue Association	May 2015
The Pennine Posse – Barny Woodhead club night talk	Apr 2016

Trophies

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

If you spot any errors or omissions, please just let me know: markanddpat@sky.com

Independence - Safety Notice

Finsterwalder PL-Hook Buckles

.. during routine final checks of our harnesses, we discovered Finsterwalder PL-Hook Buckles (item no. HSi51, HSi510) with insufficient swaging of the rear release cover plate.

The following harnesses are affected:

Cocone certification number: EAPR-GZ-0209/14
Passenger AIR certification number: EAPR-GZ-0046/13
Passenger Pro certification number: EAPR-GZ-0047/13
Pilot certification number: EAPR-GZ-0050/13
Slope certification number: EAPR-GZ-0447/15
Junior certification number: EAPR-GZ-0513/16
Hike certification number: EAPR-GZ-0008/13

In order to put no pilot or passenger at risk, the harnesses mentioned above may only be used after checking the leg belt buckles properly.

[Please pay attention to the attached PDF file for further details!](#) (link also on DHPC website)

All buckles of harnesses delivered after the 23rd of March already are inspected by us. The inspection is stated on the type label.

Kind regards,
your independence team

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