

SKYWORDS

Email katerawlinson@hotmail.co.uk if you wish to submit anything for next month's mag.

Katex

November Club Night Thursday 4th November

AGM

Invite for club AGM proposals

If you have any proposals about changing something about the club please let me know by sending to contacts@dhpc.org.uk as soon as possible and I will include it in the agenda for discussion and voting at the AGM.

Also, any club member is welcome to stand for one of the following posts which are always up for re election at the AGM. The club would particularly be looking for someone to help out with sites (north or south) and chief coach this coming year.

- a) Newsletter editor/Trophies
- b) Membership secretary
- c) Treasurer
- d) Chief club coach
- e) Safety officer
- f) Librarian
- g) Sites officer(s)
- h) Paragliding competitions secretary
- I) Hang gliding competitions secretary
- j) Club secretary
- k) Social secretary
- l) Web site officer
- m) Chairman

The AGM will be held at The Dyneley Arms

Free Drink



Chairman's Chat

At the 2005 AGM James Goldsborough initially proposed a membership increase of £10 to be ring-fenced into a fighting fund for future sites purchase. Following much discussion covering site ownership, cost, membership fees, ringfencing and reciprocal rights, James amended the proposal to 'increase the membership fee by £10 to setup a fund for ensuring the future of flying in the Dales'. The term 'ring-fenced' was dropped.

Over the past 5 years this fund has grown and now stands at nearly £8,000. Arguably it's not yet enough to buy a site, but it's a good start. It's hard to see what else this money could be used for, but at least it earns us interest (albeit at a fairly low rate at present). In the future the costs of running the club will rise and we will be faced with the dilemma between raising membership fees and eroding the flying fund. This decision may be some way off because we have other reserves to offset current expenditure, but the day will come.

My own feeling is that we should decide, once and for all, either to ring-fence the 'flying fund' and only use it for something

agreed at an AGM/EGM or throw it all into the cooking pot and treat it like the remaining club funds. The committee had a healthy discussion about this the other evening but couldn't come to any consensus, so there will not be any formal proposal from us at the AGM on 4 Nov.

But if you have any thoughts on the subject we would be delighted to hear from you.

Fly safely,

Martin Baxter
Chairman

Site Notifications/Updates

Please be aware of the following information re the shoot on land adjoining Sutton Bank

"From a Health & Safety prospective, I am advised to inform your Club that shooting may take place at Gormire Farm on the following dates:-

Monday 13th December 2010
Thursday 16th December 2010
Monday 20th December 2010
Monday 27th December 2010
Saturday 22nd January 2011

Jackie (sec, Cayley Club)

Wether Fell - shooting dates

This information is new and has been added to the Wether Fell site information. The top enclosure has recently had the shooting rights sold. There are four dates (two already gone) on which shoots are scheduled to take place. The remaining ones are the 30th Oct and the 20th Nov (both Saturdays). We have been requested to avoid undue disturbance near or over the top enclosure. We have not been asked to avoid flying on those dates, nor does the enclosure affect the take off/landing/ridge areas. Should it be flyable on Wether on those dates then please be aware of the shoots and if off the north

end of the ridge stay over or forward to avoid drifting back into the enclosure. A good guide is the fence (also the footpath) which marks the boundary.

October Skywords

An interesting article about the risks of taking off with the leg straps undone on speed cocoon harnesses. As we see more and more of these harnesses on the hill (after all, they are an obvious solution to improving the L/D) this type of accident will become more common. Would it not be possible to have a bright red indicator light fitted to the instrument panel of the harness, activated when the leg straps are locked, to ensure that this could not happen?

In HG, we have a simple check list emblazoned in our minds which every pilot becomes used to:

- Leg loops
- Helmet strap fastened
- Clipped in

I personally have let myself down by forgetting to carry out all of these things (once only!) but have realised my error by either thinking of the "check list" or being corrected by someone wiring me off (fortunately, before actually taking off). It's easily done, particularly if one is disrupted from the normal routine by another pilot talking or whatever. Moving the glider round to a different take off spot is particularly risky as it is often more convenient to unclip, laying yourself open to the risk of not clipping in again.

I trust it is the norm in PG to have similar mental check lists but you definitely wouldn't have the benefit of a second human brain on the job in the form of a wireman.

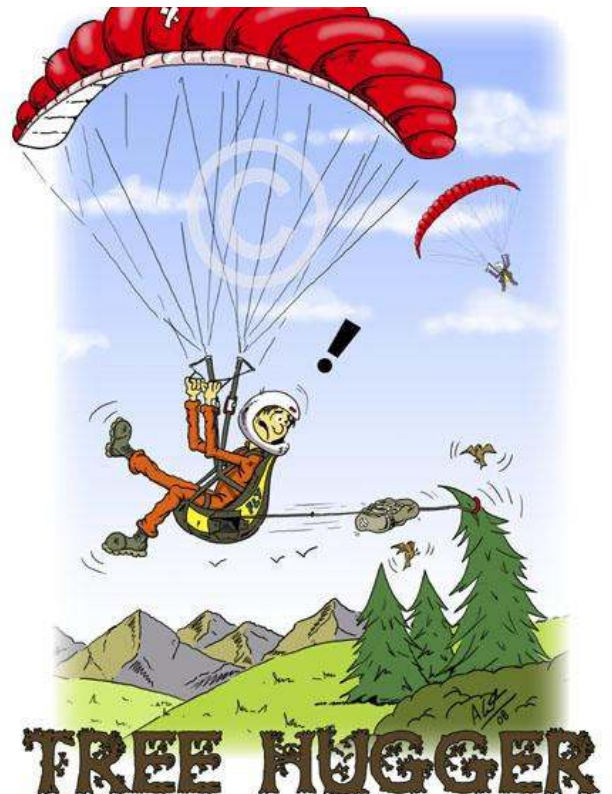
The undone leg loops situation is not so serious in HG as this only becomes a problem when you come out of prone to land and so is potentially survivable. Very few hang glider pilots manage to survive

the “not clipping in” scenario – its so likely to involve expiry that it is firmly in the forefront of all our minds – you end up hanging on the base bar and it requires acrobatic strength to pull yourself up to take control of the glider. One story that I did hear was about John Pendry who did manage to pull himself up, stood on the base bar, clipped in and carried on flying. Just a story but probably true!

Sadly, one guy that I sold a glider to didn't manage to pull himself up, flew away from the hill clinging onto the base bar but eventually fell off, dropping 400 ft to his death. The glider flew around on its own, performing a perfect landing on the valley floor.

Terrible for his family and traumatic for all the other pilots on the hill.

Be warned! Trevor Birkbeck



Sponsored by xcmag
Long Mynd Soaring Club

mid-winter
UPLIFT

Celebrating paragliding
through films & lectures

Speakers Toby Colombe flying big distances in mountains
Steve Nash in Mongolia
Recent films inc. Jocky Sanderson's
Security in flight 2
Talk by Air Ambulance, Photo comp, (Parachute repack £20)
10.30-9.30pm tickets £10 adv. or £12.50 door

December 4th Shrewsbury Gateway Centre
In aid of Midland Air Ambulance
www.longmynd.org/about/social_uplift

10/16/2010 11:18:00 AM

Paraglider, hot air balloon collide over Cottonwood - Four injured, one air-evacuated

COTTONWOOD - It was a rough start to Cottonwood's Airfest 2010 Saturday when a paraglider apparently flew into the path of a hot air balloon, tearing a hole, and became entangled in the balloon's load ropes, causing both to fall from the sky. About a dozen balloons lifted off the airstrip around 7 a.m., as the second annual event was getting under way. Two paragliders, with their motorized wings, then joined the balloons in the air. The collision occurred about 7:30 when one of the paragliders maneuvered too closely to one of the last balloons to inflate, became entangled in the ropes and tore the balloon fabric. With the balloon losing air, the two entangled aircraft plummeted to the ground, a distance Cottonwood Police estimated at 500 feet.

The falling aircraft crashed, first onto the perimeter fence of Unisource Energy building, just north of the airstrip in the airport industrial park. The balloon then spilled over into the parking lot.

There were two occupants of the balloon in addition to the balloon's pilot and the pilot of the paraglider. Gareth Braxton-Johnson, Cottonwood Police spokesman, said all suffered some injuries, though not life-threatening. The three occupants of the balloon were taken to area hospitals. The paraglider pilot suffered a head injury and spinal injuries and was evacuated by air.

Both Cottonwood Fire and Police departments had crews at the Airfest and quickly responded to the accident. Braxton-Johnson says there has not been a chance to interview the pilots, but it would seem difficult to make rapid



VVN/Jon Pelletier

A hot air balloon and a paraglider collided during Airfest at the Cottonwood Airport.



[+ view more photos](#)

change in the path of the balloon. He did not know if the paraglider suffered mechanical problems. Braxton-Johnson citations and prosecutions could occur at a later date if merited by the investigation.

The pilot of the balloon was identified as Eric Wadleigh, 53. His passengers were Susan Evans and Jon Bidolf. The pilot of the paraglider was Kenneth Ritchie, 65.

The National Transportation Safety Administration and the FAA have been advised of the incident and will investigate.

Letters... Dear Kate...



Welcome to our new monthly letters page, your chance to ask the experts (committee) any questions you may have about flying for example: What is the most reliable weather forecast? How do I check NOTAMs? How often should a reserve be repacked?

Please send your letters to Dear Kate...at katerawlinson@hotmail.co.uk

Oh and please try to keep the letters flying related no *Dear Kate... I am still having to wear my shabby old flares from the seventies, yes the ones with the flower pattern , because I am so poor or should that real tight? This means that I do not appear to be having much success getting launched with female pilots on a windswept hill.....* You know who you are!

Katex



Incident Reports



How to spot a rogue pilot.....

I'm not much of a joiner. I have strong views on politics, but have never been much interested in joining a political party. I've been engaged to be married for four years, but have so far resisted joining in happy matrimony.

I climbed for fifteen years and only joined the British Mountaineering Council so I could buy their insurance. I never once got involved in anything they organised.

When I first started flying, I hated the idea of paying subs to my local club, and paying a hefty sum to the BHPA. I've changed my mind (about flying clubs and the BHPA, not about getting married or joining a political party). I quite liked the idea of being a rogue pilot. It sounded quite raffish.

I pretty much buy the line that flying from good sites, using the safest training and coaching techniques and the best available kit is only possible if we have strong, effective local and national clubs and associations.

What we do carries risk. That risk is almost always entirely within our own control. The only time that risk is shared is when we, reasonably, trust instructors or kit manufacturers to provide us with what they say they will provide us with – quality instruction, or quality kit that performs as advertised.

One of the great things about flying is that on the rare occasions that something goes wrong, we have a mechanism to investigate ourselves, through the BHPA. In my view that has to be better than either no investigation at all, or an enquiry by the Civil aviation Authority. The CAA is, by its own account, better at regulating jumbo jets than it is at free flying.

One of the desperately sad things about the investigations of accidents is that, although we come up with new risks to misjudge, and new ways to endanger ourselves (EN A/DHV 1 gliders locking into spirals is a fairly new one), we generally keep on making the same old mistakes and having to learn the lessons again and again.

Whilst it's always the responsibility of the pilot to decide whether or not to fly, it seems to me that we've always got to take every opportunity to learn from each other and to share our experiences with other pilots.

That is why I'm really keen on reporting accidents & incidents. If we don't *know* what is happening, we can't *learn* from what is happening.

By way of a reminder BHPA members have agreed, as a condition of membership, to report all incidents which:

1. involve injury
2. cause damage to property
3. might give rise to an insurance claim
4. involve the use of non standard techniques
5. might have been caused by broken or malfunctioning equipment

6. highlight any safety issue
7. might be useful for others to learn from

It is usually those who were directly involved in an incident who are best placed to report it. But that will not always be the case. It seems that there are, nationally and locally, a growing number of “rogue” pilots who are either not trained at all, or not trained/coached in UK flying conditions and/or who aren’t members of the BHPA or the local club.

It is probably impossible to tell whether it is true, but it seems likely that such pilots are more likely to endanger themselves, and others, and to jeopardise future accidents to sites. It certainly seems safe to assume that, through ignorance or selfishness, they are highly unlikely to report incidents.

To try and ensure that all incidents on Dales sites are reported, I have proposed a motion to the AGM designed to get our collective commitment to report incidents even where those directly involved don’t do so.

We have had two incidents this year where club members have reported incidents like this – one involving careless flying in a gaggle, and one involving overseas pilots damaging themselves and risking the safety of other people, at Baildon. Unsurprisingly, neither was reported by the culprits!

Sadly it does seem that we need to go the extra mile to make up for the selfish or ignorant actions of others.

It occurred to me recently that, as reporting incidents is so important, we ought to make it as easy as possible. For most of us, these days, that means doing it on line. I think it’s a missing a trick for the BHPA not to be able to accept reports online (especially as time is so often of the essence in investigating what happened).

The AGM will also debate a proposal calling on the BHPA to implement online reporting as soon as possible. It should be a small, but perhaps significant step in increasing the number of reports, and the speed and accuracy with which they are made.

Until we can do it online, incident reports can be downloaded & printed in pdf at: <http://www.bhpa.co.uk/pdf/IR.pdf>



Bet he hasn’t got an incident report form in there....

John Lawson



British Paragliding Cup – 2010 Snowdonia Round

WELL DONE SARA!!!

Best Female Pilot British Paragliding Cup 2010 overall winners' podium. L-R: Sara Spillet (best female) (Niviuk Artik) , Graham Cummins (3rd), Richard Butterworth (1st), Tony Spirling (2nd), Tony Bradley (3rd)



Cloud racing in the Snowdonia round of the BPCup 2010

Dales Hang Gliding & Paragliding Club
--

Hang Gliding Coaches

Name	Availability	Location	Contact Telephone Number
Trevor Birkbeck	Various	Ripon	01765 658486
Steve Mann	Weekends	Kirkby Malzeard	01751 433130
Ed Cleasby (Hg and Senior power coach)	Various	Ingleton	07808394895

Paragliding Coaches

Name	Availability	Location	Contact Telephone Number
Sean Hodgson (chief coach) Ogi	various	Haworth	07999606084 sean@ogi.me.uk
Rob Burtenshaw (senior coach)	Sunday +various	Oxenhope	01535 643872
John Lawson (-Saftey)	Various	Leeds/Horsforth	077470819678
Peter Balmforth	Weekends	Leeds	07714213339
oel Whittall	Various	Leeds	01132 502043
Alex Colbeck	Weekends	Harrogate	07717707632
Steve Mann	Weekends	Kirkby Moorside	01751 433130
Pete Logan	Various	Shipley	07720 425146
Peter & Sara Spillett	Weekends	Skipton	01756 760229
Tony Pickering & Zena Stevens (treasurer)	Various	Otley	01943 466632
Kevin McLoughlin	Weekends	Lancaster	07767 652233
Martin Baxter (chair)	Weekdays	Skipton	07814 599754.
Ronald Green	Weekends	Hartlepool	01429 864229
Fred Winstanley	Various	Higher Bentham	0777041958
Richard Shirt	Weekends	York	07786707424
Andy Bryon	Weekends	Keighley	07796 421890
Dave Couthard (sites)	Weekends	Leeds	07595895149
Ed Cleasby (pg coach)	Various	Ingleton	07808394895
Peter Rodgers Wendy Griffiths	Weekends	Barnard Castle York	07872 144549 07545 493634