

Skywords

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

Merry Christmas Katex



December Club Night
Thursday 2nd December
8pm

The Dyneley Arms,
Otley Road,
Pool in Wharfedale,
OTLEY, LS21 1ET

<http://www.viewleeds.co.uk/pubsandbars/dyneley-arms-maps-38906.html>

Brett Janaway



We're looking forward to this visit by Brett on the next Club Night when I'm sure he

will be talking about (read promoting) flying in Slovenia which by all accounts is a pretty stunning place to fly.

Many of you will know that James Watson in organising a trip out to Slovenia for a party to get trained up for the Pilot Rating. Here follows a free ad for Brett.

BHPA Pilot

The Pilot rating is one that allows a Pilot to 'legally' go XC.

Club support is great in much of the UK, but sometimes a CP can find himself outside of their local scene for a variety of reasons. These people are the ones whom will benefit most from attending this course as everything you need is provided.

BHPA Pilot rating in One Week!

Pilot Tasks Course

Many pilots in the UK pass their CP rating, move on to flying within their club and progress no further through the BHPA qualification system. There are a greater number however that wish to progress through the system, but don't know how, cannot find the right weather on the right

days or simply cannot find a coach /instructor to sign off the tasks when required. The aim of this week is to tackle these issues and provide a simple, well constructed course designed to get you from your CP rating on arrival to your Pilot rating on departure.

The Importance of Pilot rating

The BHPA rating system isn't just a set of badges you collect if you are a 'badge seeker'. It is there to help you progress through a system in a controlled manner, improving your safety and knowledge along the way.



As Mark Dale (BHPA Technical Officer) once put it;

EP = Has the ability to earn a driving license (learn to paraglide)

CP = Has a license to drive round the car park (fly on club sites)

Pilot = Has a license to go out on the main roads (fly XC where you choose)

Advance Pilot = Advanced driver (master of your craft)

Very few pilots aspire to obtain the **Advanced Pilot** rating but everyone should be working towards his or her **Pilot** rating. This is the minimum rating you can hold to fly XC, the dream of almost everybody in who takes up Paragliding.

So what does the course entail?

During the course we aim to tackle both the theory side and the practical flying side to obtaining the rating. In addition we intend to cover several tasks required of the Advanced Pilot rating. We want to take it much further though. Rather than teaching

you just what is require to 'pass the exam', we want you to learn many other useful (and important) aspects of wing control, flying, thermalling, recover, piloting, XC, route planning and competition basics. Specifically we shall cover the following;

Theory

- Hands out with all the important information
- Several short theory lessons to aid with learning
- The dreaded exam at the end of the week

Limited SIV

- 50% asymmetric
- Rapid descent techniques
- Pitch control

XC flying

- 20km, multi turn point task
- 50km Out and return
- Mini XC competition (FAI rules)

Other aspects

- Accurate landings
- Alpine flying
- Thermalling

Wing Control

A well-run course should have many elements of wing control associated with their schedule of manoeuvres



This course is all about learning the limits of your wing and of developing a natural feel and appropriate reactions to changes in

wing pressure, to turbulence and in-flight “situations”.

XC flying

Based in Slovenia, a veritable paragliders Mecca. The road to launch is excellent. The land out options are superb. The route is simple. We will get you that Advanced Pilot XC task before the week is done!

Slovenia has fantastic Mountain XC potential and so in the course of your holiday we'll be exploiting that to the maximum. We think you'll be surprised at just how much your piloting abilities have improved.



Schedule

Our schedule is designed to give you the best flying experience and the most beneficial learning environment. We think you'll get the most from the flying environment we have set up for you...

- Day 1 Arrival and hopefully a settle-in evening flight
- Day 2 Full day of XC Adventure.
Evening: Theory
- Day 3 Wing Control followed by 20km XC task: Theory
- Day 4 Wing Control followed by 20km XC task: Theory
- Day 5 Full day of XC Adventure
- Day 6 Full day of XC Adventure
- Day 7 Half day of XC Adventure, relaxed afternoon. Exam evening
- Day 8 Fly home

So, whether or not you are planning to go on this trip to Slovenia, this club night will be well worth watching.

So don't miss it, be at the **Dyneley Arms on Thursday, December 2nd** – it'll be good. End of plug. Trevor

Chairman's Chat



Twenty four members turned out for the AGM. It was a long meeting and we only just managed to finish by pub closing time, mainly because of the number of proposals. But that is what you get when you attempt to re-write the club handbook for the first time in 10 years: every rule change in the constitution, no matter how sensible, must be put to the membership for approval.

Each of the 15 committee members made a report and took questions from the membership. The good news is that membership is pretty stable at around 160 and we agreed not to change the membership fees for next year.

We had a long discussion as to whether the club should appoint auditors. This could cost as much as £500 and it has been argued that it does little more than confirm our bank balance on the day of the audit (something we can do ourselves, for free). However it could provide a useful safety net for the Treasurer and the rest of the committee. Perhaps more importantly the members felt that an audit gave the club more credibility: something that could be useful if we need allies in a quest for site purchase in the future. In the end we left the 'appointment of auditors' as a standing item in the AGM agenda. For this year Ian Sadler has agreed to approach one of his contacts to see if we can find a cheaper option.

The other good news is that we managed to fill all the committee posts. Ed Cleasby steps up to Chief Coach. Dave Bradwell will take over as Sites Officer (North) and Pete Johnson takes over as Sites Officer (South). Melise Harland has taken over as Librarian. Many thanks to all of you for volunteering: the club is in safe hands.

<http://www.dhpc.org.uk/index.php?id=4>

All other committee appointments remain the same, which means that you will have to put up with my drivel for another year!

Fly safely, Martin Baxter Chairman

TROPHIES

To all 2009 winners - I will be collecting the trophies in from the 2009 season during December and January. Please either bring them to a club night, pass to a member of the committee or if struggling give me a ring and we can arrange to meet half way between houses 07976510272.

Thanks Kate ☺

Nominations for 2010 Season

If you would like to nominate any Dales pilots for the following awards please email me at katerawlinson@hotmail.co.uk

Cock of the Dales: Most enthusiastic pilot

Fairbrother Trophy: Pilots Pilot

Mark Sellen Trophy: Services to the club

Library News

As your new librarian I am trying hard to kick the library into some sort of shape, making it more accessible and useful to our members.

We already have lots of ideas that we are currently working on and I will keep you posted as we get things up and running either via Skywords or on the web page. In the meantime this is how the library currently works:-

- You turn up at the club night and select an item you want to borrow from the boxes.
- You sign the item out by putting the date and your name on the relevant card in the red index box.
- Then you can take the item with you and return it at the following club night.
- When you return the item you put a tick next to your name on the index card so we know it has been returned and put the item back in the box.

There is a copy of the library catalogue below so you can browse it at your leisure and select anything you would like to borrow at the next club night. I have included the video catalogue although these may not be available in future as we are hoping to replace them with DVDs shortly. Any suggestions for good homes for the old videos would be gratefully received.

If you would like to reserve anything in advance of the club night you are welcome to drop me an e-mail at Melise_Harland@yahoo.co.uk and I will put it on one side for you to collect. You can use the same e-mail to contact me if you are unable to return borrowed items the following month and I will sign them out to you for a further month.

We plan to have a book or DVD review in each issue of Skywords in future so if you borrow anything that you really loved or for that matter really hated feel free to send me a review. I would particularly appreciate reviews on the hang-gliding and more advanced material as I have never flown a hang-glider and am only a novice at paragliding so may not be the best person to review these.



As our funds are limited, if you happen to have any flying related books or DVDs lying about that you would like to get rid of we would be very grateful for donations to the Library.

I hope we can make the library work better for you in the coming months.

Regards Melise

BOOKS

Title

Air Riders Weather
And the World Could Fly
Clouds and Weather
Cloud Spotters Guide
Flying Conditions (book 2)
Flying With Condors
HG for Beginner Pilots
HG Training Manual
Kite Surfing
Meteorology and Flight
Paragliding – from beginner to XC
Paragliding Complete Guide
Secrets of Champions
The Pilot Handbook 2
The Pilot Handbook 3
Thermal Flying
Touching Cloudbase
Towing Aloft
Weather Systems
Weather Wise
Windsurfing

Author

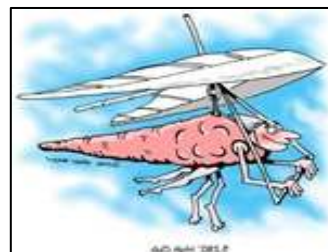
Alan Watts
Noel Whittall
Longmans
Gavin Pretor-Pinney
Dennis Pagen
Judy Leden
P Choney
Dennis Pagen
Ian Curren
Tom Bradbury

Noel Whittall
Dennis Pagen
Mark Dale
Mark Dale
Burkhard-Martons
Ian Curren
Palen & Bryden
Leslie Musk
Goldsack
Ian Curren

DVDs

Title

Cloudbase Paragliding
East Wind
Flying With Eagles
Flying the Nasca Lines
GB Paragliding Championships 2004
Lakes Charity Classic 2006
Manila Sky
Never Ending Thermal
Nova Dynamic Decisions
Oludeniz Airgames 2006
Over Khumbu 1
Over Khumbu 2
Ozone DVD
Ozone Future Style
Paraglider Ground handling and The Art of Kiting
Paragliding Ground Handling Techniques
Paragliding Learn to Fly
Parahawking



DVDs

Title

Play Gravity
Playground
Pura Flying
The Race 1
The Race 2
RAD Aviation
Red Bull Vertigo No 1
Red Bull Vertigo No 2
Red Bull XAlps 2005
Red Bull XAlps No 1
SAT Republic/SAT the Manouever
Weather Bites Met Office

Videos

Title

Champions of the Wave
Colonel Basirs Flying Circus
First 25 Years of DHPC
Fly Away Home
Fly Hard
Flying Paradise – Greece
From Nowhere to the Middle of
Nowhere
HG Extreme
Higher Calling
SAT Republic Safety Acro Team
SAT Maneuver Safety Acro Team
Security in Flight
Speed to Fly
Stall Point
The Pilot's Sky
Touching Cloudbase
Weather to Fly
Windborn

FOLLOW US ON 

What's all this about then?

The shout box on the front page is getting used pretty well, letting you know who's going flying when and where but it'd be better if you could get the updates from it and send updates to it without booting a

computer and going to the website. So we've tied the shout box together with Twitter so that it's easy to see updates on mobile devices and even post updates via text message when you're on the hill with a great looking sky. Every time a message is put on the shout box it is sent to an account on Twitter called dalesflyer. Every time a message is sent to dalesflyer on Twitter it will appear on the shout box back on our website.

Errr, what's Twitter?

Twitter allows people or groups to publish short updates, usually about what they're having for tea and other dull factoids. We're putting useful information on there by allowing people to see when others are intending to fly or when events are on. You can use Twitter on your PC, smart phone with Twitter apps or even just by sending it text messages. It will send you texts back as well.

The basic mechanism is that users choose to follow updates from people they're interested in. Other people and friends follow their updates as well. If you sign up to Twitter then you would follow dalesflyer to send and receive the updates to and from the shout box.

Why should I care?

Well we're a disparate club with members spread around quite a bit. Being able to easily find out if people think it's flyable and where they're going is important. Also if you go out flying with a regular bunch then the ring around the night before can be a bit of a faff to find out who can get the day off work etc. The shout box and Twitter combined make it much easier to let others know your intentions etc. It's also proved great for newer flyers who are not

confident yet in site choice and want to know that people are going to be there if they go out.

How do I sign up?

Accounts are free and you can sign up to it and find out more here: <http://twitter.com/>.

As always you can post onto the shout box anytime.

How does it work?

Once you've signed up to Twitter start following dalesflyer. You can see our profile page here: <http://twitter.com/dalesflyer>. You'll start seeing dalesflyer updates on your Twitter page.

To send a message to dalesflyer that will also appear on the shout box simply put "@dalesflyer" in your message. Easy.

Any questions?

Ask Pete at

contacts@dhpc.org.uk.

Cheers Pete



These fantastic pics have been sent in by Paul Richardson, they are of "lenticular clouds" over Mt Rainier they're caused when the air flow is just right so when it flows over Mt. Rainier, the air gets pushed upward where it cools and condenses into clouds. Depending on how smooth the flow is, you can get some amazing clouds formations.



Letters... Dear Kate!!!

Pilot Exam Course and Holiday

I am considering going on holiday with XTC Paragliding next year. The aim of the course is to get you pilot rated if you are at CP Level.

There are no dates set yet, but if anyone is interested, please let me know and I will try my best to get the course costs down for us as a group.

The courses as far as I am aware are based in Slovenia, which I hear some very good things about.

<http://xtc-paragliding.com/holidays/pilot.html>

James james@primaryictsupport.co.uk

How long does a Paraglider last?

Generally four years of average use. This obviously depends on how and where it is used. Ultraviolet rays from the sun and physical abrasion on harsh terrain are the greatest source of canopy deterioration. 300-500 hours of exposure to UV is considered the normal life, depending on the quality of materials being used. Canopies are routinely tested for strength. Long before they become unsafe their flying performance will typically mark the need for replacement.



The Dales Club Committee wishes you all a very

Merry Christmas and New Year

Fly safely

Dales Hang Gliding & Paragliding Club
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Hang Gliding Coaches

Name	Availability	Location	Contact Telephone Number
Trevor Birkbeck	Various	Ripon	01765 658486
Steve Mann	Weekends	Kirkby Malzeard	01765 650374
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
Noel Whittall	Various	Leeds	01132 502043
Alex Colbeck	Weekends	Harrogate	07717707632
Steve Mann	Weekends	Kirkby Moorside	01765 650374
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		Barnard Castle	07872 144549
Wendy Griffiths	Weekends	York	07545 493634



Thanksgiving - the origin

On a hang gliding site

([Cape Cod near Corn Hill Road](#))

<http://www.seascapemotorinn.com/FlyIn.html>

In 1928 a glider pilot, Peter Hesselback, stood atop Corn Hill in North Truro on Cape Cod. Before a large crowd he readied himself to launch into the ocean breezes, excited by the fact that he could break the Wright Brothers' duration record of 9 minutes and 45 seconds set in 1911. Little did he realize that his historic attempt was taking place from a ridge that would be the future hang gliding flying site for our Annual Halloween Fly-In which began in 1974. This site had also played a significant role in American history in the year 1620. In 1620 the Mayflower left England filled with Pilgrims bound for the Virginias. The ship was blown off course by a vigorous storm and found shelter in the harbor of a peninsula shaped like a fishhook. This peninsula stretched out into the ocean 40 miles from mainland Massachusetts and was called Cape Cod. Finally, anchored in the safety of the harbor, the captain announced that the ship was damaged and would be unable to continue to the Virginias.

The Pilgrims went ashore to search the new land for food and water. Plenty of

fresh water was found, but as winter approached their rations diminished. In late November, during their search for food, they climbed to the top of a hill on the shore in north Truro. This much is fact. What followed depends on who is telling the story.

Most accounts tell of the Pilgrims finding a large cornfield on a hilltop in Truro that they harvested to supply them through the winter months. But further research revealed another story.

The Pilgrims discovered sand mounds on top of the hill. The mounds were on top of graves in a native Indian burial ground. The Indians believed that giving a portion of the harvest to their ancestors would guarantee a plentiful harvest the following year. Buried in the sand mounds on top of each grave were large pots that were filled with corn at the end of each harvest and covered with sand. The Pilgrims uncovered the large pots, finding the corn. Since that day the Pilgrims called the site Corn Hill.

It was recorded at a later date that the Pilgrims admitted taking the corn. They stated that because of the food shortage they were desperately in need of seed for the following year and that they vowed to make restitution. In part, that restitution came in the autumn of 1621. The corn they had taken from the graves was used for seed the following spring and produced a huge, flourishing crop. The Pilgrims and the Indians, sitting side by side, celebrated with a week-long feast. We still celebrate this feast in November - Thanksgiving. There is a plaque on Corn

Hill commemorating the historical event of the Pilgrims finding the corn.

Trevor Birkbeck



Ed Cleasby – Chief Coach

At the recent AGM I was elected as Chief Coach for the Dales Club. This is both a change of role, as I previously did the northern sites and a change of direction. Over the years I've held most posts

within different clubs but never the coaching one so this represents a new challenge.

It may be useful to outline the coaching programme for the coming year but I'd like to briefly pay tribute to the sterling work that Sean Hodgson (Ogi) put in. He put many things he put in place, a lot behind the scenes and has made my start to the job a lot easier. Aside from the odd tweak to his systems I'll be more than happy to match his efforts. Ogi never quite mastered the weather however on that score all I bring is eternal optimism and a decent raincoat.

I've drafted out a coaching plan for the year and essentially I see it working as follows:

- **to establish a register of pilots** who wish to make use of coaching at various levels, in a number of ways and to whatever time they feel they can devote. I currently have a register that has been passed on to me and each pilot has been mailed to see if they wish to remain on the list. I intend a new, up to date register to run from Jan 1st 2011 so only returned forms indicating they wish to remain on the list will be included. This means if you wish to be on the coaching mailing list you need to reply and reaffirm. All new member pilots of the Club will get an invite to join; as do existing members who may not have taken part before. Please regard this as your invite and simply contact me for the process to begin.
- **to establish a list of DHPC Coaches** that can help run coaching sessions be they

practical or through sharing their knowledge in various ways. The current list of Club Coaches stands at about 25. I understand that not everyone can devote the time to member to member coaching that they would wish, however if you wish to remain on the coaching list it does imply a degree of involvement. This need not be onerous and could simply mean attending a coaching day as support, buddying up with a less experienced pilot or sharing knowledge though a short talk. To have the coach rating signed off annually will require some small commitment.



"groundhandling ... not always with grace and poise"

Practical coaching days will take place as a single weekend day in each month from April to September inclusive. The actual date will be flexible as determined by the weather and my own commitments. I will give sufficient notice of the day but the weather will give the final green light (or not) the day before. In addition to the pre-brief and flying that takes place I'd like to provide a feedback session. Basically, a little bit of a social in the pub afterwards just to chat, sign off tasks, etc.. Outside of the coaching days, coaching group pilots are welcome to seek my advice on the best site for the day or could look at the shoutbox for guidance.

- **Non outdoor activities** should the weather not cooperate or if I feel there is demand. It wouldn't take a lot to organise a venue to discuss a whole range of flying related topics and share experiences. Some of these could be in conjunction with our neighbouring clubs. Included in this will be the opportunity to sit exams and such. I'll try and provide a brief run-down via Skywords on the coaching activities post event.



"Cloud ... friend or foe?"

- **Other** Melise has taken over the Club library and I intend to add materials to this for loan. Revision materials for Pilot exam can be obtained directly from me or I'll mail you useful links.

That essentially covers most things. Above all I want the whole process of coaching (which I prefer to call pilot development) to be a safe, enjoyable and useful process in helping pilots to get the most from their flying. The Club can put things in place but it can't make people take part that comes from pilots themselves. It may be a long time in my past but I can still recall the problems of not knowing other pilots, where best to go to fly and the black art of converting from seated to prone. I still want to improve my ground handling and XC decision making. Getting better doesn't stop we're all just at a different part of the learning curve.

Ed Cleasby

Glider/Reserve/Harness Servicing



The club is planning to offer the same service as last year, namely the provision of free transport to and from AeroFix near Keswick. The deal is that you drop off your glider/harness/reserve at the club night on 6 Jan 2011 at the Dyneley Arms, and then collect it again at the next club night on 3 Feb. That saves you a total of £26.50 in parclforce collection/delivery fees, or even more in petrol. Simple? The only proviso is that you need to label you kit with your name and contact details. Payment (by credit card) and any negotiation is entirely your responsibility; if it isn't paid for we won't collect it. Oh yes, and in this horribly litigious society that we live in I probably ought to point out that if my car bursts into flames (or anything) with your glider in the back please don't expect me to replace your pride and joy .

Our experience of Kirsten & Nick at AeroFix is that they provide a thoroughly professional service. Check out their details at:

<http://www.aerofix.com/index.php>

Regular users should be aware that they are off to Nepal, and will be closed for most of December and the first week in Jan 2011.

My car is only so big, so if you want to take advantage of this service please book a place by email to mrbaxter@hotmail.co.uk I need to know your name, what items you want servicing and a phone number.

Martin Baxter

Dave Bradwell

New Sites Officer North

I have been a member of the Dales for around 5 years and my family have lived in Ripon for around 10 years.



I would have been a member of the dales longer however I did a bit of travelling with the army.....

Please feel free to introduce yourself to me on the hill, I fly a red sigma 7 with impress 2+ harness



If you need to contact me please use [dales@davidbradwell.me.uk](mailto:dales@ davidbradwell.me.uk) for email and my tel no is 07725642090

Dave

Pete Johnson

New Sites Officer South

Hi All,
As the new sites officer south and being a relatively new member to the club, I thought I should take this opportunity to introduce myself in Skyworks as most members will not know who I am.

I was sat at Hawswick in September, waiting for the wind to drop and thinking how wonderful life is now that I have finally retired and have time on my hands to walk my dog, ride my bike and fly these fantastic sites in the Dales and I don't have to take orders or listen to Army Officers telling me what I am going to do



with my day, when a car pulled up beside me with a dodgy looking bloke inside. Anyway the dodgy looking bloke was Martin our Club Chairman. Martin managed to persuade me that I would soon get bored and that he had the perfect solution to occupy some of my time, so hence this introduction.

I started my flying in the early eighties by trying to get my CP on hang gliders but because of the weather and moving location I was unable to finish the final part of the course. I then did lots of parachuting within the military. I must say all the time that I was parachuting I always felt a lot happier when the chute had opened! Because of this feeling I decided to take up paragliding 1999. I was a member of the Joint Service Hang Gliding and Paragliding Club until 2002 and also a member of the South Wales club from from 2002 until 2006. I then had a break from paragliding until this summer. I now fly a red Skywalk Tequila 2 so if you see me on the hill and want to discuss anything to do with the sites you now know who I am.

If anyone knows of any potential sites in our area that they would like me to investigate, please feel free to contact me. Fly Safely, Pete.

Mobile number : 07968759422

E-mail : pjohnson2503@aol.com