

Skywords

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

Kate

Next DHPC Club Night – April 7th 7.30 for 8pm start

Demonstration of skills and resources by



Swaledale Mountain Rescue Team

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

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

Don't miss the next Club Night as it is guaranteed to be a really interesting evening – Graham Brown of the Swaledale Mountain Rescue Team is coming along to demonstrate their skills and resources that

they would be using in the course of any incident to which they are called out for – which, of course, we hope we won't have!

He will be advising us, in the event of an incident where the mountain rescue team is called out, how to prepare access routes, provide location grid references, casualty details, incident history and hazards, etc. This would be followed by what equipment, technical skills and resources the team would bring to the incident.

Finally we would finish with a presentation of a Major Air Crash incident they were involved with recently. This was the Puma helicopter which crashed near Catterick Garrison (the inquest concluded earlier this year).

Additionally, Graham has obtained agreement from his committee that he can bring along one of their new purpose built Rescue Landrovers which will allow club members to have a close look at the latest kit they are using.

Sounds like an informative and interesting evening so don't miss the Club Night (last one till next September) on Thursday, April 7th.

Chairman's Chat



I have just got back from 9 days flying at Hotel California in Spain. It was the worst weather that we have had in my 12 visits but, incredibly, I still got to fly every day (albeit some days were only TTBs). Highlights for me were a 15km out and return to the Alhambra palace; and the Otivar to La Herradura run - flying an XC from a mountain site over a fairly technical route to land by the bar on the beach.

I like to go at this time of year because it is a good chance to regain currency after the long winter lay-off. Sure enough I made 2 stupid mistakes: landing on my backside when caught out by a nil wind/fast landing; and ending up in a bush 3m in front of take off when I had a front tuck because I didn't stabilise the canopy properly before trying to take off. Fortunately I suffered little more than the embarrassment.

On to committee business... I hope that there will be articles in this edition covering a number of events. For the record the Farmers' Function cost £782 and the reserve re-pack broke even.

In the current recession we are having a little difficulty in securing sponsorship this year. Perhaps one of you has a business that you would like to promote for a measly couple of hundred pounds? If you are interested then please get in touch.

Details of the N54 competition are yet to be confirmed, but the XC league is certainly up and running with some 100km flights already entered. We expect the PSC to be hosting this year's War of the Roses so the Dales Bash will be a fairly impromptu function this year. In good tradition we hope to get a number of pilots together for a bit of a social after a good day's flying.

The next club night on 7 April features a presentation by a local mountain rescue team and should be a good one. We don't hold club nights over the summer and so the next one after that will be on 1 Sep.

So far this year 106 of you have renewed your membership. We have 5 new members and 8 have declared their intention not to renew. Neil hasn't heard from 43 of you? To those of you that are waiting for a Club Handbook (Sites' Guide) please accept my sincere apologies. We are going through the process of updating it and getting it right takes time.

The committee had another long but, as usual, inconclusive chat about membership fees and the Flying fund recently. We did however agree that fees would only change if agreed by the members present at an AGM. If the Flying Fund is to be changed then it should be the subject of a formal proposal, giving those with a vested interest plenty of opportunity to attend. In the meantime if any of you want to contribute to the debate please feel free to express your views on the forum: <http://www.dhpc.org.uk/forum/viewtopic.php?f=7&t=396>

Fly safely,

Martin Baxter Chairman



Farmers Dinner 2011

The Annual Farmers' Dinner was held on Saturday 5th March at the Devonshire Arms in Cracoe. This event is the club's way of thanking the farmers for the use of their land for flying. Without them we wouldn't have fantastic flying sites like Wether Fell and Semer Water.



Ed Cleasby very generously picked most of the farmers up from Hawes in a hired mini bus: a gesture that was much appreciated. The evening kicked off around 7.30pm with drinks in the bar until 8pm when we sat down for the meal.

Nine committee members hosted 18 farmers and their guests. In total 41 people sat down to a fantastic 3 course dinner. The portions were mercifully smaller this year but the quality every bit as good as last year. Thanks to Trevor the balloons were plentiful, adding an extra challenge for the staff who had to serve the food whilst dodging flying missiles.

Trevor also organised a very generous raffle (ably assisted by myself and Tina Coulthard selling tickets) and lots of guests left with wine, chocolates and beer. Martin gave a "short" speech (no really; he did) thanking the farmers for their continued support, and guest Dean Crosby – Active Edge Paragliding for his generous sponsorship of 2010 Dales XC PG League. David Lambert responded on behalf of the farmers explaining that we were more than welcome. We didn't leave the pub until well after closing time.

Thanks to everyone at the Devonshire Arms for the fantastic food and hospitality. Looking forward to next year already...

KateX



DALES AWARDS 2011



At a recent club night the Dales Club presented its annual awards for last season. In total some 20 trophies, cups and certificates were handed out.

The paragliding XC league (6 flights) was generously sponsored by Dean Crosby of Active Edge with the top prizes going to Mike Cavanagh (480km); Jake Herbert (335km); Ed Cleasby (242km) and Birkitt Rudd (194km). The longest flight from a Dales site was made by Jake on 22 Apr with a flight of 169km from Wether Fell to Spurn Point (you can't get much further than that!).

On the Hang glider front the honours went to Gary Wirdnam with a flight of 124km from Wether Fell to Filey and a league total of 185km.

Other notable achievements were Cock of the Dales (most enthusiastic pilot) – Melise Harland; Cockcroft Cup (most improved pilot) – David Van Kesteren; Fairbrother Trophy (Pilots' Pilot) – Andy Byrom; and the Mark Sellen Trophy (Services to the club) – Martin Baxter.

Mike Cavanagh won the Northern Paragliding XC Cup for a 112km triangle from Deepdale on 17 Jun; and Geoff Crossley had the best first 100km total from 6 flights (168km).

It's all up for grabs again this season. Let battle commence!

Martin Baxter



Andy Byrom
Fairbrother
Trophy

David
Van Kesteren
Cockcroft Cup



Melise Harland
Cock of the Dales

Krzysztof Telus
Active Edge
Cup



Peter Balmforth
Northern
Paragliding
Trophy

Kev Mcloughlin
Baildon Sod PG



Jonathan Smith
Dales Accuracy
Landing Cup

Trevor Birkbeck
Dales
HG XC Shield



Martin Baxter
Mark Sellen
Trophy



The BHPA HG Comps panel are pleased to announce the arrangements for this years competition to select the 2011 British National HG Champion. The competition will welcome Club class and also as an open Cat 2 event will attract a number of international pilots. In particular, this year, it will be combined with the French Nationals. Held in the superb flying region of St André les Alpes with a base provided by the local school "[Aerogliss](#)" situated 100km from the Cote D'Azur on the edge of [Le site du Parc régional du Verdon](#) and [La réserve géologique de Haute Provence](#).

French and British Hang Gliding Nationals
2011 and Chalvet Open.

21-27 August. St André les Alpes, France.

Meet Director: [Pete Coad](#)

Contact: british.nationals@gmail.com

Web: <http://bhgc.wikidot.com/2011-nats:info>



Ulster Open

Just to let all you budding pilots know the Ulster Open will be held on the

16/17th April. This year's comp is expected to be the best to date, with a great base, accommodation. www.kilcronaghan.co.uk and fantastic prizes all set in the beautiful mountains of the Mourne / Sperrins. This year's event is sponsored by: Flyspain, who have donated an all expenses (excluding airplane tickets) 1 weeks xc/thermalling course. this includes accommodation, guide, retrieve,

airport pick up & drop off and sunshine.. Flyspain is a much respected established school throughout the paragliding community and is BHPA registered, based out in the Algodanales in South Spain. This prize is only valid in the Algodanales (mecca). This top prize will be put to raffle for all entrants of the Open (Its only fair novice and pros all have a fair shot at this fantastic prize) www.flyspain.co.uk Cross Country Magazine has also sponsored this event and have donated numerous vouchers and media coverage but yet we have to sort this out at our end all entrants will also receive a welcoming pack and Cross Country have also kindly put in a welcoming letter with a personal code so you get good discount from their online shop www.xcmag.com Sick*Wrong have again also sponsored this great event and waiting for prizes to be confirmed. www.sickandwrong.co.uk Other sponsors to be confirmed, updates to follow. So as you see this is going to be one hell off an event with fantastic prizes and good craic and all set in the most beautiful scenery in Northern Ireland.

More details of the comp and other prizes will follow.

Registration is now open at www.uhpc.co.uk any questions please post at our at our website www.uhpc.co.uk

Looking forward to seeing many of you here
Mervyn Glass Chairman UHPC

Site Records

The good news is there's still plenty to go at with **Site Records Page Up To Date for New Season**

To view the sites records go here:

<http://www.dhpc.org.uk/index.php?id=71>

I've spent a bit of time checking distances and tracklogs etc. to give us the clearest view yet of what we can do from each of our sites. some sites having no traceable record at all. The big distances have some hope as well as most of them didn't run out of either land or clear airspace before they ended.

The easy pickings for this year for anyone who wants their name in glowing lights are:

Bishopdale - No one flies there since Wether covers it. Make sure you contact the game keeper.

Cowling & Sutton / Earl Crag - Under airspace but it's a northerly so should work well on the right day. Plus it's on a lot of people's doorstep.

Kilnsey - New site for PG so no records yet. Hard to say how easy it is to get away from since we haven't had any proper summer flights there.

Pule Hill - Again under airspace and not the biggest of triggers but even a one thermal wonder should get you to Huddersfield.

Tailbridge Hill - I couldn't believe it when I found no records of XC PG flights from Tailbridge. Perhaps it's the severe boonies behind it that put people off.

Two others that really should be bigger are Cow Close Fell (it's a long way to Blackpool) and **Sutton Bank** which doesn't get flown too much due to various hazards.

As always, if you know of any big flights pass the info through to Kev McLoughlin. Also a request for the Hangies out there - I just don't have any decent information to construct a table from. If you know something of the older records pass it onto someone on the committee.

Happy record hunting.

Pete

Shoutbox now on Twitter

The new season is upon us so here's how to get updates of who is flying where in the Dales and what the conditions are like on the day. It's getting used quite extensively now - over 300 posts of people going flying over the winter season so it

looks like it's going to get well used over summer.

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 faf 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.

Remember you can post onto Twitter by just sending a text message to 86444 once you've set your mobile number up in your Twitter account settings. That gives good coverage for sending and receiving updates when deep in the Dales where there's no data signal for your phone.

Any questions? Ask Pete
contacts@dhpc.org.uk

I had to remind myself of this.....

Standard pressure is 1013.25 mb at sea level.
1 millibar is roughly 30 feet or 10 meters.
Flight Level descends on a low pressure day (below 1013mb).
Flight Level ascends on a high pressure day.

Pressure was about 1032 mb on the 19th so FL75 was 8070 feet above sea level (QNH)

$1032 - 1013 = 19\text{mb}$
 $19 \times 30 = 570\text{ feet}$
 $7500 + 570 = 8070\text{ feet}$

I think the majority of XCs are on days with a higher pressure than standard so FLs are generally higher in QNH altitude than the FL number indicates. Discuss.....

Cheers Pete

Just for laughs

Flying a Paraglider in clouds is simple, you just need to bring a live cat, and a duck flying with you.

Place a live cat in your lap. It's a good idea to attach a leash to it so it doesn't jump away at launch. Because a cat always remains upright, it can be used instead of an artificial horizon that a fixed wing pilot would have access to. Simply watch which way the cat leans to determine if a wing is low, and if so, which one.

The duck is used to get you back out of the clouds. Because any sensible duck will refuse to fly under instrument conditions, it is only necessary to hurl your duck out of your lap and follow it to the ground.

Limitation to Cat and Duck Method

Get a wide-awake cat. Most cats don't want to stand up at all. It may be necessary to carry a large dog with you to make the cat pay attention. The guys at TowMeUp.com make really nice dog harnesses, and they might be willing to make a harness for your cat and duck as well.

Make sure your cat is clean. Dirty cats spend all their time washing. Trying to follow a washing cat usually results in a sat followed by a tumble.

Use an old cat. Young cats still have many of their nine lives left, but an old cat has just as much to lose as you do and will be more dependable.

Avoid cowardly ducks. If the duck discovers you are using the cat to keep the wings level, it may refuse to leave without the cat. Ducks are no better at cloud flying than you are.

Make sure your duck has good eyesight. Nearsighted ducks may fail to realize they are on the gauges and go flailing off into the nearest mountain. Very nearsighted ducks may not realize they have been thrown from the paraglider and will descend to the ground in a sitting

position. This is very difficult manoeuvre to follow in a paraglider. Use land-loving ducks. It is very discouraging to break out and find yourself on final to a rice paddy, especially if there are duck hunters around. Duck hunters suffer from temporary insanity after sitting in freezing blinds and will shoot at anything that flies. Finally, choose your duck carefully. It's easy to confuse ducks with geese because many waterfowl look alike. Geese are competent instrument fliers, but they seldom go where you want them to. If your duck sets off for Canada or New Zealand, you can sure you've been given the goose.



Ed's Coaching Column

The Great Storm Cell of 2009

Many of you may have heard of the story of Ewa Wisnierska. Ewa was sucked into a huge storm cell in the World Championships in 2007 in NSW, Australia. Although she passed out at 25,000' feet her instruments record her glider going to over 30,000' before descending fully iced up. That she survived was quite amazing. One Chinese pilot was less fortunate and lost his life. Ewa's story is featured in a gripping film, "Paragliding Miracle" that can be viewed in seven parts on YouTube. Worth a salutary look but not for the faint hearted. [See link at end.](#)

Storm cells build amazingly quickly given the right conditions. It can happen here. This selection of photos shows a dramatic storm development near Ingleborough during a BCC in the summer of 2009. Those present won't forget it in a hurry!



12.45pm

A stunning summers day, warm with very little wind. First signs perhaps of something developing to the north but little of concern.



1.45pm

A couple of pilots take off on the SE shoulder of Ingleborough in light wind. Blue to the south but darker with a large cloud building to the north. Several pilots are looking that way. Most decide not to launch.



1:55pm

Both pilots are now in a battle to get down and head south towards Settle. Despite being four miles from the fast growing cell getting down becomes very difficult. This poor, tele-photo shows the RH red glider is now pulling large ears. The second will soon begin spiralling but give up and speed south too.



2:10pm

With rain and hail beginning some pilots begin to leave the hill. The temperature drops 10 – 15 degrees. As the hails gets larger and more powerful others seek shelter. Both pilots are confirmed down safe.



2:20 - 2:45pm

We sit out the storm. The rescue services now embark on various cave and mountain rescues.

Here Peter Rycroft hides from the punishing hail storm.



4pm

After a wet walk off the hill as the rain subsides we head back for Ribblehead. The main road is now submerged in up to 2' of iced water pouring off the hillside. This shows the mile marker on the Settle road; passable only to 4WD's



What began as a superb summer's day with no hint of thunderstorms soon developed a huge cell.

Clouds are to be taken seriously!

“Paragliding Miracle” The Story of Ewa Wisnierska

<http://www.youtube.com/watch?v=YTEoD2j4xdQ>

Library News- Melise Harland

PLEASE NOTE: The April club night will be the last one until September so could you please return all library items that you may have on that evening. If you can't make it could you please return the items in the grey plastic envelopes provided or contact me and I can give you an address to send items to. Assuming I'm not out flying from now until September, I'm hoping that this break will give me the opportunity to clean the DVDs so they play better and hopefully order some new things for when we start again in September. In the mean time I hope you all have a fantastic and safe flying season.



The library catalogue is now on the DHPC website! To access it go to the homepage and you will see the library listed in white lettering on the blue band at the top of the page. If you click on the word Library it will take you to the catalogue so you can have a look, see what we have and have a wish list ready for the next club night. If you would like to pre-order any item from the catalogue feel free to send me an e-mail (Melise_Harland@yahoo.co.uk) and I will reserve it for you. I will try to keep this online catalogue up to date so you can see if items are available or already out on loan. I am working on putting the reviews on this page aswell so you can get some idea of what the books/DVDs and videos are all about. Some of the items are now getting a bit dated so if you have any suggestions for things you would like to see here let me know.

DVD Review Flying the Nasca Lines By Marc Godefroy

Reviewed by Melise Harland



The Nasca region of Peru is famous for the huge representations of geometric patterns, animals, human figures and thousands of perfectly straight lines that have been carved into the ground and go on for kilometers. The purpose of these images is unknown and nobody knows who made them. The images on the ground are so huge that the only way to fully see them is from the air. Small Cessna tourist planes have been flying over this area for years but this film documents the first permitted flights by paraglider.

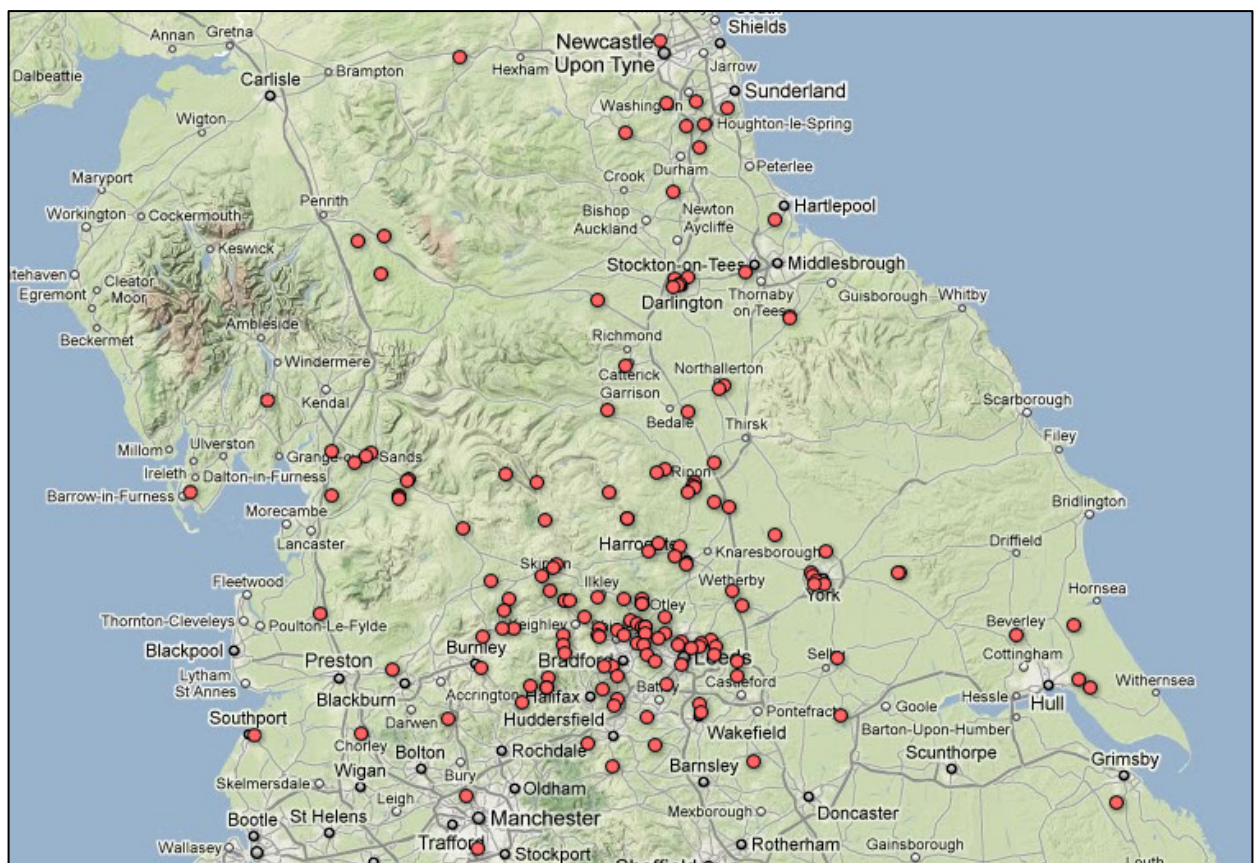
Extras on the DVD are “The Story” and “Catalogue & Photos”. The story is six pages of text and photos telling the story of getting permission to and flying the Nasca Lines by Jerome Maupoint, the team photographer. I had problems getting these pages to pause so I could read them on two different media readers. When I did get them to pause they were blurred and difficult to read. There is however a .pdf version on the DVD that is much better quality and easy to read. The Catalogue is what it says, pages from the Gin Catalogue. Again the Catalogue was difficult to read on the media player but is fine on the .pdf version on the DVD, although it’s probably out of date by now. There are a lot of photos included on this DVD and they are a mixed bag, some are of holiday snap quality whilst others are breathtaking, my favourites were Jerome and Marc’s but then they were the photographer and film-maker respectively.

The film was made by Marc Godefroy in association with Gin Paragliders. There were four pilots Louise, Ogi (is there something your not telling us Ogi?), Robert and Norman but the team was eleven people in total including winchers, drivers, photographer, film maker and a local Peruvian pilot who joined them out there. So this was no small operation. The film is

dedicated to Gin test pilot Norman Lausch who died in a paragliding accident in Switzerland in 2005.

The film itself is pretty much an extended advert for Gin paragliders with their equipment and the symbol in pretty much every scene. Although the film is called “Flying the Nasca Lines” there is only about two minutes of the 21.27 minutes of film that show them actually flying the Nasca Lines which I found quite disappointing. Most of the footage is of them flying in Lima (urban flying), Cusco (over ruins in the mountains) and Paracas (beach flying) so it would probably have been better entitled “Flying in Peru”. This is another visual treat of a DVD rather than educational. That said it is beautifully shot and a good travelogue to watch if you don’t have much spare time.

Just for interest, and because Pete Logan obviously has far too much time on his hands or doesn’t sleep, is a map showing just how wide spread the DHPC membership is.



Dales Hang Gliding and Paragliding Club – March 2011

Hang Gliding Coaches

Name	Availability	Location	Email	Contact Telephone Number
Trevor Birkbeck	Various	Ripon	trev.birkbeck@virgin.net	01765 658486
Alistair Irving	Various	Huddersfield	aliirvin@msn.com	01484 844898
Steve Mann	Weekends	Kirkby Malzeard, Ripon	steve.andbex@virgin.net	01765 650372
Kevin Gay	Various	Ripon	krGay@talktalk.net	07794950856
Ed Cleasby (Senior power coach) Chief Coach	Various	Ingleton	edcle1@tiscali.co.uk	07808394895

Paragliding Coaches

Name	Availability	Location	Email	Contact Telephone Number
Sean Hodgson	various	Haworth	sean@ogi.me.uk	07999606084
Rob Burtenshaw (senior coach)	Sun+various	Oxenhope	burtenshaw@fsmail.net	07747721116
John Lawson (Safety)	Various	Leeds/Horsforth	johnklawson@googlemail.com	07747081978
Peter Balmforth	Weekends	Leeds	peter.balmforth@ntlworld.com	07714213339
Noel Whittall	Various	Leeds	noel.whittall@googlemail.com	01132 502043
Alex Colbeck	Weekends	Harrogate	alexcolbeck@hotmail.com	07717707632
Steve Mann	Weekends	Kirkby Moorside	steve.andbex@virgin.net	01751 433130
Pete Logan (Secretary)	Various	Shipley	pete@logans.me.uk	07720 425146
Peter & Sara Spillett	Weekends	Skipton	sara@petensara.com	01756 760229
Tony Pickering & Zena Stevens (treasurer)	Various	Otley	anthonypaulpickering@hotmail.com	01943 466632
Kevin McLoughlin (Comps)	Weekends	Lancaster	Kevin-mcloughlin@hotmail.com	07767 652233
Martin Baxter (chair)	Weekdays	Skipton	mrbaxter@hotmail.co.uk	07814 599754
Ronald Green	Weekends	Hartlepool	ronaldgreenpilot@hotmail.com	07403068944
Fred Winstanley	Various	Higher Bentham	fredwinstanley@sky.com	0777041958
Richard Shirt	Weekends	York	rshirt@advaoptical.com	07786707424
James Watson	Weekends	Leeds	james@primaryictsupport.co.uk	01132 825827
Andy Bryom	Weekends	Keighley	andy.active@unicombox.co.uk	07796 421890
Dave Couthard	Weekends	Leeds	d.couthard2@ntlworld.com	07595895149
Ed Cleasby	Various	Ingleton	edcle1@tiscali.co.uk	07808394895
Wendy Griffiths	Weekends	York	Griffiths_wendy@homail.com	07545 493634