

The Dales Hang Gliding and Paragliding Club www.dhpc.org.uk

October 2011

CLUB RADIO FREQUENCY 143.850Hz

Skywords

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

Katex

Club Night
Thursday 6th October
7.30 for 8.00pm start

Gordie Oliver
Speed Flying



Speed Flying is a relatively new extreme sport that is growing rapidly and gaining lots of attention. Gordie is a highly experienced instructor and pilot, this promises to be an entertaining and instructive evening.

All Welcome

Advance Notice



AGM

Club Night Thursday 3rd November

7.30 for 8.00pm start



FREE DRINK

**Dynley Arms, Otley Road, Pool in Warfedale,
LS21 1ET**

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

All Welcome

Inside this months issue:

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Chairman's Chat

Right you 'mingers' - a word on personal hygiene...

As we come to the end of the summer flying season now is the time to start thinking about the maintenance of your kit. Some of the big things on your list may include servicing your glider and getting your reserve repacked (the club will be running a trip to Aerofix over the winter and a supervised repack in the spring) but don't forget some of the smaller items.

Take your flying helmet for example. Following a slope landing you probably bundle up your glider and walk back up to take off wearing all your gear. If you are as unfit as me you are probably out of breath after 10 paces, panting after 20, swearing after 50 and sweating like a pig after 100. Once back at take-off you strip off and have a breather. But not wanting to miss anything you are quickly back in your kit awaiting the next thermal with anticipation. The moment of unpleasantness when you put your wet and clammy full face helmet back on is quickly forgotten as you ready for launch. At the end of the day your helmet is put back in the glider bag and conveniently ignored until next time.

So how many times has your helmet been soaked in sweat this season?

(Can I just clarify at this point; Martin is talking about cleaning his PARAGLIDING helmet before you read the next bit lol, Kate)

Motorcyclists have known for many years that it is quite acceptable to wash the inside of a helmet. First step is to remove any radio leads and bits of liner that are designed to come out. Then, uncomfortable as it may feel, you then soak the inside of your helmet with warm (not hot) water from your shower head. Add a small amount of shampoo and massage it in. Neutral baby shampoo is the best. Don't use too much as you will spend forever trying to rinse out the suds! Rinse it out a few times and leave it to drain. Once it stops dripping you can move it to somewhere where you can allow it to dry naturally. Do not put it on a radiator or use a hair dryer etc as this could damage your helmet. Don't forget your gloves, balaclava and flying suit whilst you are at it.

I bought a second hand tandem recently and it came with a grotty looking passenger helmet. I put it through this cleaning process and was amazed at how clean (and pleasant smelling) it was afterwards. Unfortunately the lining turned out to be bright pink...

Fly safely,

Martin Baxter

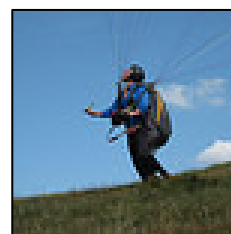


Coaching – Ed Cleasby

Setting Targets – tasks to improvement

Whatever we do this short article assumes we'd like to do it better. If you're able to fly on a regular basis then, even without a plan as such you'll improve. However, with a few goals in mind the process of improvement can be speeded up. Work in the public sector and you may recoil at the very word 'targets'; mainly through the miss-use of targets as something imposed and with threatening overtones. The most meaningful targets tend to be self imposed and with a direct bearing on what **you** feel you need to do to improve.

Early in your flying career tasks do tend to be things you are directed to carry out and, to be a safe competent pilot meet certain standards. A training school will guide you through a syllabus that includes lots of practical tuition. Although closely directed through those first hops it is assumed that there is a shared acceptance of the necessity for doing so via direct guidance. At this stage someone else tells you where, when and what. It can only really be this way, although you'll meet a few self taught people along the way.



Part of the continuing process of being a better, more knowledge pilot post school is to learn to set tasks for yourself. To some extent the purpose of the Pilot logbook is to guide you through a set of tasks, but you can/should still set your own. I'd go so far as to say every flight undertaken regardless of experience/rating/weather etc should have some element of a target. These could include:

Before flying:

- Assessments that relate to the weather. It's important to develop confidence in making judgements about the suitability of the conditions and what to expect when in the air. This assessment is not fixed but always subject to change as conditions change. Once in the air you should continue to monitor wind speed/direction and cloud development.
- Assessments that relate to the site. Every site is different and every site changes, sometimes quite markedly as conditions change. Top landings that are easy in a light to moderate breeze can become quite evil, tight or rotor prone should the wind increase or move off the hill.
- Judgments that relate to whether it's safe to fly or not. This must be set against your own criteria based on experience, skill level and wing. Because others appear to be flying without problems doesn't mean it's OK for everyone. Once in the air have a plan of action (see below) but be flexible if the wind



increases then consider using the bottom landing and if you're being blown back then your escape route should have been considered before the problem arises.

Flying:

Year ago someone coined the phrase 'boring soaring'; unsurprisingly they got slated for it. However, I do feel there's an element of truth in it. Unless each flight has been given some thought in terms of what you actually wish to achieve or improve then I could see it being a rather repetitive to and fro meander with little intrinsic learning purpose. There really is a lot to do to make each flight not only enjoyable but a useful learning experience.



- Keep striving for the cleanest, controlled take off; regard nil wind/strong wind/crosswind conditions as a learning opportunity rather than a bind. Explore different take off techniques for different conditions.
- If staying up is not the most obvious challenge, try to extend the limits of the ridge beyond the usual. Try pushing out front, judging how far you can go before safely making it back to the ridge.
- Get into the habit of not just watching other gliders but observing what they tell you about the lift on and in front of the hill. Do the same with birds, insects, smells that emanate from ground sources such as smoke from fires, also the rustle and ripple of tree's and water on ponds and lakes.
- Explore, within reason and a safety margin, the characteristics of your glider and some basic techniques. Get used to using the speed bar, big ears, try emergency rear riser steering (gently please), perfecting smooth turns both wide and tight, left and right. Practicing pitch control although some may shout SIV conditions, I also like to feel (gently) for the stall and spin point (when high) on a new glider.
- A bit more advanced. If you have a good instrument, then get used to using all its functions. Program in a small task for the day, set up cylinders and listen for the exciting pings as you enter and leave. My Garmin provides glide angle readouts and I have started to find these really useful on long glides.
- Get a bit competitive. You don't have to let on to the bloke on the yellow Sigma that you're trying to out thermal him or get higher on the ridge. It's a great way to learn to fly efficiently and to measure your skills. Some pilots are just consistently very good at maximising what's on offer; and they probably could hardly explain why. They're just got the feel and the touch.
- Landings. Whether they are bottom, top or slope landings set the place you wish to land each time, as opposed to the place finding you. Put your own spot down.

The idea basically is to have a plan for each flight, these can be set just before take off or during the winter months when scouring maps is fun, looking for that long ridge out and return or linking close together sites. Play it safe but generally the price of

failure is usually only a longer walk back to the car. Extend your skills, your knowledge and your experience by having some goals each time you fly.

The thermals may be getting weaker, the days colder and shorter but winter brings some great flying challenges too so with that in mind

We have had some naff flying weather for coaching days I tried. However, I will continue going for those decent weekend days throughout the winter months and keep you posted. Soaring a snowy Whernside can be magical.

Take off/landing etiquette

Being fortunate northerners we are blessed with an abundance of large and plentiful sites. Overcrowding is never an issue but occasionally things conspire to bring larger than usual numbers to a site. Given reasonable conditions it still only needs a bit of common sense but when it gets light and scratchy then a degree more care and thought is required. What follows are just a few thoughts that may be useful as guidance.



- With large numbers of gliders either on the ground awaiting their moment to launch, especially in light/intermittent thermal conditions and possibly gliders scratching in front of take off then increased awareness of others needs to be used.
- It is easy to focus on picking 'your' moment to take off and be unaware of others with the same focus. In other words your take off checks should include those in close proximity; their body language, glider and state of preparedness gives a good indications of whether they are about to launch. Wall or ball?
- If possible try to find a place which allows for a little error with a failed inflation; it avoids draping your glider over or putting your size 8 stilleto's into someone else's lines/wing. (I had a brake line broken on Merthyr last year by a pilot directly in front of me getting dragged back into my lines he could easily have gone another 20yds forward). Just a little imagination required.
- Be prepared to give way or signal your intentions. Some pilots have their gliders up and down constantly on take off especially when it's crowded... gets confusing. A busy take off is not the place to practice ground-handling. Once my glider's open and lines clean then I only really bring it up when I take off and my wall is the sign that's about to happen. Let the glider sit back until ready ... it's just a strain on the lines otherwise.
- When doing a reverse launch you will to some extent have your back to the traffic. If a lot of gliders are scratching then it's best to delay. Don't add to the congestion and anyway unless they begin to climb it's hardly worth being airborne. Let them do the work.
- Check for traffic before bringing the wing up and again once facing forward. Like crossing the road look left and right. Have a plan for which way your first turn will be; usually the slightly into wind leg.
- Unless it's just you and few mates then clear the take off area of the ridge, don't hang around low to impress, you're just in the way and a potential hazard.

- Plan your landing time, approach and place. I usually check if anyone else is in landing mode you can usually tell from their flight pattern. I have a habit of watching a few landings when flying, just to check out the conditions/wind direction/drift etc. I find this useful if the wind is picking up. I try to land in a thermal down-cycle if very thermic.
- Try to avoid conflict on small top landing areas; in other words pick a quiet spell. Lower gliders have right of way, try to keep a height margin. Avoid landing directly behind someone to miss their glider wash turbulence or a drag back.
- It isn't cool to land amongst gliders well, it is but it can also easily go wrong then you feel a right prat!
- Ball up you glider, especially on crowded, busy hills/small take off's. Move away from the main take off until you're ready to re launch.

Much of the above only really applies when it's busy (a comp, big day/small sites, holiday abroad etc) however; having an increased awareness of what's going on around you at all times is a big part of safe and courteous flying.

Site Status Warnings

Bishopdale

Permission must be sought from the Gamekeeper before flying. No flying August 12 – December 31.

Great Whernside

The owner has threatened to sue any pilot who disrupts a grouse shoot and that could amount to £Ks.

Kilnsey

Site closed from 1st August to 31st December. No flying during this period. A new site so potentially...

Nappa Scar

No XC flights between Aug - Dec (shooting season).

Stags Fell (Full DHPC members only)

No XC flights between Aug - Dec (shooting season).

Hawkswick / Windbank / Knipe Scar

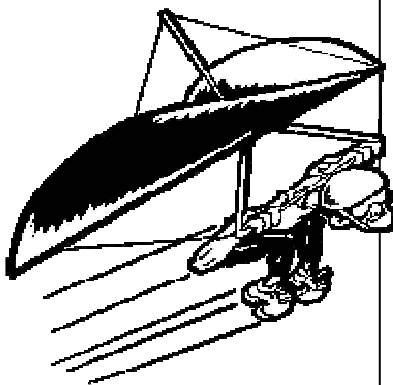
When landing at Windbank, do not fly over the plantation, as it contains game birds managed by local farmers.

Shooting at Wether Fell - Sat 29 Oct

Please note that there will be a shoot taking place at Wether Fell on Sat 29 Oct. The land that they use is around the top of the hill 'Drumaldrace' and the boundary is approximately the bridleway marked on the OS map. We are free to continue flying but please be sensitive to the situation and don't drift back low over the shoot.

Dave

Noticeboard



Hello

I'm a paragliding club pilot & member of the North Wales club. I have an uncle who lives in the Bedale area who is interested in having a tandem flight - he's recently retired & is looking for a new hobby to keep him occupied. He's asked if I can arrange a tandem flight for him in North Wales - I know a couple of local tandem pilots who'd be happy to take him up - but knowing the vagaries of the Welsh weather, I'd hate for him to travel all the way down here only to spend the day parawaiting - I was wondering if you could put me in touch with any more local tandem pilots who may be willing to take him up? He's happy to travel, reasonably fit & I've warned him about the weather & parawaiting etc. it just seems a shame for him to come all the way to NW if it's possible to arrange something a bit more local to him.

Many thanks in advance for any info/advice you may have...
Karen Bennett
07855 982519

XCPEE



Make's peeing from your paraglider or hang glider a pleasure, not a pain with the XCPEe in-flight toilet system.

The XCPEe is a snug fitting thick rubber condom that attaches to a metre long waste tube. Discreetly fit the XCPEe condom in private then on launch attach the waste tube and away you go.

The XCPEe comes as a single condom with the waste tube and connector, or as a pack of ten. (Available from Flybubble n XC Mag around £5)

Can't wait to see the female version!!



War o Roses



The traditional flying comp held each year between the Dales and Pennine clubs was contested on Parlick last weekend. The Pennine club provided decent curry n rice in the pub on the Saturday night, and camping (with real log fire) on the showground after a few beers and good banter. Jim met his match and struggled to get a word in with Reyce and Eric. We had a good number of pilots camping, even though the weather was less than accommodating, and even more turned out on the hill Sunday morning.



The task set on Parlick was to fly a triangle, and then go XC. The scores would be calculated by multiplying the triangle distance by the xc distance, and then comparing the top three from each club to get the team result.



Normally this would simply have been a fly across to Fairsnape, back to Parlick, bag a point out front, then back to the hill to skyout before going XC, easy. Err well not on Sunday, the wind was very light and staying up was a task in its self.

Well done to everybody, we all flew, and had a good time, some of it spent walking back up, but

the sun was out and the wind was on most of the time!

From our Club and the outright individual winner was Martin who caught the biggest thermal of the day and left the hill and set off across the Bowland fells to Ingleton, landing next to Ed`s house! his flight can be viewed

<http://www.xcleague.com/xc/flights/20112325.html?vx=15> here.

The overall team result and therefore the competition winners are the Pennine Club.

Position	Pilot	Team	Score
1	Martin Baxter	Dales	1000
2	Brian Stewart	Pennine	326
3	Richard Chadwick	Pennine	285
4	John Baxby	Pennine	221
5	Tony Pickering	Dales	170
6	Kevin McLoughlin	Dales	38
7	Dave Evans	Pennine	31
8	Graham Jones	Pennine	24
9	Kate Rawlinson	Dales	19



Overall scores worked as Martin v Brian 1-0 to the Dales, Richard v Tony 1-1, John v Kevin 2-1 to the Pennine.

Thanks to all for supporting this club event.

Kev



November 19th and 20th 2011

Mountain Flying Theory Masterclass

with Chris Scammell

2 day classroom course covering all aspects of mountain flying.
Change the way you think about flying paragliders

£50 max 25 pilots (Venue to be confirmed)

More details about the venue in Keswick, accommodation etc will be in the October newsletter and available on the DHPC website in the next couple of weeks, should you want any further information now please contact Chris by e-mail chris@mountainparagliding.co.uk or tell 07988 691626 details will be on his website shortly.

Kate will be collecting names and money in advance, Kate will be arranging a bit of a do (curry/meal out) on the Saturday night, for those who are staying over.

**Sponsors of the
DHPC PG XC League 2011**



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WELCOME TO OUR WORLD

Niviuk UK is a company operated by pilots, for pilots. Our friendly approach is matched by a no-nonsense sales policy and our response to any sales enquiry will be unmatched by others.

Library News- Melise Harland

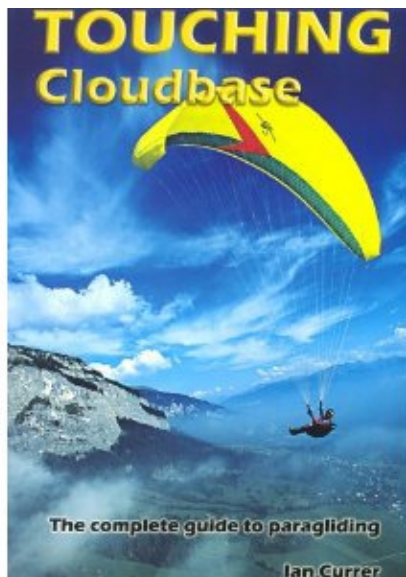


The library catalogue is now on the DHPC website! To access it go to the homepage and you will see the library listed in white lettering on the blue band at the top of the page. If you click on the word Library it will take you to the catalogue so you can have a look, see what we have and have a wish 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. 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.

The library now has a new copy of the book Performance Flying by Dennis Pagen which is on hang gliding techniques for intermediate and advanced pilots. If anyone would like to borrow it I would appreciate it if someone could review it for me. As a paraglider rather than a hang glider pilot I could try and review it but wouldn't have a clue if he was having a laugh and making it all up or not!

Book Review **Touching Cloudbase:** **The Complete Guide to Paragliding** **By Ian Curren**

Reviewed by Melise Harland



This is the definitive instructional/reference book on paragliding that every pilot should read. It was first published in 1991 to wide acclaim and is one of the few paragliding manuals to be regularly updated, with the DHPC library edition being the extensively revised and expanded 4th Edition published in 2003, although this could now probably do with an update itself. Ian Curren is a Chief Flying Instructor, an examiner of instructors and as co-ordinator of the BHPA training panel was largely responsible for the Pilot Rating System so I guess he knows what he's talking about.

Touching Cloudbase covers the complete BHPA syllabus, up to pilot rating, including a section on how to pass your exams. It even provides an overview of the BHPA system with explanations of each exercise you need to undertake to pass your EP and CP ratings.

There are 254 pages of easy to read text with full colour photographs and/or illustrations on almost every page. The 41 short chapters (some only 3 pages long) are laid out in a logical order progressing from a Brief History of the sport, through How a Paraglider Flies to Meteorology and Cross Country flying. It can be read from start to finish or dipped into when you want to check something or are short of time. The chapters include information on paragliding, paramotoring, tandem flying, choosing equipment, flying in different countries and terrain along with details on expedition flying and acrobatics. There is also a very useful reference section with contact information and web addresses, for example for all of the National Associations from the BHPA to the South African Hang Gliding and Paragliding Association, are listed as well as further reading suggestions.

The only criticism of this book that comes to mind is that one of the figures is labelled wrongly and it confused the hell out of me for a while when I first read it (Figure 6.4 p31: The interaction between windspeed, groundspeed and airspeed).

This is one of the few paragliding books that I actually own a copy of and I still keep referring back to it from time to time.

Announcing the Dales Club AGM

Thursday the 3rd November at the Dyneley Arms

(Pool Bank New Road, nr Otley, LS21 1ET) 7.30pm for 8.00pm start

There are no issues raised by members up for discussion so far, please reply by [email](mailto:contacts@dhpc.org.uk) to contacts@dhpc.org.uk if you have one you wish to put before the club. Remember there won't be opportunity to raise issues on the night because no one will have had a chance to consider whatever is raised. There will be a free beer for everyone turning up.

All committee posts are up for re-election every year and it's a great way to contribute to the club. Any club member can stand for any post, so don't be shy! It's not usually too much work and you benefit from the odd free beer and never ending respect of your fellow flyers. OK maybe not the latter but the beer is guaranteed. There's a description of all the roles below.

Chairman

Would suit someone who can get up in front of people and call things to order. Attend and help minute meetings, propose toasts at the dinner dance.

Club Treasurer

Keep a hold on the clubs accounts and prepare the end of year accounts. Be at club meets to reimburse any expenses. A pretty important job since the accounts have to be correct.

Membership Secretary

Manage the club database and be the point of contact for new members. Post out members packs and handle membership renewal once a year. Liaise with local schools.

Club Secretary

General dogsbody really, be a club contact for the BHPA, put people in contact with each other. Club contact for any enquiries.

Newsletter Editor/Trophies

A crucial role, producing the monthly newsletter, currently on email so a lot less work than it used to be. Handle any advertising, distribute important sites information & squeeze stories out of members. Organising the engraving, cleaning, distribution and collecting in of trophies for annual presentation.

Hang Gliding Competitions Sec

Sort out a team for the British Club Challenge and help organise any British nationals or Open rounds that visit the Dales. Get sponsorship for the Dales HG XC League.

Social Secretary

Setup the Annual Dinner Dance, get club night events organised and whatever else you feel is sociable to do. BBQs, Go Karting etc...

Club Chief Coach

Encourage and help pilots pass their Pilot exam. Be a general good egg. Be a contact with the BHPA for coaching matters. Assess pilots attitude to flying and recommend them to the BHPA. This is the one role where coaching experience is required previously.

Paragliding Competition Sec

Sort out a team for the British Club Challenge and help organise any British nationals or Open rounds that visit the Dales. Run the PG XC League and sponsorship for it.

Safety Officer

Organise First Aid and Parachute Repack sessions. Try not to have any accidents yourself and pass on any safety matters to the club in general. Be the safety contact for the BHPA.

Librarian

Hold the stock of books, videos & DVDs and bring them to club meets. Maintain the lending records so we don't loose anything.

Sites Officer

Liaise with farmers and NT over sites, access, temporary closures. Deal with any Site conflicts diplomatically. Negotiate any new sites members may propose. Distribute whisky and Dinner Dance invites to farmers.

Website

Publish stories and news on the website, think of new features to add to the website. Liaise with the newsletter editor over stories. Deal with email enquiries. Manage the DHPC smartgroups email list.

Dales Hang Gliding and Paragliding Club – July 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	kray@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	07775785479
Ronald Green	Weekends	Hartlepool	ronaldgreenpilot@hotmail.com	07403068944
Fred Winstanley	Various	Higher Bentham	fredwinstanley@sky.com	0777041958
Richard Shirt	Weekends	York	rshirt@advapoptical.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.coulthard2@ntlworld.com	07595895149
Ed Cleasby	Various	Ingleton	edcle1@tiscali.co.uk	07808394895