

CLUB RADIO FREQUENCY 143.850Hz

# Skywords

email [katerawlinson@hotmail.co.uk](mailto:katerawlinson@hotmail.co.uk) if you wish to submit anything for next month's mag.

*Katex*

## Club Night

The Black Horse  
Otley LS21 3AS  
4<sup>th</sup> April – 8pm start



### Dean Crosby

And possibly Steve Nash

## Pyrenees Hike & Fly (2012)

The pure spirit of Hike & Fly paragliding; that is, carrying a wing however far, to the next launch site with the promise that it will carry you in the air in a much underestimated mountainous area; all within three weeks!

## Club Night

The Black Horse Otley LS21 3AS  
2<sup>nd</sup> May – 8pm start

## 2012 Trophy Presentations



## Dales Free Flight Photo/Video Competition Results/show

A year's free membership and mystery trophy will be awarded to the overall winner together with additional prizes for category winners.

Come along and join us for the last club night of the season before we kick off again in October, after what promises to be an epic flying season.....yeah right lol

### Inside this month's issue:

- Chairman's Chat
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- Farmers Dinner 2013
- BP Cup – Reg Open
- School Sites
- DVD Review
- Coaching Contacts



## Chairman's Chat

### BHPA AGM

As predicted I was the only member of the club who attended the BHPA AGM in Nottingham. There were about equal numbers of Exec and members present – so just like a club AGM really, except that we all travelled further. I have put a copy of the proceedings in the club library but, knowing that none of you will read it, I'll summarise things here.

One of my main issues with the BHPA is how little filters down to us. We'll see how much of what I have written here gets duplicated in the next edition of Skywings – hopefully all of it.

**BHPA Budget:** At my request, in addition to the detailed figures provided in the financial report, Martin Heywood produced some graphics showing, amongst other things, how your individual subscription fee is spent. This is a step in the right direction but I still think that the BHPA needs to be more transparent with its costs, particularly on administration. Marc Asquith claims that, having reduced the office staff levels from 10 to 3.8, they are all really busy. Unfortunately some of the savings that they hoped to make by sharing facilities with the BGA (expensive fibre optic broadband) haven't come to fruition. I was initially horrified to hear that £50K had been spent on travelling expenses, but when you consider that the BHPA represents us at many international meetings overseas I suppose it isn't too bad. At least one member lives overseas and claims for his flights back to Exec meetings, but that's probably cheaper than jumping on a train; and besides none of the Exec posts were contested. Personally I think that membership fees should be voted upon by the membership present at the AGM, but Marc Asquith is dead against this, fearing that an unruly minority could jeopardise the jobs of those working for the BHPA.

**Insurance:** The terms of the Dunstable settlement are confidential, but there seems to be little doubt that Hiscox took a substantial hit. The results were known before renewal on 31 Dec and perhaps surprisingly, there was no increase in the premium. However it does seem likely that we will face an increase this December 13.

**Membership:** Exec agreed to consider our proposal to align club and BHPA renewal with all fees initially being charged by the BHPA, with club fees subsequently refunded to local clubs. I doubt this will be approved because it means more work for them. We had a useful discussion about converting IPPI and BHPC pilots to the BHPA.

**Sites Database:** The BHPA do still hold a database listing those who have registered sites in the UK. However it has not been maintained over recent years. I had to tread carefully because it was clear that the Chairman was eyeing me up for the post!

**Incident Reporting:** One of the shortfalls of the online incident reporting system is that you can't copy it to the club safety officer. However all IRFs are acknowledged and the reply contains a full copy which can easily be forwarded. This allows the club safety officer to keep abreast of incidents and ensure that they are all reported.

**Schools:** The bad weather had had a dramatic effect with a very real possibility of between 10 – 20% of our schools closing down. Exec promised to look at reducing their fees in an attempt to ease the pain.

**Other Reports:** The proceeding also contained reports on Flight Safety, Competitions, Skywings, Website, and paramotoring. But you'll have to read those for yourself!

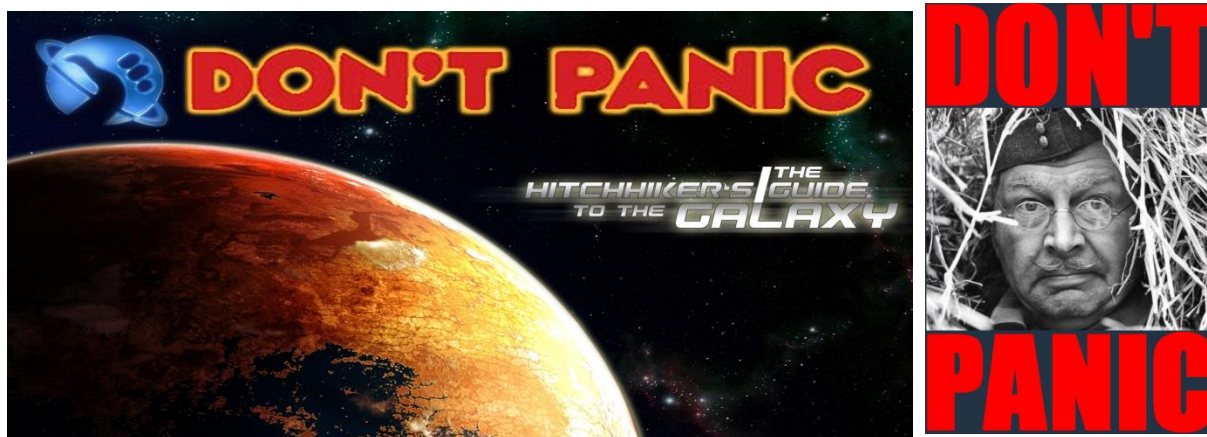
Fly safely,  
Martin Baxter Chairman



## Ed's Coaching Column

# Flying Scenarios to Avoid (1)

I'm old enough to remember the first televised production of The Hitch Hiker's Guide to the Galaxy (1981) with the superb narration by Peter Jones, by miles the best version to date. If you're too young and had to be in bed by nine, then you'll have to contend with Corporal Jones in re-runs of, Dad's Army instead. What do they both have in common?



Yep... two simple words that could be usefully embroidered on all paraglider flight decks. Over forthcoming columns I'm going to deal with a number of fairly common iffy situations that we may find ourselves in, how to avoid them and ways to deal with them. This month I'll look at:

### **Getting blown back**

Fly a paraglider for long you will encounter this situation, so it's worth becoming aware of the signs, dangers and actions to best deal with it. Coming from hang gliders it's the single most worrying thing and one that used to have me feeling the most 'trapped'.

Paragliders have quite narrow flight parameters, in terms of airspeed it's often less than 20kph between trim (v/trim) and top speed (V/max) when accelerated (using lots of speed bar). Only balloons are below us in the flight-food chain. Put another way top speed on an EN B will typically be round 48 - 50 kph at V/max, less on an EN A and more on an EN C or EN D. Much of the time we spend ridge soaring, which means pointing into wind, therefore one field on your instruments should show ground speed .... In fact I feel it's so important to monitor ground speed that I have it on both my instruments and on several screens. Paranoia? Conditions alter as weather changes come through, or a sea breeze encroaches; this mean groundspeed (into wind) needs to be constantly monitored because the implications for paraglider pilots can be profound. Your ground speed is directly related to wind speed for the wing you are on. Once groundspeed approaches zero you are near the limits of your glider's ability to progress forward and that brings problems.

### **Prevention is the best way to avoid such scenarios**

If you think the wind is in the upper 50% of you **and** your wing's limits then consider the following before launching.

- The shape and nature of the hill and the assessment of escape routes over the back and to each side. A concave shaped bowl (like Parlick - west) with ground dropping steeply away behind offers less options than say Barkin Fell where you can fly off either end of the ridge to a broad flat valley and the back of the ridge is a more gentle drop off. Take advice from more experienced pilots.
- The take-off area is very likely to also be in the compression area in front of the ridge; hence it may feel and measure more strongly than it actually is out front of the ridge. If others are in the air, it is fairly easy to see how they are progressing (or not) against the wind. Every other glider whether in the air or on the ground (pilots) tells you something about conditions. If the wind has a lot of vertical component then you may progress forward better than you imagine – but it will test your strong wind take off technique. Wind tends to strengthen with height.
- If you choose to take off lower down a ridge or mountain – quite a usual practice in the mountains then you need to allow a big margin for the winds over the tops. The difference can be considerable!
- Know the weather forecast for the whole day so you have advance warning if things are likely to get more or less windy. If less, then it may be worth waiting; if more then be aware that you are flying in a time window and need to be extra vigilant.
- Check out the top landing area with a strong wind landing in mind. You are likely to find it prone to extra turbulence, and wind shears. Check also for physical objects like walls, fences, hollows etc., because a dragging could be a possibility. Check out also the bottom landing options – some are not good in strong winds and you need the third option.
- Plan C may be an out-landing some distance from the hill where you need both an escape route from the hill and a clean open and obstacle free place to land. I have used this option four times in the past year when both the usual top and bottom landings were ruled out by wave.

### **In the air**

- Leave yourself a margin of safety; don't wait until your instruments read almost no ground (forward) speed. Simple traffic light system – consistently above 8 kph (Green) – I'm happy. 5 – 8 kph (Amber) – monitor closely. 2 – 5 kph (Red) – consider actions. These are speeds at trim where you still have speedbar reserves.
- The lower your groundspeed then the further forward you need to be as it buys you time and more options
- Speedbar will allow you to creep forward, but you are now eating into your 'extra' speed reserves. Avoid big ears – it is better to go up and forward then down and backwards unless there is a very marked wind speed increase with height. Personally, I would avoid speedbar when low and especially in strong winds.
- Different parts of the ridge can increase (funnel) or decrease (spill) the wind – consider whether you would be better placed on another part of the ridge.
- If you think you may have to escape the hill place yourself in the best place to do so.
- Seriously work through your pre-planned options for escape routes and landing options.
- Not all options are necessarily landing ones – see next
- If it is thermic then expect short spells of strong wind. Give it a few minutes and see how your groundspeed changes. If wave induced then the wind strength can vary a lot with your position in relation to the wave, but less with height.

- Don't leave it too late! Height gives you options – the lower you get the more restricted things become and the less freedom of manoeuvre you have.
- If you've never left the hill before, then flying way from it may feel the scariest option and it's easy when stressed to go for the known top or bottom options – however, it is often the safest and I've used it many times over the years as my get out of jail card.

### **Strong wind landing**

- Probably the most important part is where you choose to land. Open and big is good. Avoid hilltops, narrow or tight valleys, obstacle infested areas. All pretty common sense.
- Have a properly considered approach, stay well upwind of your landing area and be prepared to have zero or negative groundspeed. Incidentally, your GPS doesn't know forward from backwards so use ground reference points as you get lower.
- Most times landing out, well away from the hill is quite straightforward as the wind speed can be a lot less than where you've come from. If it is windy then expect a shear layer at around 40 – 100' and some improvement in forward speed. Be careful through any shear layer and catch any tendency to surge.
- Know how to kill the energy in the wing fast! Using C risers (on a three or four liner) is best – avoid using brakes or A's. Not a bad idea when ground-handling to practice not just inflations, but quick, emergency deflations.
- Bundle and secure the wing as a priority before relaxing – they can re inflate in a second if you're not careful.

As with any situation where you get outside your comfort zone the important thing is to stay calm, think things through and .....

## **DON'T PANIC!**

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The **coaching days** will begin as soon as the weather relents. Following two weeks of decent flying weather in late Feb/early March we seem to have slipped back to huge snowdrifts and biting easterlies. I'm confident spring will arrive by June, but I have a gut feeling this summer will be different to the last three – take that as positively as you will. Watch the shout box and forum for details and thank you to the 14 pilots who have registered.

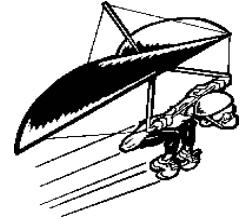
Several people are taking **rating exams** at different levels. Congratulations to David Hedley who recently attained his Pilot rating.

Thanks to all those pilots (I think about 23 ish) who turned up for the **Joint Coaching Day** with the CSC, held recently at Staveley, Kendal. I expect a lot of XC activity to ensue this spring judging by the pent up aspirations that were evident.

My PowerPoint presentation can be downloaded from the coaching section of the club website.

ED

# Noticeboard



<http://bpcup.co.uk/events.php>

Isle of Wight 4 days 3-6 May    Peak District 9 days 24 Aug - 1 Sep

## Entry for 2013 BP Cup is open now!

Costs are £40 for a four day event and £55 for the nine day event.

Registration and entry are separate. Once registered you will be able to logon to update glider details, contacts etc.

Note that if you entered for any year between 2008 to 2012 you will not need to register for 2013.

If you're not sure if you registered or not click login, then forgot password. Enter your email address. If it says 'Email isn't registered' you will need to register.

## Andalucian Experience

Hi guys! well spring has arrived! in some places if not all!! Really hope everyone is keeping well and not letting the great British weather get them too down.

Just thought i would update you all what dates we still have some spaces left. We have limited spaces up until the 14th April, we are then full until the 21st april, we have spaces from then until the 28th April, but are full from then until 18th of May, we are working this year up until the 8th of June.

Please get in touch if you fancy taking a break from the grind stone! All the best Baz and Sam Rhodes.

0034 646800564

[info@andalucian-experience.co.uk](mailto:info@andalucian-experience.co.uk)



# Farmers Dinner 2013

Thanks to members and committee for turning out to host the farmers at the Devonshire Arms in Cracoe. Another brilliant night, as usual balloons, helicopters and planes were whizzing round the room causing amusement and chaos!



Martins thank you speech was...short' ish, we had a sweep going for guesses as to how long it would be, these ranged from 30 seconds (as if) to a more realistic 40 mins. The winner was Zena who guessed correct at 12 minutes and won a bottle of wine, to take to her honeymoon suite.

Particular thanks to Trev for organising the raffle, which this year due to the absence of Pete Logan was, won by many different people! and to Pete Johnson for driving the minibus (he couldn't get through to Hawes on the Wether Fell road because of snow and had to divert via Bishopdale), and of course Tony for paying the bill.

Flying the Yorkshire Dales secured for another year!!

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## School Sites

The relationship between school and club sites has always puzzled me, but I chose to bury my head in the sand, until just before the last club night when Pete Johnson (Sites (S)) and I had a meeting with Dean Crosby from Active Edge, and Ian Currer from Sun Soar.

The BHPA is supposed to maintain a database of who 'owns' what so that individuals know who to approach about any promising looking hill. This arrangement was made before the internet and social media developed into what they are today. Investigations have revealed that the BHPA database is largely out of date (more to follow on this at a later date I suspect...).

Details of all club sites are published on the website and in our hard copy sites guide. The schools do use some of these sites, but in each case have negotiated separate terms to allow them to operate on a commercial basis; thus not threatening the recreational status under which we operate.

For their other sites the schools choose not publish any information, preferring that pilots wanting to fly there phone them beforehand for up to date information. The only thing they are willing to publish is the sites name as follows:

Active Edge (07793 678133)

Sun Soar (0845 220 6066)

Park Fell  
Simon Fell  
Gragareth  
Whernside West Face  
High Hill  
Tow Scar - particularly sensitive

Cautley Spout (S-SE)\* – no call required  
Green Bell (N-ENE) – no call required  
Dale Foot (WSW) - sensitive

\*Cautley Spout can be flown in an E-NE if you are prepared to leg it all the way up and walk along a bit.

Although they welcome DHPC members, if you want to fly at an Active Edge site or at Dale Foot you will have to phone for permission beforehand. I share your frustration at the lack of other information such as location/wind direction/etc but we have agreed to respect their wishes. If you want to know more you will have to phone them.

Dean has negotiated each Active Edge site on a PAYG (£2) basis, which gets paid to the farmer at the end of the year. He doesn't have the luxury of being able to offer a generous Farmers' Dinner as we do!

Martin Baxter



### **Library News- Melise Harland**

The library catalogue and back issues of Skywords are on the DHPC website. To Access them go to the homepage and you'll see the library listed in white lettering on the blue band at the top of the page. If you click on "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.

We now have a copy of Ed's fantastic book "Defined Flying Challenges" in the library, if you haven't seen it yet it is well worth a look. Or even better it's for sale contact Ed if you would like a copy.

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](mailto:Melise_Harland@yahoo.co.uk)) and I will reserve it for you. If you have any suggestions for things you would like to see here let me know.

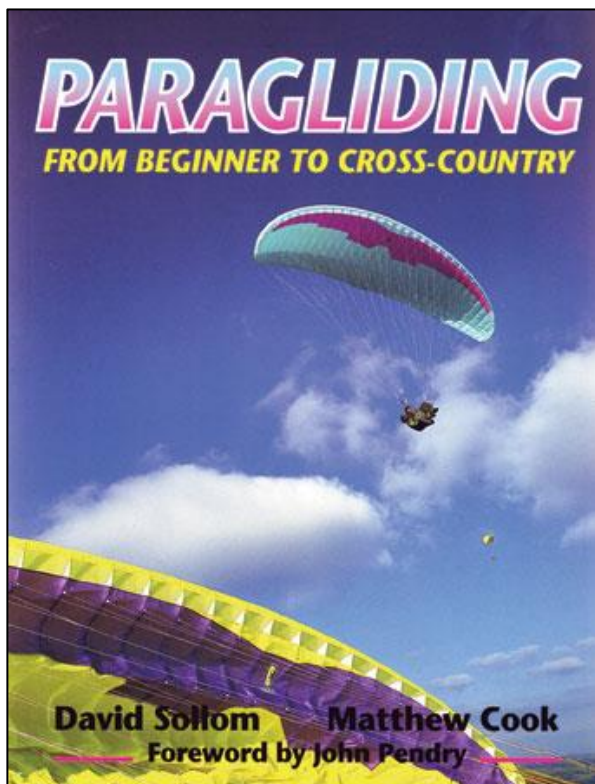


## Book Review

# Paragliding: From Beginner to Cross-Country

By: David Sollom and Matthew Cook

Reviewed by Melise Harland



This book has 128 pages divided into 8 chapters covering from basic techniques to competition and tandem flying. It also includes three short appendices, a glossary and further reading suggestions. All of the figures and photographs are in black and white except for a few pages in the centre which are entirely glossy colour photos. My initial impression was that in format and content it is very much like *Touching Cloudbase*, which has the advantage of having been updated several times.

I had mixed feelings about this book but on the plus side it gives simple descriptions which aren't too technical allowing me at least to understand a couple of things I hadn't quite grasped before. There are some really useful tips for novice pilots on controlling the wall on

take off and for trouble shooting forward and reverse launches. I also liked some of the tips for cross-country flying and what to look for to find lift as you try to stay in the air and using the clouds to their best advantage. Some of this I'm sure will be second nature to the seasoned pilots among us but is very useful for those just beginning to edge away from the comfort of the hill.

On the negative side it sometimes over simplifies, making it confusing and unclear. They don't always refer to the figures in the text so you get random ones that you have to work out for yourself. I think there are some quite dangerous recommendations in here too like "it is possible for you to use your speed system stirrup soon after take off to help you get back into your harness" and the suggestion that cloud flying is good because you get two or three times faster climbs. I have always been told not to go near my speed bar low down due to the increased possibility of collapses. Although the authors do give caveats I wouldn't really want to be sucked into a cloud for several reasons, including disorientation and risk of collision. But hey! They say that if you stay in radio contact with each other and thus keep good vertical separation its fine, so that's OK then!

I very much liked the section on meteorology and what to look for on Northern Hemisphere synoptic charts to predict different flying conditions in the UK. I think a

lot of the rest of this section is out of date now with the major use of the likes of RASP these days, as is the instruments section.

There is a nice easy to read air law appendix at the back, but again I suspect this is out of date on some things now. If you're as bad as me at remembering acronyms the glossary may also be a useful crib sheet.

I found it hard going in some places and it took a while to get in to. It is however easy to read as it has short sections and you can dip in and out of it, which is a bonus. Overall I think it was worth the read for the few really useful tips I got out of it.

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## **Pennine Parafest**

Building on last year's successful Parafest, the Pennine club are to repeat the event on June 28th - 29th. The Pennine Parafest is open to all flyers, and camping will be available on both the Friday and Saturday nights.

This year's event will feature music and food on both nights and a properly-organised fun competition. The location will again be the Chipping Show Field at the foot of Parlick. The site is within ten minutes' drive of local sites taking all wind directions and you can land at the venue itself; electric hook-up facilities will be available. There is no need to book for the competition or camping.

More information will appear on the PSC website at [www.penninesoaringclub.org.uk](http://www.penninesoaringclub.org.uk)

## **The Richard Westgate Cup**

A new trophy is being set up to honour Richard Westgate's memory, and to acknowledge how much he inspired others achieve all they could in paragliding.

Pilots who were close to Richard have suggested an annual UK-based award, and his brother Guy has been asked to set the parameters. It has been suggested that the Cup could be awarded to the first pilot to reach 1000km in the UK XC League, for the longest open distance, best tandem flight or greatest number 100km flights, etc.

A bank account has been set up to receive donations towards purchasing a trophy. It is hoped that a commemorative cup, inscribed with winners' names, will be presented annually for the winner to hold and pass on the following year.

# Dales Hang Gliding and Paragliding Club – February 2013

Sites Officer North: Dave Bradwell-01765 698656

Sites Officer South: Pete Johnson-07968 759422

<http://www.facebook.com/DalesHangGlidingParaglidingClub>

Twitter - @dalesflyer

## Hang Gliding Coaches

Name	Availability	Location	Email	Contact Telephone Number
Trevor Birkbeck	Various	Ripon	trev.birkbeck@gmail.com	01765 658486
Steve Mann	Weekends	Kirkby Malzeard, Ripon	steve.andbex@btinternet.com	01765 650374
Kevin Gay	Various	Ripon	kgay@talktalk.net	07794950856

## Paragliding Coaches

Name	Availability	Location	Email	Contact Telephone Number
Ed Cleasby DHPC Chief Coach	Various	Ingleton	xcflight@gmail.com	07808394895
Rob Burtenshaw (senior coach)	Sun+various	Oxenhope	burtenshaw@fsmail.net	07747721116
Peter Balmforth	Weekends	Leeds	peter.balmforth@ntlworld.com	07714213339
Steve Mann	Weekends	Kirkby Malzeard Ripon	steve.andbex@btinternet.com	01765 650374
Noel Whittall	Various	Leeds	noel.whittall@googlemail.com	01132 502043
Alex Colbeck	Weekends	Harrogate	alexcolbeck@hotmail.com	07717707632
Pete Logan	Various	Shipley	pete@logans.me.uk	07720 425146
Tony Pickering & Zena Stevens	Various	Otley	anthonypaulpickering@hotmail.com	01943 466632
Kevin McLoughlin	Weekends	Lancaster	Kevin-mcloughlin@hotmail.com	07767 652233
Martin Baxter	Weekdays	Wetherby	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@advaoptical.com	07786707424
Simon Goodman	Various	Leeds	simon.goodman @talktalk.net	07720061200
Andy Bryom	Weekends	Keighley	andy.active@unicombox.co.uk	07796 421890
Dave Couthard	Weekends	Leeds	d.coulthard2@ntlworld.com	07595895149
Sean Hodgson	Various	Haworth	sean@ogi.me.uk	07999606084
Kate Rawlinson	Weekends	Laneshawbridge/ Colne	katerawlinson@hotmail.co.uk	07976510272

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

*They are there to help you – please use them.*

