

**CLUB RADIO FREQUENCY 143.850Hz**



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

*Katex*

## **Club Night** Wednesday 4<sup>th</sup> September 8pm

The Horse & Farrier, 7 Bridge St, Otley, West Yorkshire LS21

**Keep your eyes peeled for emails letting you know who had grabbed the first slot of the Club Night season**

Please note the change of night and venue!!

### **Inside this month's issue:**

- **Chairman's Chat**
- **Ed's Coaching Column**
- **Club Coaches**
- **Noticeboard**
- **Fairbrother Cross**
- **DVD Review**

## **Club Committee Vacancy - Newsletter Editor**

Dear Members

After 7 years on the Dales Club Committee I have to call it a day due to other commitments. It's been a privilege to work with all the team who do so much for members behind the scenes ensuring we all have lots of fantastic sites to fly in the Dales.

I am very sad to be leaving but will still, of course, be a Dales flying member and club coach. Thank you for all your contributions over the years.

Please contact me for a job description if you are interested in taking over the post.

Kate ☺



## Chairman's Chat

An RAF Typhoon encountered a group of Dales paraglider pilots in the Vale of Pickering recently. He was so surprised that he filed an AIRPROX. Whilst the AIRPROX board have yet to consider the circumstances, the RAF Flight Safety people asked the BHPA to produce an article on Hang gliding and Paragliding in order to improve their pilot's understanding of how we operate. I volunteered for the task for 3 reasons: I'm an ex 'pongo' pilot, our members were involved, and besides I already had a similar article up my sleeve following a club visit to RAF Leeming a few years ago.

Initially I told them that we always fly VFR and remain Clear Of Cloud and In Sight of the Surface (COCISS). But if you get your Pilot Handbook out you will be reminded that only applies below 3,000' AMSL. Above that, to remain VFR, we have to remain 1500m horizontally and 1,000' vertically clear of cloud, with a visibility of 5km. So how can we legally fly up to cloudbase above 3,000' AMSL?

And here comes the revelation (drum roll)... We can fly IFR! Even though we don't have a full suite of instrumentation we can elect to fly up to, around, and even into cloud as long as we meet the following criteria:

- Not carrying a passenger.
- Not receiving payment of any kind.
- Outside controlled airspace.

I'm very grateful to my BHPA colleague Tom Hardie for pointing this out. Imagine having to leave a thermal either at 3,000' or 1,000' below base? It would be like trying to fly an XC with one arm tied behind your back.

Of course flying in cloud has all sorts of inherent dangers, so don't take the p\*\*\*!

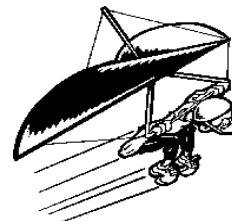
Some of the authorities see this as a bit of a 'loop hole' and it's something we could lose as part of the Standardised European Rules of the Air (SERA). So enjoy it whilst it lasts, and be prepared to support the BHPA in their attempts to negotiate European legislation in our favour.

Fly safely,

Martin Baxter  
Chairman

---

# Noticeboard



## Pennine triangle completed

On Wednesday July 18th Phil Wallbank nailed the difficult Pennine FAI triangle linking Pendle, Burn Fell and Parlick. It's a good deal bigger (over 50km) and harder than the Yorkshire Three Peaks achieved last year.

The route, eyed up by local hot-shots for years, has never been achieved on a paraglider before. Flying a Niviuk Icepeak 6, Phil took off at 13:40 and climbed to over 3,000ft inside eight minutes. Half an hour later he maxed-out at 4,900ft and eventually averaged 14.8km/h over the three-and-a-half-hour flight.

Phil's flight is the the biggest-scoring flight of the year so far in the Pennine region.

## Fremington Edge

Copy of a response from the landowners:

*Thank you for calling into our office to enquire about the possibility of handgliding and paragliding on Fremington Edge. I am afraid that the East Arkengarthdale Estate would definitely NOT agree to you using the land as a flying site. The area is in a Higher Level Stewardship Scheme and we are not permitted to grant access to third parties. There is also regular grouse shooting taking place so it is not safe, we would also be concerned about frightening the farmers stock.*

*I would be grateful if you could confirm your acknowledgement of this email and that its contents have been relayed to the other members of your club.*

*I would also like to point out that Mr Bailey is a farm tenant on Low Fremington and does not have the authority to grant such permission, it is the landowners.*

This looks pretty terminal, although we haven't given up completely. We plan to try again after the grouse shooting frenzy dies down a bit.

David Brown  
Sites Officer

<http://www.dhpc.org.uk/forum/viewtopic.php?f=24&t=788&p=2243#p2243>



## Ed's Coaching Column

# Anatomy of an XC

**I've considered doing something like this for a while**, but always been reluctant to do so. It feels a little like putting one's neck on the block when there are so many far better pilots out there and some could read this with a wry smile and shake of the head. I'd be mortified. So – to get my elephant firmly established in the room! I love cross country flying – all aspects of it from the planning, the anticipation, the knowledge and skills required, the chance element but, above all the buzz of the unknown and the sheer adventure it entails – and that includes getting back afterwards. However, I am not a natural in the mould of the xc stars of UK flying. I am a striver ..... I work hard for my flights, have a greater element of luck than I deserve and keep trying to reduce the number of mistakes I make. Truth be told, I actually enjoy still being on the steeper part of the learning curve as the rewards in many ways can be higher than on reaching the plateau. Above all I still I tend to travel in hope as much as expectation and in that respect I am probably like the majority of wannabee pilots in the UK XC League.

What follows is an attempt at the dissection of an xc flight. It is not meant to be simply a blow by blow account but, rather a more detailed personal insight into the thinking before, during and after. It's in part prompted by aspiring xc pilots asking for advice, but also to expose my own way of analysing my own flights and the day. I could have chosen any number of flights, but have selected this one as it's my most recent, so still fresh in my memory. It's also from a popular Dales site and follows a well flown route; one I've done quite a few times before and is neither too long, nor too short.

This flight was done on the 13<sup>th</sup> August from Dodd Fell and finished north of Ripon by the Lightwater Valley theme park. Point to point was 47k - 56k with turnpoints.

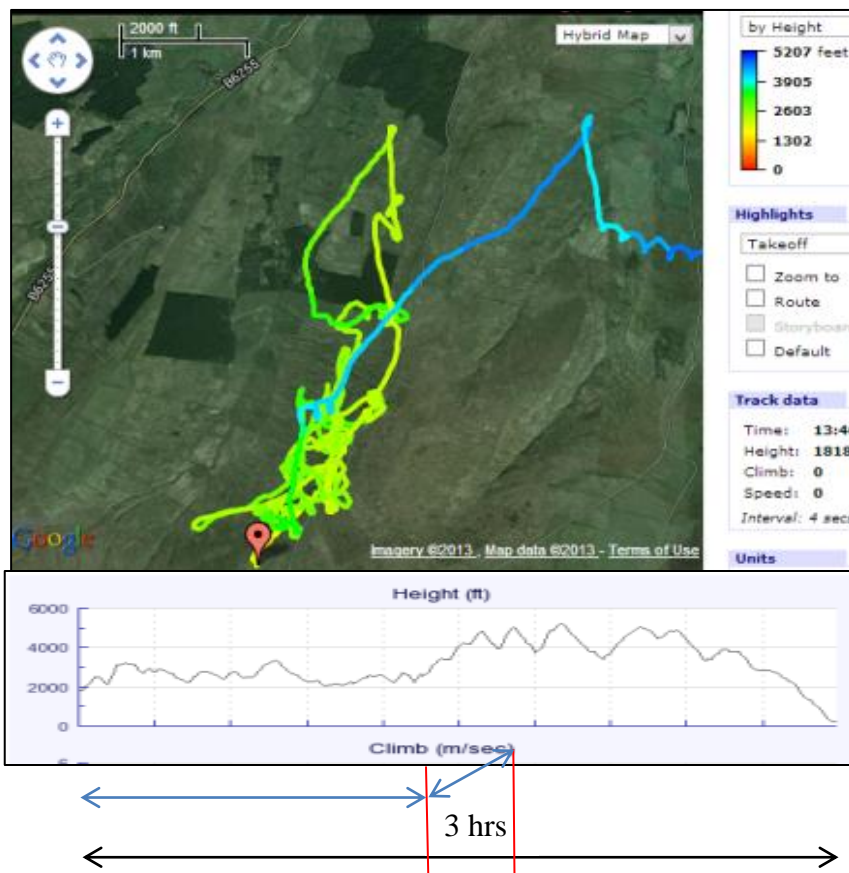
---

**Background and weather:** Since the settled hot spell during mid-July, most of the UK had experienced unsettled conditions and flying opportunities were few and short-lived. The further north you lived the worse it was as cloudbase was lower and more wind had to be factored in. It was very much a case of grabbing what short slots appeared. Tuesday 13<sup>th</sup> was one such slot and remarkably according to RASP and other predictors, it centered on the Dales – or more especially the Vale of York. The downside was the window was quite short, maybe 3hrs at best before the VoY filled in whilst the Dales itself could suffer from a much lower base, weaker climbs and possibly be blown out for a paraglider. In common with a lot of promising UK xc days the morning didn't look that inspiring and on the drive into Hawes the trees were suggesting it was blown out. I did my usual binocular scan of the options with no sign of any gliders. I wasn't hopeful.

At the end of the Wether Fell track it was at the top end of acceptable, in other words it gave Dodd Fell just upwind enough chance to do its usual trick of being a lot lighter. Dodd is remarkable in this respect and

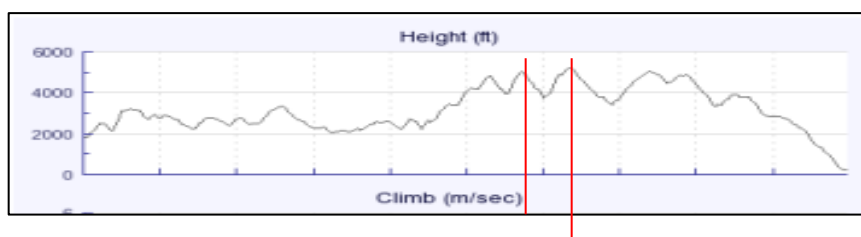
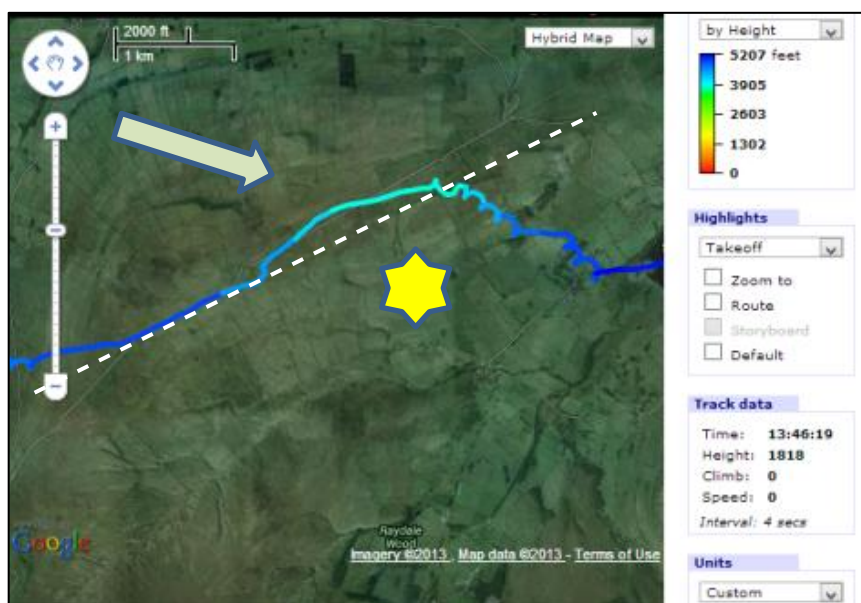
time and again it proves the better of the two sites. As I launched at midday in a light to moderate breeze, the hang gliders on Wether Fell were willing it to abate. After an hour of reasonable flying, the sky had filled in, base was only about 3500' and I decided to land thinking I'd got something from the day. Driving away I met Dean who then persuaded me to return and keep him company – it was a close call as it just seemed like more of the same.

**The flight (fishing and climb-out):** I took off just ahead of Dean and for an hour and half little had changed. We fished the whole length of the ridge – sitting downwind of the cleared forestry areas, the wooded trigger lines and even pushing out to the ridge in front. Sunny patches were few and short-lived and our climbs rarely went much over 1200' ato (3000'asl). At this point it would be easy to give up or just go in and land for a break. However, more sunny patches were appearing upwind (photo below) but their progress was slow – still it was enough to suggest a change for the better so we hung in and it was to pay off.



*50% of the total flight time was actually spent just fishing the ridge (diagram left). Very often it's not simply take-off, climb out and go. Persistence and patience is the usual order of UK flying and it can take time for the ridge or the day to get going. Dodd seems especially good at having those 'burp' moments and worth waiting for. Note the lee side cleared area in sun and trigger line. Check the time of climb out – it's now gone 3pm and getting late – RASP suggest the VoY may be closing down. It will take about an hour to get there. Initially I set off for the sun/better sky over Hawes (mistake) but changed my mind and headed back to obvious strong climb line.*

**Finding the second thermal:** As is often the case with Dodd the climb out was very solid and obviously going to base. With Dean climbing equally well 200m way it indicated the lift was also quite extensive. Most pleasing was the jump in cloudbase over the past 30 minutes to a very respectable 5000'+. It's always a real joy to be climbing and easy to relax when they're solid and don't require too much working; but it's also the best time to be looking ahead and planning the next move. The thermal drift suggested I may have been better going more ESE over the moors but they looked too shaded out so I opted to run down the spine of high ground towards Semer Water ridge. The lee side was in sun, the opposite ridge has sharp breaks (crag) on the north side so trigger well and the bonus cloud just downwind suggested it was a pretty safe bet. Even the heavy sink was a positive indicator of what was ahead and I've learned to regard big downs as pointers to up's somewhere close – the trick is sometimes finding them. Having been sunk out behind Wether in the past (including twice in one day) I now avoid the direct route towards Addleborough and prefer to edge around it to the north or south. On this day it was my northern option.



3:45 pm – no time to linger!

*The diagram shows the second climb (the one before is simply re-establishing over Wether Fell in the original climb out). The ridge line along towards Semer is marked with the prevailing wind and SE sunny faces are also indicated. This climb, once established, provided a good time window to work out the options downwind. Better to do this on the way up to cloudbase than at base. If nothing obvious or you can't choose between two options then just hang around with your cloud until sure. A high base means more time and options than a lower base but may also indicate greater distances between lift. Equally a strong climb may dampen thermal development over a bigger area and expect strong sink if you leave it too early.*

The middle stages (Past experiences helps): Having had a number of previous flights down the south edge of Wensleydale certainly benefits; including three earlier this year. The topography doesn't change, but you need to factor in the differing weather, condition of the ground and time of day. Essentially the thermal sources and triggers tend to stay reasonable constant – at least enough to improve your chances, so having an idea where these are puts you in the good places. On this flight they were pretty much where they should have been and this is both confidence inspiring and reduces the workload. Some would liken it to joining the dots – and to some extent it is. Flying and going xc from a new site can be harder work although the same rules of sources and triggers apply.

It's always useful to get some inside knowledge by asking a local – they generally love to impress you with their knowledge. (Climbers were always big on 'sandbagging' but fortunately fliers are more open and honest with their knowhow).

The next stage is virtually a carbon copy of the first and the same thinking applies – a run down a triggering ridge before getting the climb to cross the next valley (Bishopdale) towards Penhill. The only question is at what point it triggers and on this day it was a fair way down towards Thoralby.



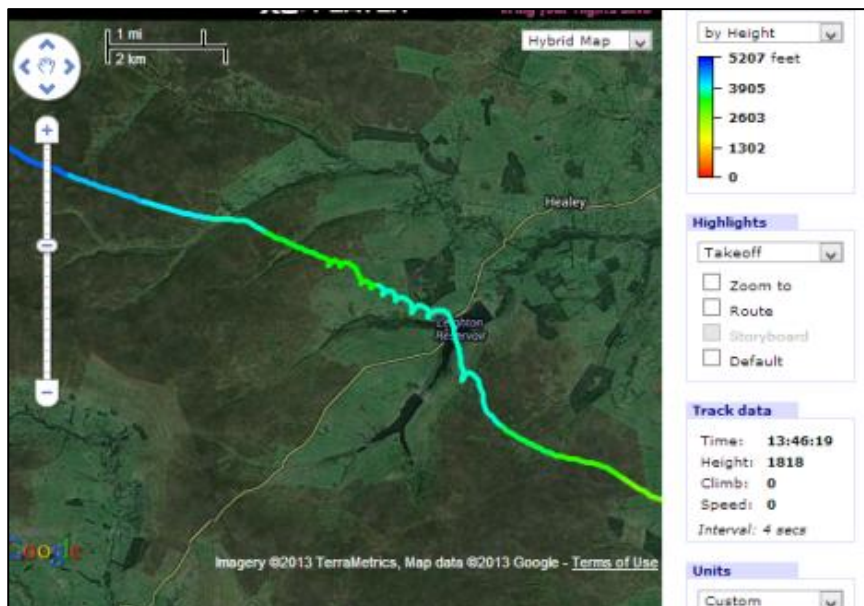
*A common trigger point for thermals if the wind is north of west.*

*Because of the orientation of the three valleys entering Wensleydale on the south side, the wind will tend to funnel down the valley's from the higher south end and any thermals are weaker and scarce. If you are able to get high then it is worth considering the long transition to the north side of the valley.*

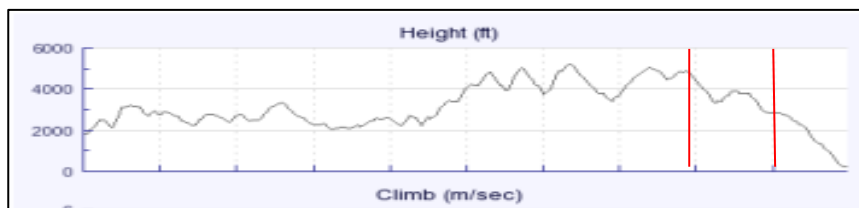
*With the thermal drift shown here and given a good sky/cloudbase over the Buckden Pike/Great Whernside area, then that would be the preferred way out of the Dales. This route follows the less daunting option before heading SE over the final moors.*

A good climb towards Penhill allowed an easy crossing of Coverdale, not an easy valley to hitch out of especially if you get stuck on the far side! It's worth getting every bit of height here, as the moors rise fairly shallow towards Masham Moor and the moors are quite extensive grouse moors with a big walk out possible. On this particular day my crossing was done high and easily. Rasp had correctly indicated high windspeeds in some areas and during the crossing my ground speed had increased to 60 – 70kph with a correspondingly good glide angle. The final stage (getting it wrong): It was now late afternoon and ahead the Vale of York had closed down with little encouraging to head for in a uniformly grey sky, so it looked like a time to slow down and eke out the final weak bits of random lift. In retrospect my mistake at this point was to look at the time and try to push on – given the conditions on my last weak climb over Roundhills reservoir (below); on just clearing the moors I should have slowed down and hung on to the last of the day. Everything seems obvious afterwards but changing gear is something I need to be better at – and recognising when to do it.

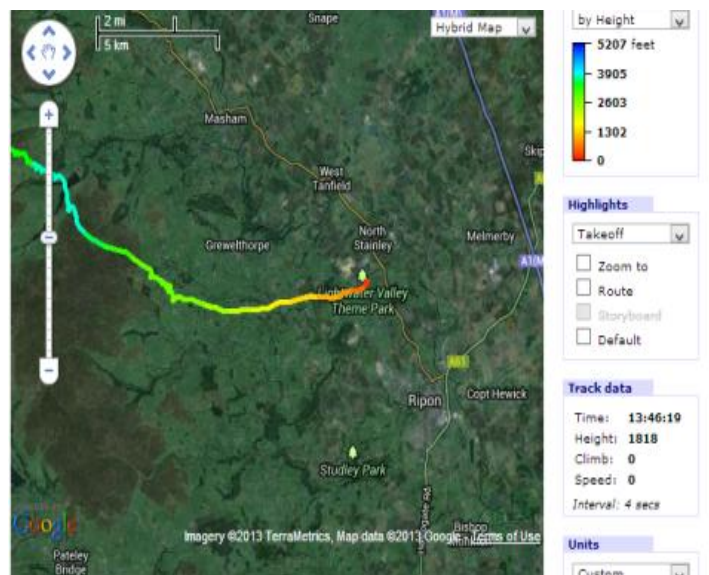




*Slow climb over Roundhills res. There are times when zero or light climbs are worth hanging onto. With any wind, just circling is still covering ground and it may lead to a better climb or a better place to find one. With nothing obvious to head for it's preferable to hang back and wait in good air. In my optimism I think I felt the small moor to the south could give me a better climb and get me high before entering the VoY. It didn't! See photo below. Not sure why I felt optimistic about its chances.*



OK, a fair xc for the day given the expectations I had around midday, but a mix of good and poor thinking. For the most part good but, towards the end I failed to change to a slower gear and studying the snail-trail I probably stepped out of the lift line in places near the end. I located thermals well, mapped them fairly quickly and climbed OK – but without others to act as comparators it's hard to judge. I'm afraid this may have become the blow by blow account I didn't want, but it still may provide some insight for those who hanker after their first xc.





## **Library News- Melise Harland**

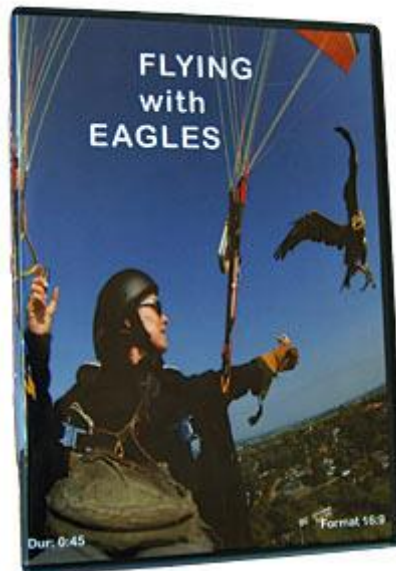
The library catalogue and back issues of Skywords are on the DHPC website. To Access them go to the homepage and you'll see the library listed in white lettering on the blue band at the top of the page. If you click on "Library" it will take you to the catalogue so you can have a look, see what we have and have a wish list ready for the next club night.

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.

# **DVD Review**

## **Flying with Eagles**

### **Produced by: DR & Paravision**



## **Reviewed by Melise Harland**

In 2005 twice winner of the World Paragliding Championships Louise Crandel decided to take on a different challenge from the competitions she was used to. She took on an untrained, captive bred, Steppe Eagle called Cossack with the aim of working with him in the air to find thermals and fly further.

The DVD follows the training process from the day Louise and Cossack meet in Scotland, to their first mountain flying adventure above Lake Como in the Italian Alps. With the help of a Danish Falconer, Hans, Louise slowly gets the very nervous and often ruffled bird to fly to her hand. She

then spends hours walking around with the bird on her hand getting it used to being around her. Once it is comfortable with her she gets it used to being around the crackly paraglider before flying with it at a local coastal site where it finally flies to her hand.

It seems to be more common for falconers to be flying with their birds these days but this DVD illustrates how patient you have to be and how time consuming the training is before you even get in the air.

This film won 1<sup>st</sup> prize in the Coupe Icare Film Festival in 2007.

The DVD contains two extras:-

Highlights of Cossack – These are some of the best bits of film of the bird flying.

The Future of Cossack – This shows that the bird is being used in research into the dynamics of flight and flight control, interesting but a bit worrying that it is sponsored by the US Airforce!

---

## **Iain Fairbrother – Lost Cross Found**

From 2009 AGM Minutes

On 16 Jan 1994 Iain Fairbrother died as a result of a hang-gliding accident on Wether Fell. A solid teak cross was erected by the club in his memory. Iain's sister (Alison) has reported that she cannot find the cross. It is possible that it has just fallen over, but it seems more likely that it has been stolen. All members are asked to keep an eye out for it and report its whereabouts if located.

[31 Jul 2013](#)

[Hi Martin](#)

[Last Friday evening Sara and I flew on Wether and I saw the cross in pieces on the ground. We went and checked it and put it together but left it laid flat on the ground.](#)

[Cheers,](#)

[Pete](#)

1 Aug 2013

Dear Alison,

I am delighted to be able to tell you that Pete Spillett, our Safety Officer, has located Iain's missing cross, albeit a little worse for wear. I suggest that it's probably better if you communicate with him directly to get detailed directions - assuming that you will want to visit again at some stage.

The question arises as to what to do next. As we agreed before, none of us are particularly keen to erect memorials on our flying sites for a variety of reasons, to which I might add that it could act as a beacon to vandals; although I'm not sure if that is what happened in this case.

May I respectfully suggest that we leave it where it is: at peace, lying down, watching the clouds, and occasionally pilots, floating past?

Martin

7 Aug 13

Hi Martin

How lovely to hear from you. My husband, Richard, and I were only speaking about you a few days ago, as we were discussing Wether Fell. We have been away on holiday so have only just picked up this message that you sent. It was good of Pete and Sara to actually land to investigate the cross, so thank you very much indeed, Pete and Sara, for your giving time to do this.

I am thrilled that the cross has been located, and I am going to assume that the weather and wildlife shifted it around as opposed to vandals amusing themselves needlessly. This cross has helped my parents and siblings enormously as it has indicated the affection that you all held for Iain. We enjoyed visiting the Fells and the cross, and understood Iain's love of the area. The time and trouble that you all took in arranging the cross in the first place will never be forgotten by us.

Having said all this, I am in agreement with the views of you pilots as to whether it is actually wise to erect memorials. The cross will be remembered with affection and it is now sensible, as you say, to allow it to recline and observe the clouds and birds and flyers of all 'machines' whilst at peace.

We are truly grateful to you and your colleagues for your kindness over the years regarding Iain and the cross. We think of you every March when your presentation evening comes around, and Richard and I hope to 'bump' into anyone who is up on the old Roman Road with their equipment next time we walk up there.

Best wishes and many thanks, from Alison

15 Aug 13

Dear Alison,

Great to hear from you again and thanks for all your support. I'm planning to publish the news about the cross in our club magazine so that members know what's going on and don't make a well intentioned attempt to recover it. I'll also ask our sites officer to let the farmer know.

If there are pilots about next time you visit do come across and say hello. We still need to get you along to present Iain's Trophy at some stage in the future. I'll try to remember to let you know the next date - normally the first Wednesday in March in Otley.

Please get in touch if there is anything we can do to help.

Martin

# Dales Hang Gliding and Paragliding Club – July 2013

Sites Officer North: David Brown - 07757333480

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	mr Baxter@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
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.couthard2@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*

