

The Dales Hang Gliding and Paragliding Club

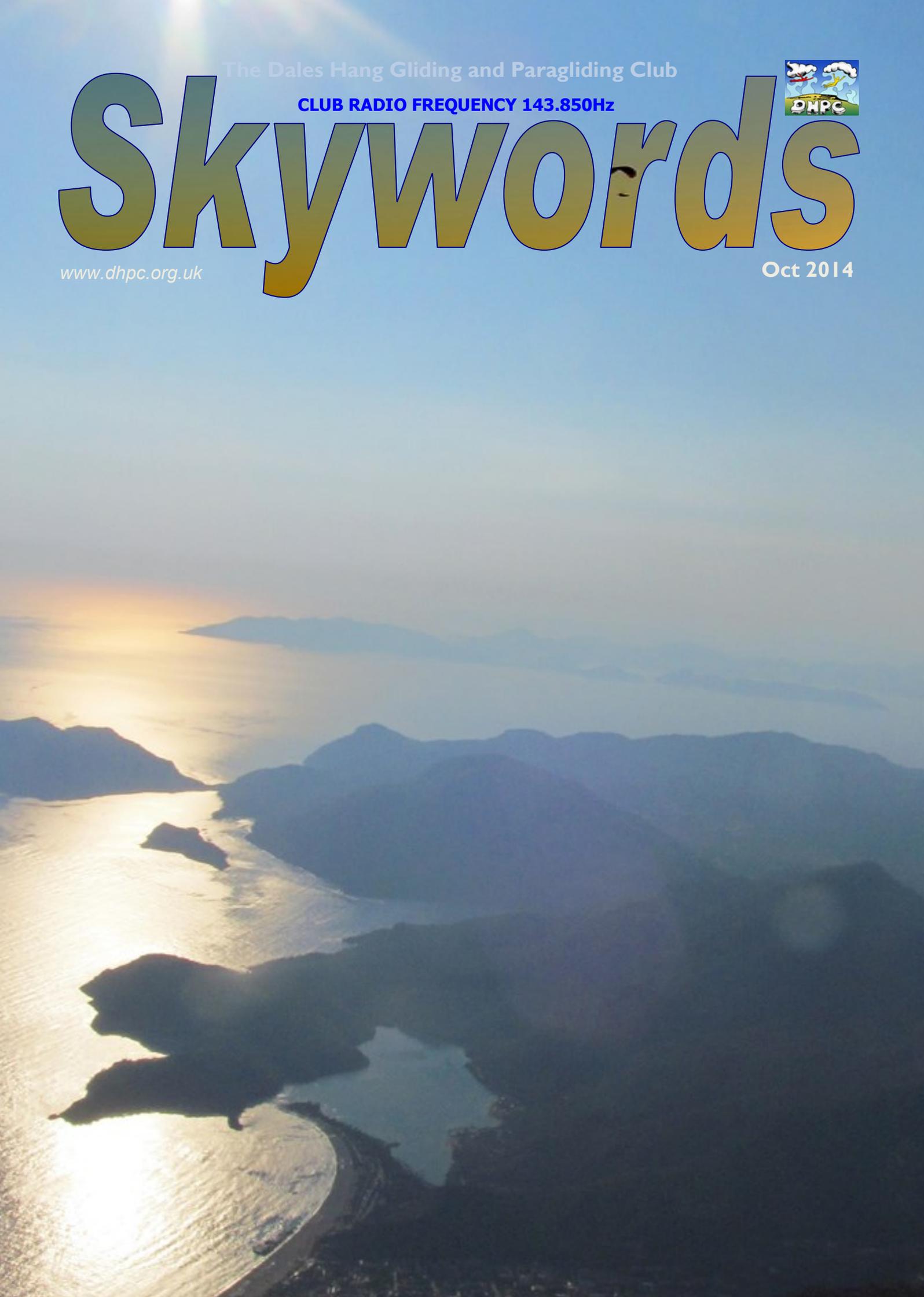
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Skyywords

www.dhpc.org.uk

Oct 2014





Chairman's Chat - October 2014

The good news is that Tim Rogers has volunteered to be librarian. He attended the last committee meeting and even that didn't put him off, so we have co-opted him for the post until the AGM, at least. Many thanks Tim, and welcome aboard.

The bad news is that Safety Officer Pete Spillett has decided to step down at the AGM. This isn't such an easy post to fill because it's a BHPA named post: the individual should be reasonably qualified and ideally a club coach. Simon Goodman has expressed an interest but he's currently our Paragliding Competitions Member and I don't think it's fair to ask him to do both. So if any of you (no matter what your level of experience) want to know more about either job without making any commitment, then please get in touch.

Thanks to Gary Senior the site guide for Fremington Edge (above Reeth in Swaledale) has been produced in draft. It's on limited distribution to experienced pilots so that we can confirm minor details such as whether you can reach the bottom landing field on a straight glide! If all goes well we hope to list it on the website in the spring.

Over the winter months the committee will be updating the club handbook. Once complete it will be published on the website as a pdf. We had a long discussion about producing a hard copy and, in the end, decided that we would, but only for new members and visitors - who pay for the privilege.

Those that attended the first club night of the year agreed that it was a cracking night. The next one won't be nearly as interesting - in fact I'm not sure that I'll bother turning up!

Fly safely,

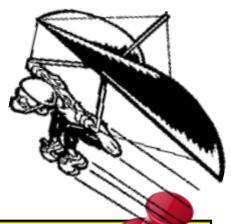
Martin Baxter
Chairman

Editor's Note:

Do not be put off by our glorious leader's self deprecating comment above. Martin is making a presentation at the next club night.

Actually come to think of it, I may not turn up either!

Noticeboard



Club Nights

Club nights resume in September

Always the first Thursday in the month—except January (no club night)

Always 7.30 for 8pm, or you could come early to eat with your flying buddies first (6.30pm).

So, the next one is

Thursday 2nd October, 7.30 for 8 pm

We have an entertaining double bill lined up for you this month, with two of our senior officers presenting:

Martin Baxter, Club Chairman: Running the Club

Ed Cleasby, Head Coach: This year's flying Achievements

Notice of Annual General Meeting

Thursday 4 December 2014 at the [Horse and Farrier](#) in Otley.
7.30 for 8.00pm

All members of the Dales Hang gliding and Paragliding Club are invited to submit formal proposals to chairman@dhpc.org.uk before 1 November 2014.

There won't be an opportunity to raise important new issues on the night and this early deadline allows us to give due notice to all members of any contentious proposals, so that they can be there to put forward their views.

As well as setting membership fees for next year all committee posts are up for re-election. Please feel free to stand for any post - I promise you that no-one will be offended. All you need is a little spare time and a willingness to put something back into the club. If you want to discuss things without making a commitment please get in touch with me at the above address.

Noticeboard

Future Club nights

November: Pat Dower

Dec: AGM

Feb: Quiz / Photo Comp

Mar & Apr: Major national talent

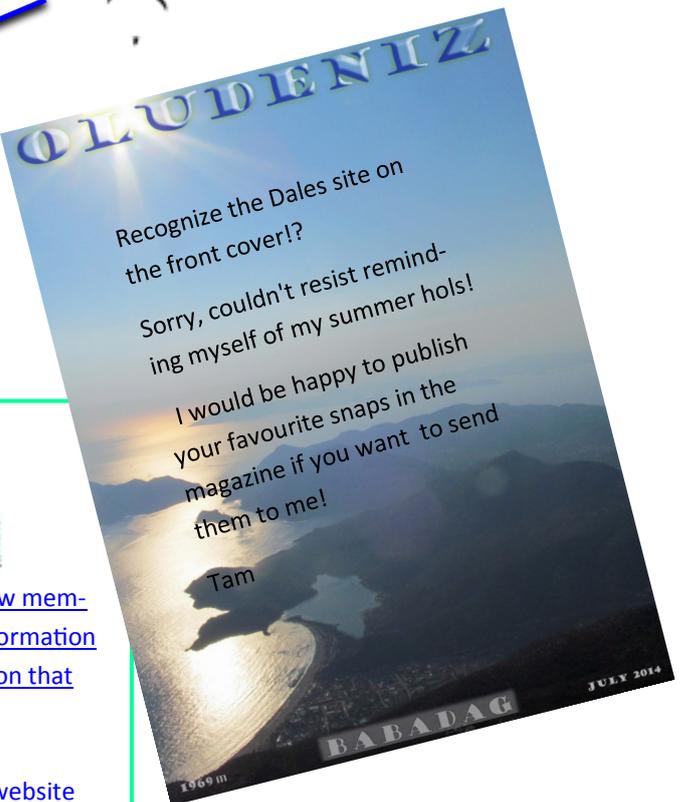
May: No club night—Go fly!!



Going to Malvern ?

Site emergency information is here. They have taken the idea of the emergency card, and developed instructions to load it on your phone. Seems like a good idea.

The Dales emergency card is here



The Yorkshire Dales Local Access Forum is seeking new membership. I would be grateful if you could bring this information to the attention of other members of your organisation that may be interested.

More information, and some history is on the DHPC website

Learn from the best!

Mike Cavanagh, friend of DHPC, and leader of the National XC league gives his thoughts on the Secrets of flying well:

Comfort, Observation, Flexibility, and Beer

So now you know!

Safety First - Cool Landings in Hot Places

Got a winter flying trip organised abroad—read this before you!

This is the eighth of Nigel Page's safety articles from his website <http://www.50k-or-bust.com>. Nigel is a senior paragliding coach, and has been a member of the national team. We are indebted for his permission to reproduce his articles in Skywords. They originally appeared in the Derbyshire Soaring Club Magazine.

Nigel prefaces his articles as follows:

These articles are my best shot at covering some of the safety issues which seem to be poorly understood by some pilots. Most were written in response to serious accidents or incidents. I am conscious that they are only my own view of issues I have been able to identify. They do not constitute a comprehensive safety manual.

Some pilots fiercely condemn any attitude which appears at all negative. However, by their nature, safety articles tend to take this form and I make no apologies in this respect. Some also say such articles are just stating the obvious. This may be so, but pilots keep crashing. Perhaps the obvious needs to be stated.

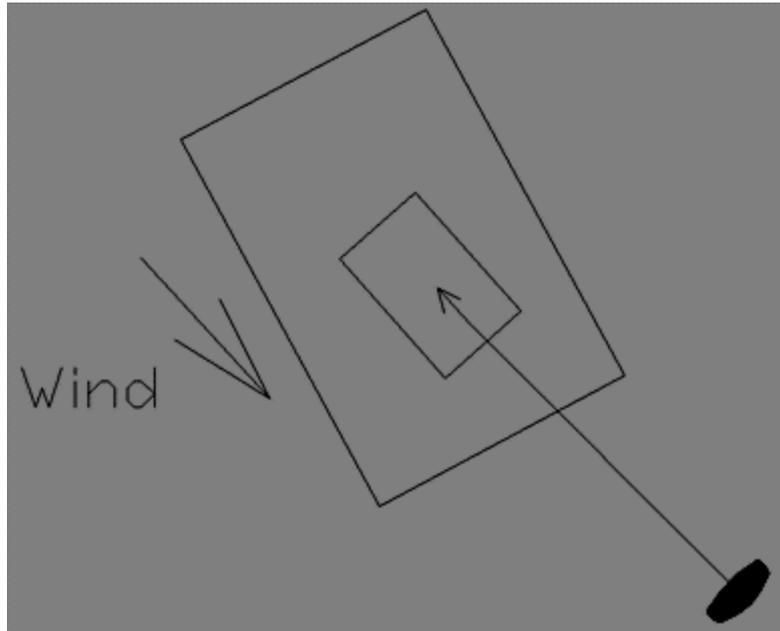
Cool Landings in Hot Places

When us Brits go abroad to fly we usually try to find the sort of hot, thermic conditions we don't get in the UK. One of the difficulties this causes us (well me anyway!) is in doing decent landings. In Britain most of our landings are done in a moderate wind with little thermal activity, often in fields we know well. Venturing overseas we may suddenly find ourselves trying to land in a small, rocky sloping field surrounded by trees. Not only that, but the thermals which have unsportingly failed to keep us up are now finding various ways to thwart our landing. Too many of us get hurt abroad and poor landings account for a significant proportion of incidents. It does not have to be that way and we can practice most of the skills we need on home ground. Every easy landing can be practice for a difficult one. Each time we land in our big local landing field we can pick a different small area within it and aim to do a nice landing there.

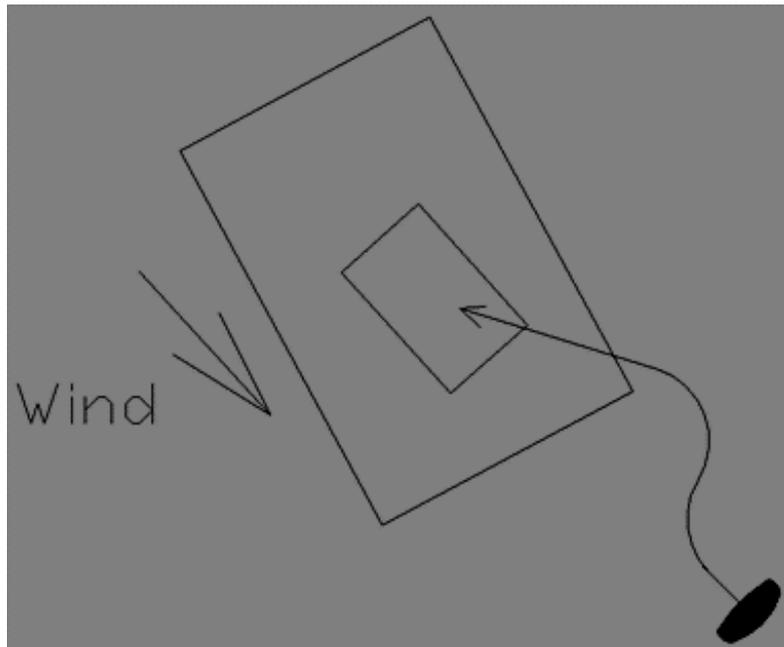
Two Methods

There are two main ways of getting into a landing field. The first is to make a straight approach from downwind, perhaps using S turns or a little brake to control our angle of descent.

Safety First - Cool Landings in Hot Places(Cont)



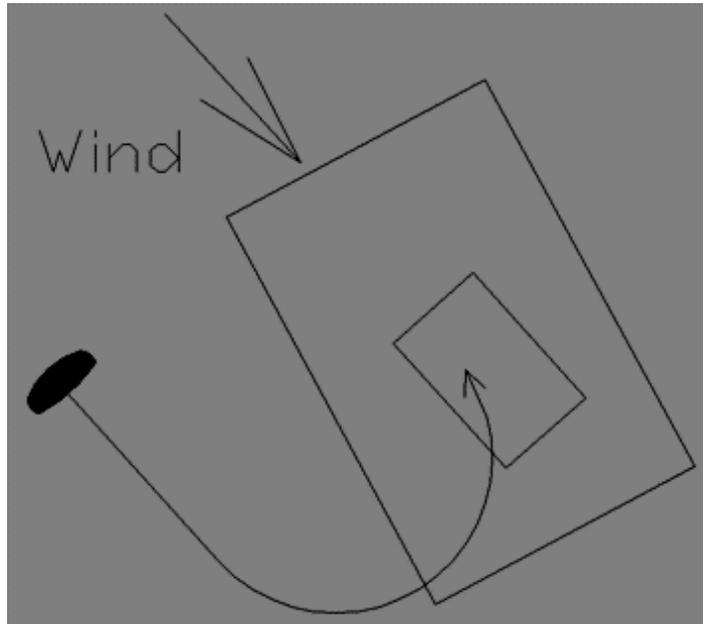
This is OK, but if we meet some lift on approach we may have to make some serious manoeuvres to lose enough height. We will initially have to turn away from the landing area in order to do this.



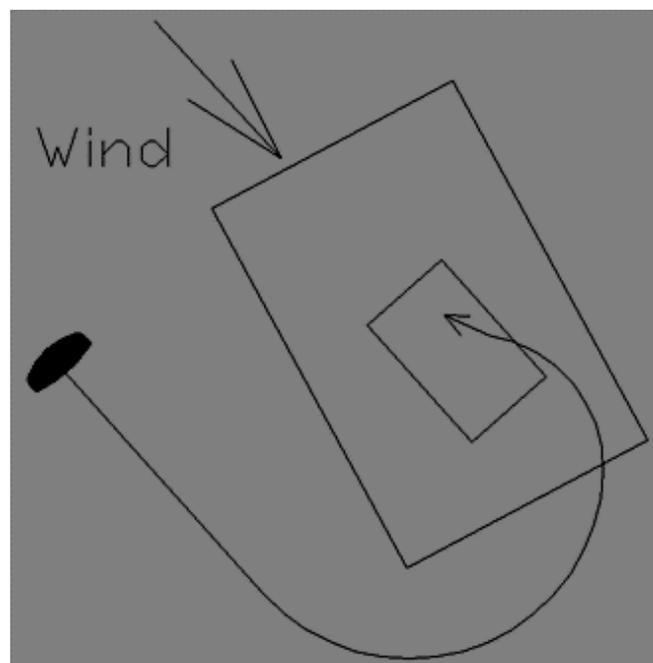
The S turn also involves two changes of the direction of our turn. Furthermore, starting some distance from the field downwind we are very exposed to the consequences of hitting sink which can prevent us reaching the field.

Safety First - Cool Landings in Hot Places (Cont)

The second method is to make a curved approach, sometimes known as a constant aspect approach.

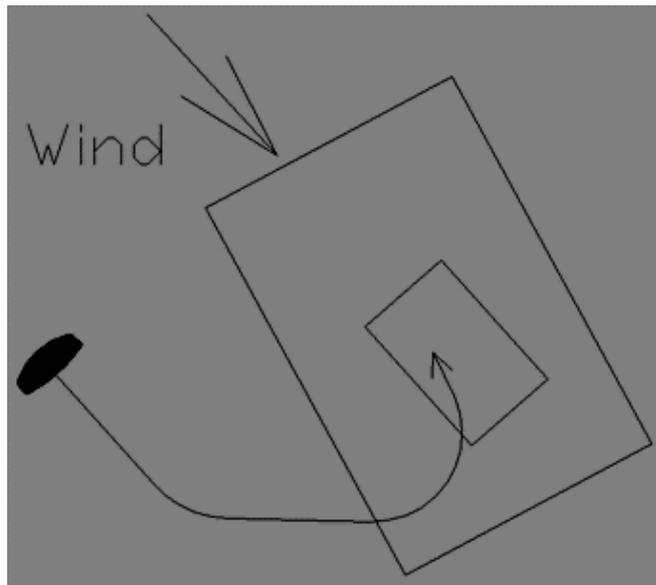


This means starting upwind of our landing area and making a 180 degree turn towards our target. If we keep the view of our target area at a fixed angle or “aspect” we should arrive at it somehow. It seems a bit technical so why do it? The answer is that it gives us great flexibility in our approach. If we are too high we can easily open out the turn.



Safety First - Cool Landings in Hot Places (Cont)

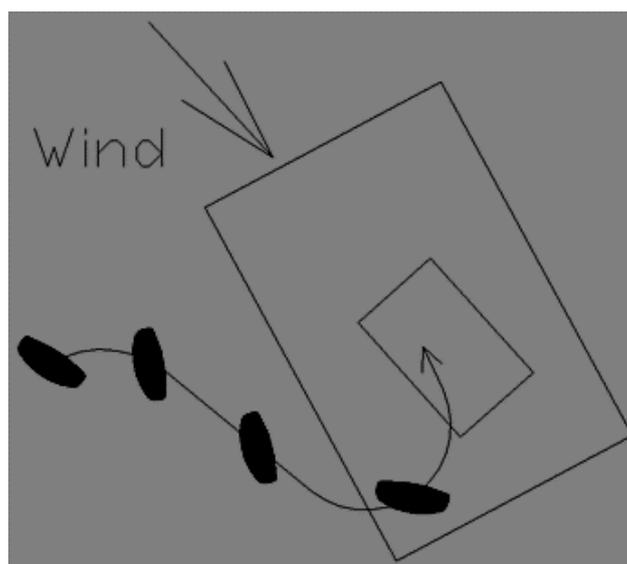
And if we are too low we can tighten the turn or even make directly for the landing area.



We now have a wide range of adjustment of our approach and only have to make a turn in one direction. i.e. We don't have to reverse the direction of the turn or turn away from the landing area. Turning also increases our sink rate from a straight in approach further helping us to get down cleanly.

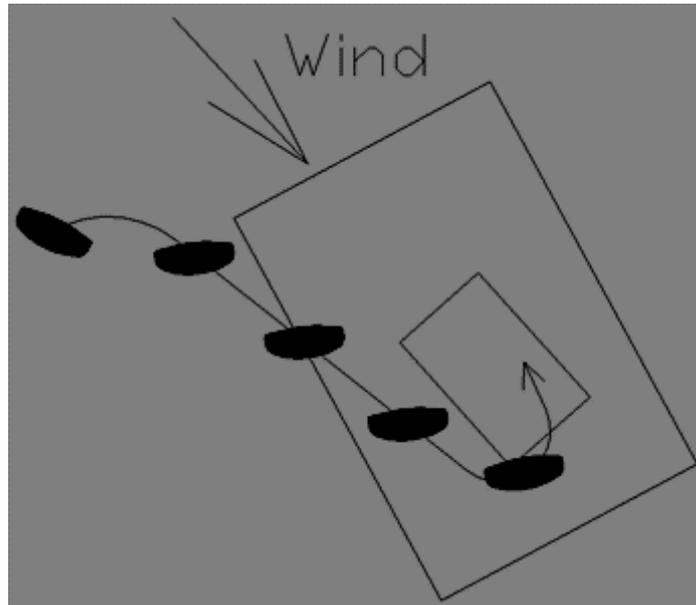
The perfect system? Not quite. Paragliders are a bit slow and we may be landing in winds which are a significant proportion of our airspeed. For a standard curved approach we start by flying downwind. If our glider has an airspeed of 38 kph and the wind is 25 kph we will be travelling downwind at 63kph rather close to the ground. Not only will this scare us witless (me at least!) but it will make the timing and accuracy of our turn very critical.

What we can do is a sort of hybrid approach.



Safety First - Cool Landings in Hot Places (Cont)

We start from a similar position upwind to one side of our landing area and make a sort of S turn in from there using the wind to move us crab-wise downwind. As with the curved approach this gives us flexibility to open or tighten our turns to control our approach. This method also helps to keep us upwind of the downwind boundary of the field. Always a nice thing in a strong wind. In a very strong wind we might even do something like this



In this sort of wind we are probably going to be quite glad to be on the ground!

Practice!

Although these techniques are very powerful they are different enough from straight in approaches to require some practice. It is too late when we really need them. If I have not practised curved approaches for a while I can find the view from the starting point quite alarming. Practise approaches from both left and right sides. We may find a field with a large obstruction on the side we find easiest to approach from. I find the right side much more difficult than the left so I practise it more often.

The curved approach is not a cure all. I still sometimes find myself floating across a field a few feet off the ground, but it surely helps.



Committee Profile: Pete Johnson

Sites Officer (South)

Some time ago it was decided at a committee meeting that all the committee should re-introduce themselves to the members through Skywords.

I served in the military for 32 years retiring 4 years ago. Having lived in South Wales for 10 years the family and I moved back to Yorkshire in 2008. I joined the DHPC in 2010 and became a committee member shortly after.

I started my flying in the early eighties by trying to get my CP on hang gliders, but because of the typical weather in Britain and moving location several times I was unable to finish the final part of the course. I then did lots of parachuting over a ten year period within the military, but always felt happier when the chute had opened! Because of this I decided to take up paragliding.

I did my paragliding CP in 1999 and was a member of the Joint Service Hang Gliding and Paragliding Club until 2002. I then became a member of the South Wales club from 2002 until 2008. Following that I had a break from paragliding due to family commitments until the summer of 2010.

I would class myself as a recreational pilot who should be a lot better at flying than I am, bearing in mind the number of years I've been practicing! I fly all year round and if it is flyable midweek will normally try and get out, especially if one of the southern sites looks descent. I now fly a red Skywalk Tequila 2 so if you see me on the hill and want to chat or discuss anything to do with the sites you now know who I am.

Fly Safely,
Pete.

Mob 07968759422

Email pjohnson2503@aol.com



Ed's Coaching Column

Reflecting on your season

As the end of the flying season approaches, it's useful to reflect at a personal level on how successful it's been and what progress we've made as a pilot. I'm sure we all measure these things by our own yardsticks so what follows are simply my own. During the previous winter I'd mulled over my aims for the forthcoming season so I had something to put any achievements against – I once unwisely shared these, now I tend to keep them to myself. It depends how immune you feel to the slings and arrows

So – reflecting on my own flying year.

STAYING SAFE

Always my number one priority. Not only do I not wish to have accidents but I want to avoid incidents and anxious moments too. Any close call, whether it be a near brush with the terrain, getting into a bad place (turbulence, no landing options, going backwards etc) or too near a malevolent cloud. I certainly wear brave pants at times, but generally like to feel in control of a situation with my plan B and C sorted. For me personally, incidents that don't result in an accident are fortunate get outs where luck plays too big a role. I don't ever wish to have to rely on luck so try to minimise it.

As I'm struggling to recall an incident this year, I feel fairly happy that my very cautionary approach seems intact. One bad habit I'm trying to get out of is scratching too close.

KEEP BROADENING HORIZONS

Experience is not measured in hours, but the variety of places and conditions we fly in. This includes exposure to new and different types of site, flying unusual weather conditions and even the nature of our flying. To that end I've enjoyed some great new experiences this year that included flying the north face of Ben Nevis, crossing the Cairngorms, climbing to 10,500' in Laragne and sharing it with lots of others and revisiting Ager after a 30 year gap. Whenever possible it's good to get away from the usual stomping ground and one of the beauties of a paraglider is its small, compact size in many respects it's the perfect adventure tool.



Ed's Coaching Column - Reflecting on your season (Cont)

TESTING YOURSELF and ACCELERATED LEARNING.

Some people love competitions; others hate them. Whatever your view you can't fail to learn something about yourself, your glider and those darned instruments. Even if you only do the odd event you will emerge a better and more knowledgeable pilot. This year I've taken part in five different types of event from the laid back intensity of the North/South Cup, through to the fun LCC. There are many events out there to choose from depending on your experience level . . . and the big growth area in comps is the guided learning events where the emphasis is on making you a better pilot rather than a winning one. You don't even have to go abroad with the British Paragliding Cup (BPC) now integrating CP to P as a coached improvement element.

So How was it for me? The various comps taught me a lot this year – being a prisoner of the comp structure and timetable also frustrated the hell out of me at times. It confirmed some things I already knew. I'm at heart a fairly conservative, bumble along, xc pilot. I don't race and whilst I can confidently make goal I'm far too slow. I'm learning to use speedbar a lot more and use it better. I'm now trying to be more discriminating about the climbs I take. I am a contrarian – it doesn't take long before I go off and do my own thing; sometimes it works, often it doesn't. I'm learning to fly a route better in terms of optimising it, choosing decent lines, observing the bigger picture and working to a strategy. There are many other small details involving preparation too. However you look at it the competition experience does provide a boost to your pilot skills.

COACHING

This is where I feel I've underachieved this year and despite all the plans and good intentions I feel it's not really happened. It would be too easy to blame lack of opportunity, work, holidays away, weather etc. The reality is I got too fixated with my own flying. I feel it's too late to stand down with an AGM not far away, but I'd be happy to serve under a new CC should someone feel a burning desire to take on the role.

AIRTIME (probably related to the above)

Staying current is everything to staying safe and making solid progress. I would guess that in terms of airtime, sites flown, xc 's flown (well over 50) places visited etc., this has been my best year in over three decades (sounds less than 30 plus years). The weather, whilst not always brilliant has been consistently good – and September continues that trend. Although we have winter approaching it's still possible to get plenty of (colder) flying and still possible to fly winter challenges and new places. An increase in my workload is going to cut my opportunities next year but I still aim to get out whenever possible.

This was a personal take on my year – merely an outline. We can all undertake the same reflection whether novice or experienced pilot. It's always good to look back to see what we've learned and use this as a basis for future plans and aspirations.



We had a good team out from the Dales and Cumbria areas - which guaranteed a bit of mayhem!

Throughout the week the weather, although often flyable, was not always taskable. On one day we even walked down for the exercise and the fun of it - despite the plus 30 C temperatures.

We got in three scoring tasks, another was cancelled mid task and others just before launch - mainly due to the increasing west wind or over development. The tasks we did fly were fun and often multi task which challenged the gps programming skills of some. This was a great sort of event to decide if comps were for you or not. Being a prisoner of the comp means you can miss some of the flying opportunities due to waiting, conversely you do learn a lot about yourself, your wing and your instruments. It's also a safe and closely monitored environment and you get to fly with others - lots of them. It can get busy!

What did I learn? Well - this is my fourth comp this year and there is a pattern emerging.

- * I generally get to goal on tasks.
- * I'm pretty slow and don't take enough risks - too cautious; more xc meanderer than racing snake.
- * I chose to take the UCross over the M6 - it was a slow wing against the Carrera, D2 and Mentors ... the M6 would have helped a lot.
- * There is a lot of full bar use and my only catch-ups come in thermals (leave early) or strategic positioning (pimp positions)

The comp aside we had a great laugh, caught up with many old friends and flew safely. We need to curb some of our group antics involving naked frolicking, non pc language and cheese.

Ed Cleasby

Chief Coach

[Full Results available here](#)



Over the weekend of 5-7 September around 50 stout hearted chaps gathered at the Chipping Show-ground sandwiched between Parlick and Longridge for the Pennine Club's annual Parafest. Paragliders and paramotors were parked up. The Dales contingent was a bit miserly – Tony and Zena Pickering and Jan Tempest.

Friday was a lovely evening but it had been overly strong for flying from Longridge so beers were cracked and a somewhat racy high tech double decker barbecue cranked up. A group headed off for a parachute repack led by Bill Morris – not of the BHPA.

Saturday's forecast was for early morning rain but the weather gods were running late and Parlick was completely clagged in but the village had a decent café for the inevitable parawaiting. The gunk didn't clear until 4 o'clock when there was a mad rush up the hill.

It was blowing pretty fiercely on top and most pilots elected to take off from down the westerly slope quickly getting into lift and heading over towards the bowl. The original task had been to fly a triangle and multiply this by longest straight line flown but due to the late start and uncertain conditions the task was sacked though most people got an hour or so in.

Sunday was forecast to be northwest so Pendle was the spot with Comp Director Simon Blake setting an xc to Hebden Bridge.

The wind was well to the north causing some interesting launches running directly along the ridge and heading straight for a five foot stone wall. There were a few false starts as gliders side and bottom landed.

Eventually most pilots got away but a number of them opted to take advantage of conditions and instead headed off towards Longridge, Parlick and possibly the Lakes.

It seems Mr Blake decided to show the others the best route as he actually won the competition!! But sportingly declined to accept his prize so things are carried over to 2015.

Maybe one of the Yorkshire Skygods should take up the challenge.

Although it was a low key affair it was very enjoyable with a friendly bunch of folk in a lovely setting and £150 was raised for the Air Ambulance.

Jan Tempest, Trophies Officer



HIGH SIERRAS

Guided XC and thermal coaching in Southern Spain, for novice and experienced pilots Fly with Chris Williams who has been flying and guiding in the area for over 20 years.



Stay in the quiet mountain village of La Muela at the foot of Sierra de Lijar
Limited to small groups of 4/5 for a higher quality of service
We also offer mountain bike guiding and bird watching tours
Taking bookings from September 2014

Limited offer of £250 per person based on group booking of a minimum of 4 flyers. Price includes accommodation and guiding. Book early as only limited places at this price!

Contact: Chris Williams
UK: 00447973222713
Spain: 0034608598083
Email: chris@paraglidespain.com
www.paraglidespain.com

Chris and Lynn Williams of "High Sierras" are offering guided paragliding, mountain biking, bird watching and trekking holidays. Staying in the quiet mountain village of La Muela at the foot of Sierra de Lijar in Southern Spain. Come along for a paragliding holiday and if you wish take part in the other activities we offer for free. We specialise in small groups of around 4 to 5 for a higher quality of service, XC guiding and retrieve, coaching including task setting, waypoints for circuit flights entering your flights into the UK league and all you need to set you up for the UK XC season. Our prices start from €490 euros each per week, discount for group bookings and a one week per month special offer of £250 per person based on a minimum of 4.* Taking bookings from September 2014.

*Offer finishes March 2015.

See website or call for details.

www.paraglidespain.com

mailto:chris@paraglidespain.com

UK:00447973222713

Spain:0034608598083

Club Coaches. This is an up to date list of Club Coaches.

Dales Hang Gliding and Paragliding Club – February 2014

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,	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 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	steve.andbex@btinternet.com	01765 650374
David Brown	Various	Ingleton	d.brown208@btinternet.com	07757333480
Alex Colbeck	Weekends	Harrogate	alex.colbeck@hotmail.com	07717707632
Kate Rawlinson	W/e schols	Colne	katerawlinson@hotmail.co.uk	07976510272
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
Toby Briggs	Various	Pateley Bridge	tobybriggs@btopenworld.com	07582156471
Fred Winstanley	Various	Higher Bentham	fredwinstanley@sky.com	07770741958
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

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.

Ed Cleasby

*Chief Coach/Senior Coach
February 2014*