

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

April 2012

CLUB RADIO FREQUENCY 143.850Hz

Skywords

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

Kate x



April Club Night **Trophy Presentation Evening**

Guest Speaker

John Ellison

John will be talking about Top Level Paragliding Competitions and bringing some visuals to show us all relating to comps as well as flying in the Dales.

He will be bringing his R10 into the room at the Dyneley Arms to show how it differs from Topics he will discuss may well include:

- 1) Development of top performing paragliders
- 2) How tasks could be modelled to make them less speed orientated but still a test of pilot skill.
- 3) Why some top pilots choose to no longer compete in PWC, etc. other gliders.

Don't miss this Club Night - the last one of this season until September - it'll be a good one.

7.30p, Dynley Arms, Otley Road, Pool in Warfedale, LS21 1ET

Inside this months issue:

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Plus lots more.....



Chairman's Chat

I'm livin' it up at the Hotel California in southern Spain. I have been coming here every year, at this time of year, for quite a while but this is the best weather that we have ever had. I have flown every day for the last 11 days. There is something of a classic route here where you take off from Otivar, a mountain site with an 'interesting' bottom landing, and attempt to fly to the beach at La Herradura. It's only about 12km in a straight line and about 18km over the recommended route, but it takes you over a couple of 'valleys of death' with little by the way of landing options. In about 10 previous visits I have only completed the route 3 times. This time I did it 7 times in as many consecutive days.

La Herradura also has it's own ridge, with relaxed soaring over luxury villas, swimming pools and sea cliffs. When you get bored you can land on the beach right next to the bar. Done that twice.

Towards Granada, in the foothills of the Sierra Nevada, we have flown at Cenes. The day before yesterday a smooth (7 m/s) thermal took me to 8,500' and an 18km out and return over the picturesque Alhambra palace. But it can be rough as well. One of our party had a serious collapse and, with twisted risers, wasn't able to correct the subsequent spiral. To our great relief she threw her reserve and landed reasonably well. With some ariel direction from yours truly, the ground party got to her within about 3 – 4 minutes, and she was in hospital about half an hour later. Unfortunately an MRI scan revealed a fractured vertebrae putting a premature end to her flying holiday.

The rooms are comfortable, the food is excellent and the bar measures are generous. The standard of guiding/supervision and hospitality are hard to beat.

Flying in the mountains can be quite technical and doesn't offer the big XC distances that you can get flying elsewhere, and to be fair some of the sites can be a little tricky for novices. But if you have 50 hours under your belt it's a destination well worth considering, especially at this time of year, when you want to regain your currency in the sunshine.

Fly Safely,

Martin Baxter

BPCup 2012

Sorry folks but bad news for the Dales round of the Cup.

We have no choice but to cancel this event. We can't afford to run this event with 18 pilots and as I said in the last message, Simon and I don't want to squander the reserve funds on so few entrants.

For those who entered all three rounds we will refund on a pro-rata basis, which equates to £13 per day for newcomers and £15 for everybody else. If you paid for just the Dales, you'll obviously get the lot back.

We are happy to refund either by bank transfer or by cheque. For electronic transfers and if you don't want to provide all your bank details in one email, send your bank account number or sort code by email to me at finance@bpcup.co.uk and txt the other number to my mobile 07968 561322. Please state who you are in both communications. If you want a cheque then say so in an email to the same address.

Please talk to your fellow pilots and try to boost the numbers for the remainder of the rounds. A decision on the viability of the SE Wales event will be made on July 1st.

Gaz.

Dales Reserve Re-pack

Thanks to Bill Morris (from the BHPA), Russ his assistant and to the 22 pilots who came along to the repack yesterday.

Everybody threw their reserves in the gym with the only three issues found this year. These were all tape to tape connections (which could mean the tape melts on reserve deployment). These were replaced by maillons.



More photos here: <http://www.flickr.com/photos/32696543@N...198789210/>





Farmers Dinner 2012

The Annual Farmers Dinner was held at the Devonshire Arms in Cracoe for the third year in a row, and once again was a huge success. The evening began with drinks at the bar, followed by a slap up 3 course dinner, coffee and mints. Committee, ex committee and their partners entertained the farmers; Trevor ran a raffle assisted by me, Kate, Melise and Zena. Trevor also provided the now traditional flying balloons much to the dismay of staff trying to serve dinner. And our chairman, Martin, made a reasonably short (but very entertaining) speech. But more of that later!



The Dales Club hold the dinner to show our appreciation to the farmers for the use of their land to fly. Without them we couldn't enjoy our fantastic sport. They really appreciate the gesture of the dinner and also (if the bar bill is anything to go by) the mini bus service we provided from Hawes. Many thanks to Pete who really put himself out; and to Ed for riding shotgun.



So as you can see from the evidence (photos) Martin was a little worse for wear when he made his speech. In total 30 pilots flew 126 XC flights totalling more than 5,000km – about the same distance as from London to Ney York! He introduced the farmers by announcing how many km of XC flight had been made from each site. Third place went to Semer Water with 397km; second place to Dodd Fell with 434km; and (no surprise) first place went to Wether Fell with a staggering 2,175km. The owner, Cliff Allen, very sensibly nominated his wife Debbie to collect their prize. As can be seen in the photo she got a little more than the bottle of wine and handshake that she had bargained for! Martin's best speech yet - thank you.

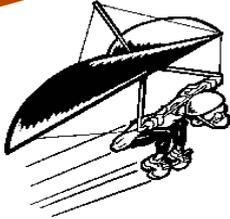


The evening finished around 11.30 pm: a brilliant night thanks to all committee members who gave up their time to organise everything on behalf of the club.

KateX



Noticeboard



For Sale

Wing Gin Oasis £350, Altix £300 Hybrid Harness £350 Apco Mayday £300 Front Reserve Cockpit £30 Front Reserve Bag £25 Front Cockpit with map case £30 Flytec Vario £170 Flying Suit £50. Concertina Bag £30 LK8000 Flight computer £50 Compass £10, Speed bars £12.00 each, foot stirrup £12. Windsock and stuff bag free upon sale of the wing. See DHPC website or contact jamesetaylor@talktalk.net

Paul Scorer's (of RASP fame) slide deck for his talk on RASP is here:

<http://rasp.inn.leedsmet.ac.uk/RASP-Footies/RASP-Footies.html>

It's a good intro to what goes into RASP and also how to use it.

Cheers Pete

Cumbria Soaring Club proudly presents the

**Lakes Charity Classic
The premier free flying event in the North!**

The 2012 Lakes Charity Classic will be held on 8/9 June 2012 in Buttermere. The competition is now accepting entries.

Latest News (15/03/2012)

Applications for the coaching group are now closed - all places are taken. 5 places remain for the A comp and there are currently 3 pending applications for these 5 places. If you want to join, you need to get your application posted quickly!

We've decided to score the 'B' comp by GPS this year. You don't need anything fancy, just a simple GPS capable of storing a tracklog. <http://www.cumbriasoaringclub.co.uk>



Paragliding, La Palma

La Palma is another Canary Island where paragliding is taking off in a big way (pun intended). Like Tenerife, flying is mostly done on the opposite side of the island from the dominant wind direction, known as flying in the Lee. Unlike Tenerife, weather on La Palma can be a little unpredictable, so safe flying here requires a keen eye for the current conditions.



As in all new locations where I paraglide, I like to get a good brief from a local pilot or guide. In La Palma, this meant flying with guide Roger at [PalmaClub](#), located on the beach boardwalk in Puerto Naos. He started the day with a thorough weather brief, held in fluent German, English, and Spanish. By the end I almost felt like I could understand all his detailed temperature/elevation/pressure graphs! Wishful thinking, perhaps, but it was clear that Roger had a good grasp on weather conditions, and that meant we could fly with confidence.

La Palma is a small oblong island, with a high ridge running from north to south, at times reaching as high as 8,000 ft. The dominant NE wind usually hits the ridge and clouds form along its length. These clouds block the wind and make it safe to paraglide in lee conditions. In the middle of the high ridge the elevation dips a little. It is this slight dip that causes potential paragliding problems. When the cloud layer stays higher than the ridge, wind gusts could squeeze through the dip and cause problems. Paragliding is still possible on clear days, but for safety reasons, a spotter must drive up into the valley below the ridge. This spotter will feel wind gusts in advance of their arrival at launch and could radio to all pilots to get down and land immediately.



Thankfully, on the two days I flew in La Palma, the clouds cooperated and it was safe flying for all involved. In fact, paragliding is possible about 330 days a year, so it's a pretty consistent place to fly. Above Puerto Naos is a small ridge about 600 feet high. It is possible to launch from there and thermal up, but the best views come from a higher launch. On the slopes of the main ridge above Jedey, is another takeoff, at about 2500 feet. First it meant a hairy drive up a narrow, bumpy volcanic path. Once we arrived safely at a tiny parking

area (the drive up is always the most dangerous part of paragliding in my opinion), it was short hike up to launch. The take-off was a steep slope of loose volcanic scree, with trees on both sides and a few small ones encroaching into our launch space. Clearly this was not a place to mess around, top land, or otherwise screw up.

Tandem pilot Danny provided the launch brief while Roger stayed on the LZ to keep an eye on weather conditions and man the radio. It was possibly the most complicated and thorough launch brief I've ever had. I'd already noticed that there were a lot of flags and streamers around, both at launch and scattered around the volcanic cones on our drive up. Danny explained that there were 5 streamers which would help determine a good time to launch. Three in front of me should all be blowing my way, the flag near the picnic table should be sideways to show there were no crosswinds, and the streamer high up above me



would prove that there was no dominant wind blowing down the mountain.

Part of the brief was an emphasis that there was NO LZ short of the beach. Except in an emergency, of course, but all options would involve some form of damage to myself or my wing, not to mention hours picking my lines out of rocks. Let's see, there were new lava flows (sharp) old lava flows (cactus), tall, tall trees (uh, tall), banana plantations (with sharp sticks holding up each tree), and banana plantations covered with netting (very expensive, as well as sharp). I resolved not to land short of the beach.

All of this sounded a little scary, but Danny reassured me the good news was that the slope down to the beach was steeper than the glide ratio of my wing, meaning that I would have no trouble staying safe. The bad news was that from the air, the slope looked deceptively flat. So sometimes it took new pilots a few flights before they felt confident flying low to the terrain, yet with room to spare once turning to fly out toward the sea.

My launch went smoothly, and I immediately knew the terror of feeling very close to the ground, with all of its unlandable beauty. But soon enough I had found a thermal to take me higher, with time to appreciate the views of volcano's, lava, pine forests, ocean, and valleys. Oh, and the bananas. I was fascinated with the volcano cones and lava flows, and endlessly enchanted with the green forests.

The soft thermals were just enough to stay afloat without working too hard, and cross country flights were possible quite a ways south along the ridge. With Roger on the radio calling out frequent LZ wind reports, I flew for about 2 hours until my freezing fingers drove me down to land. I had packed lightly for my holiday, and sorely missed my flight suit and heavier gloves.



The LZ was a big parking lot behind the beach, with more streamers to guide me into a safe landing. In a pinch the beach is also a huge spot to land, as long as the tide is out! After feeling the cold it was nice to get warm again on the black sand beach. What more could you ask for?!?!

Two days later I had another 2 hour flight, this time a bit warmer with more sunshine, yet still with the safety of clouds covering the ridge. I could have flown more, both those days and the other days that we were on the island, but of course there were hiking trails to discover too!

Happy flying! Dawn Westrum

Problems at Wendy Windblows on Wether Fell



Hi Trevor

Tried to get to Wether Fell Wendy yesterday (12th) to do complete overhaul, but there has been so much rain up there, the moor was sodden, and I managed to get the 4WD bogged down! Had to get the farmer to come and pull it out with tractor, which took until after dark!

Will be back to try again next week, with winch and extra boards etc to get it out if it gets stuck again... going to do complete overhaul,

replacing almost everything to get reliability up.

Nont Sarah's station being replaced with new site at Pule Hill on Friday (if BT fit phone line on time, they already broke 2 appointments!) Please spread the word about these two things to everyone. Best wishes, Rod

Hi Rod

Yes, I read your station reports on Wendy about both these sites - I feel for you in your struggles to sort out both these sites, having been there, done that, albeit less successfully than yourself.

We used to go up the front track which, then anyway, was not too bad, especially on my trail motor bike. Possibly this track is not passable these days.

I will put a report into the club newsletter about your efforts.

Good luck.

Cheers Trev

Trev, The front track has been refurbished, so we go up that way now, but then you have to leave it on the plateau and drive across the moor to the wall about 200 yards to the west of the station.

It's this drive across bare moor where we got stuck. I was totally surprised how wet it was up there, when everywhere else has been bone dry – the farmer told me it has p*ssed down almost daily on the hill!

I have ordered new solar panels and new battery and new housing, doubling up on the size of the panels, so as to try and make it last over winter without running out of juice. (That's about £500 invested, then, just on these 3 items!)

Pretty well everything will be brand new on it, and I hope to re-install it next week. I am doing the Carriage House (Pule Hill) install tomorrow (if BT turn up to do the phone line as promised, they've already screwed up two appointments!).

Rod

Hi Rod

It must be most irritating when you get complaining emails like that when they clearly don't understand how much is involved in the job.

Kev Gay and I will come and help you with the work on Wether if you think this will be of benefit. Kev is doing odd job work at present and so is fairly flexible. He has a Jeep Cherokee. I'm not sure what vehicle you're using but at the very least he could pull you out if you get stuck. I've finished work now so have plenty of time to do whatever you want, like humping stuff around.

Cheers Trev

Thanks Trev. All being well, with the weather etc, and me having had time to get all the stuff manufactured, I plan to get Wether back on air on Thursday, if that would suit you and Kevin.

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Finally ...some texts from Rod saying....

Wether has come back on by itself so the heat is off to repair it immediately.

Don't think tomorrow (Sunday) is on for Wether Fell – I still have a lot of prep work to do and not enough time tonight. Also, fog is forecast for tomorrow morning – as the station is running, the pressure is off for a few days. Rod

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So I think you all can see that Rod has a lot on his plate, keeping all the stations going against the ravages of sometimes very fierce weather conditions. I'm certainly grateful for his efforts – I guess we all are.

Trevor Birkbeck

25th March - You need a PS... it's not working again today. Sara



"We have started the year with a few more donations to the library. Many thanks go to the family of Dennis Wray who have donated three more books (The Pilot Handbook, Touching Cloudbase and Thermal Flying). We already had copies of these books in the library but they are popular ones so extra copies are welcome. Thanks are also extended to Pete Logan for four DVDs (EN Certification, Dynamic Decisions, Pure: The Spirit of Flying and Flying the Holy Land)." 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.



DVD Review EN Certification

By: Air Turquoise

Reviewed by Melise Harland

This DVD is what it says on the label really. It goes through the EN certification process step by step but in a really interesting and informative way, well worth a watch or two.

It is split into 5 sections:-

EN Test - ~22 minutes.

Load Test - ~ 1.40 minutes

Rescue Test - ~ 3.46 minutes

EN Standard - ~ 3.19 minutes

Bonus - ~ 25.19 minutes

EN Test

This main section explains what the EN standard is and how the tests are carried out. It goes through all 24 tests that they do individually, explaining what they are and how the wing should behave to obtain each level of certification (A-D). They include video clips of each of the tests being carried out with the pilot's comments as he does them. Where it is difficult to see what the pilot is doing in the air they have someone demonstrating what he is doing in a harness hung in the studio. Some of the footage of the pilot doing the tests is shown from two different angles. They also explain what would constitute a fail of the test.

They also explain that as well as these in flight tests the paragliders are also required to undergo 3 mechanical tests in order to obtain full certification:

- 1 Shock Test
- 2 Load Test
- 3 Line Bending test

These basically test the strength of the glider under a certain loading and are shown in more detail the additional sections on the DVD.

They even show what paperwork is issued when the gliders are certificated.

Load Test

This is a short film showing how both the load and stress tests are carried out – interesting to see a glider ripped apart! There isn't any more explanation than they give in the main EN Test section but you don't really need it.

Rescue Test

This is a short video of how they test reverse systems. Again there is no commentary but it would have been useful for this section. They seem to do two tests one using a weight that is dropped from a helicopter with a system to automatically release the reserve, although there is no explanation of the weighting and it seems to pretty much wreck the reserve in this instance. The other is a tandem reserve that is released from an actual tandem paraglider that is cut away, with a second reserve being deployed before they hit the water. It would have been nice to know if there was meant to be both deployed or if they released the second because it was going down too fast or something.

EN Standard

This is a nice little short film that simply shows what is normal behaviour for each EN standard A to D and what the definitions of A to D certification are. It also gives the web address for where you can find the details for each glider tested.

Bonus

The bonus section is split into 5 sections:-

Gallery - ~ 7.24 minutes

Incidents in Flight - ~5.58 minutes

The Team - ~ 2.44 minutes

Flying Place - ~ 3.04 minutes

Thanks - ~1 minute

The gallery contains some really nice pictures of the testing some of which seem to be stills from the same tests as are shown in the video in the EN Test section. The Incidents in Flight are what it says, they are short clips of film that appear to have been taken on pilotage/SIV courses of things going wrong, including reserves not opening correctly or at all in some cases. It's a good way to try and work out what went wrong but not something that is very pleasant to watch. The Team is also what it says, it introduces the team who do the testing using photographs of them working. Some of these are the same as in the gallery. Flying Place is an introduction to Switzerland where most of the testing is done and what it has to offer pilots of all levels. Finally Thanks is basically just the credits.

This DVD was donated to the club by Pete Logan.



Dales Hang Gliding and Paragliding Club – July 2011

Paragliding Coaches

Name	Availability	Location	Email	Contact
Sean Hodgson	various	Haworth	sean@ogi.me.uk	07999606084
Rob Burtenshaw	Sun+various	Oxenhope	burtenshaw@fsmail.net	07747721116
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@advaoptical.com	07786707424
James Watson	Weekends	Leeds	james@primaryictsupport.co.uk	01132 825827
Andy Bryom	Weekends	Keighley	andy.active@unicombox.co.uk	07796 421890
Dave Couthard	Weekends	Leeds	d.coulthard2@ntlworld.com	07595895149
Ed Cleasby (CC)	Various	Ingleton	edcle1@tiscali.co.uk	07808394895
Kate Rawlinson (newsletter/trophies)	Weekends School Hols	Laneshawbridge Colne	katerawlinson@hotmail.co.uk	07976510272

Hang Gliding Coaches

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