

CLUB RADIO FREQUENCY 143.850Hz

Skywords

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

Have a fab Christmas and New Year *Kate x*

CLUB NIGHTS

– First Thursday of the month 8pm start
The Black Horse, Otley, Westgate LS21 3AS



Announcing the Dales Club AGM

Thursday 6th December at
the Black Horse in Otley

7.30pm for 8.00pm start.
Upstairs Function Room

FREE BEER

Club Night 10th January



Pete Logan XC route advice in the Dales

8.00pm

Plus a selection of short films shown
at the recent
Kendal (Free Flight) Film Festival

Inside this month's issue:

- Chairman's Chat
- Ed's Coaching Column
- Members Articles
- AGM Stuff
- Dales Repack
- Site Restriction!!
- Book Review
- Coaches List
- Aerofix Club Service



Chairman's Chat

I was shocked and saddened to hear of the death of Kenny Ebbrell in a paragliding accident on Sat 10 Nov at Nonts Sarahs. Kenny wasn't a Dales member and I didn't know him personally but the death of a fellow free flyer, so close to home, hits hard. Some of you knew him well and others were present at the time of the accident. My condolences and sympathy go out to all of you.

In a previous life I was responsible for Flight Safety in the Army. We were authorised by the CAA to conduct Boards of Inquiry (BoI) in the same way that the BHPA investigates free flight accidents in the UK. Fatal accidents are never easy, but I'd like to share a few thoughts with you.

Following any fatal accident the priority is to investigate the cause. It is only by establishing what went wrong that we can address any equipment, procedural, and training deficiencies. Mistakes nearly always play a significant role and, as Eleanor Roosevelt once said, 'Learn from the mistakes of others. You can't live long enough to make them all yourself.' Speed is of the essence because memories fade, and we may want to take urgent measures to prevent a re-occurrence. But we also need to take sufficient time to get it right.

Our instinct is to want to know what happened immediately, and for those of us that weren't there, there is a natural tendency to speculate. This is something that we need to guard against for very good reasons.

The BoI has a difficult job separating fact from fiction: let's not make their job any harder than it needs to be. If you were an eye witness you should record the facts on an Incident Response Form as soon as you can. Send it to the BHPA, with a copy to the club safety officer. Even if you don't think you have anything to offer, get in touch with the BHPA – it may be that some seemingly trivial piece of information, such as the weather, the pilot's state of mind, or what other people were doing, will prove critical in helping the BoI piece the events together. But resist the temptation to speculate about it in the pub, or worse still, on the internet. You may influence the valid opinions of others, and speculation can be dangerous in other ways.

The family and friends of the deceased will be particularly sensitive at this time and it doesn't help to hear criticisms (right or wrong) of their loved one. Media hacks will be hungry for a story but, not wanting to wait for the results of the BoI, will also be tempted to speculate. They will seize a quote from any source without establishing authenticity. Don't be the one caught speculating. When the family read your quote in the paper, it's too late to apologise.

When an accident happens report the facts to the relevant authority. Avoid speculation and third party reporting. Be patient and encourage the media to do the same. Wait for the BoI report, study it in detail, and learn all you can from the findings.

You owe the deceased that much.

Fly safely, Martin Baxter

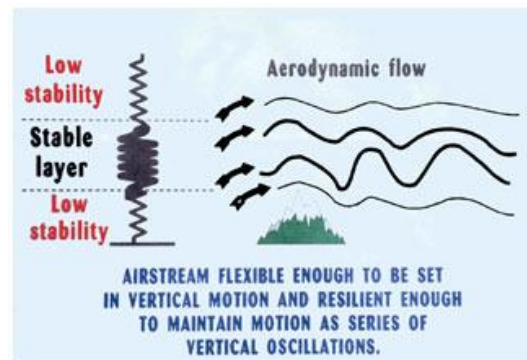


Ed's Coaching Column

Over the years I've experienced flying in wave on a number of occasions. However that was mostly on hang gliders with their extra speed or by attaching a power unit which provided the means to explore a wider area. The very nature of wave

and the conditions required to create it mean that paragliders are only occasionally able to connect with it and then only in its most subdued state. It is very worth understanding however, because once in a while you may actually manage to connect with it, but also because it is more prevalent than you may realise and has an effect on site choice and soaring conditions.

Although wave is possible throughout the year I tend to associate it mostly with autumn into winter as this seems to more readily provide the atmospheric conditions most conducive to it setting up. These being - a stable layer sandwiched between two low stability layers. Basically the idea is to allow the stable layer the ability to bounce downwind off a layer of air as opposed to the ground which would tend to kill it off. One could write a whole book on wave alone as it's quite complex, comes in different types and then there's the maths that go with it. However, weather forecasters will tell you it's the easiest thing to predict and they can be 90% accurate. Our reliance on RASP and search for thermals and convergence lines means we tend to ignore the wave predictors. Wave is most often the reason we find too much, too little wind than forecast – and then wonder how the forecast got it wrong. It didn't – more that we were not looking at all the data.



FORMATION

How does the atmosphere go about setting up a wave conditions? It needs three elements:

- Wind flow perpendicular to the ridge, or nearly so, being within about 30 degrees of perpendicular.
- An increasing wind velocity with altitude and wind velocity 20 knots or more near hilltop level.
- Either a stable air mass layer aloft or an inversion below about 2,000

The topography of the Dales can work both for and against wave. It can set it in train but can also destroy it if the wavelength is not in synchronisation with the ridges. I was once told that if there is any east in the wind then there is wave, it may not be especially noticeable but it will have some effect on thermal development by both enhancing the lift in some areas whilst suppressing it in others. Hence the importance of choosing a line to fly. Please bear in mind that wave influences are only one factor in a complex equation that involve air masses and various convergence types.

It would be very easy to slide into a deep discussion about wave which is what I wish to avoid – that and my own ignorance. I therefore leave you to do your own study unless

someone wishes me to bore them silly for an hour or two one evening. I'll just provide my own take on the Dales wave and how it may relate to flying paragliders.



I have experienced wave flying on the following sites – Wether Fell, Dodd Fell, Semer Water, Cow Close and Barkin Fell. The nicest wave was in west to north westerly winds – the least pleasant in easterlies. The height gains were fairly modest, up to 6500', and the wind speed manageable – the two are related. Hang gliders have climbed to over 12,000' on a number of occasions in the Dales but in wind speeds that would have been beyond paragliders. It seems that the best wave is reserved for the sailplanes, who can handle the biggest wave and hence

climb much higher 20 -30,000'; they can also deal with the frequency of the wave which increases in proportion to the wind speed. In other words they can hop from bar to bar.

There are many occasions in the Dales where one site is blown out whilst another is on the light side, so don't give up – consider what may be going on and change sites. We all know the Wether/Dodd effect which also illustrates how localised wave can be and especially when it's at the frequency that allows for paragliders using it. Below I've gathered some tips that may be of use to you. However, they will never be a substitute for flying and gaining experience and are a guide and by no means exhaustive.

Guide to Wave Flying

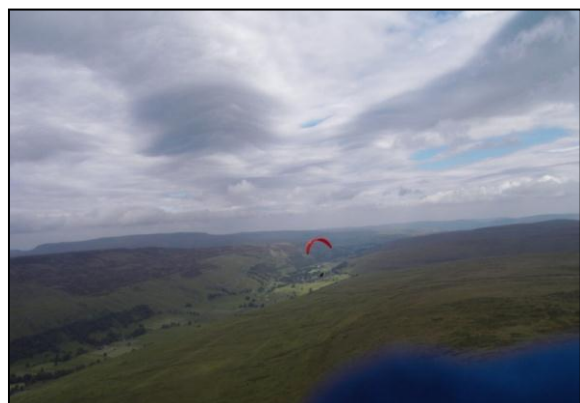
If you lose the lift, push into wind, you have probably drifted backwards. If it's a blue day (or any day really) mark the point of best climb in your gps. Use the map page and zoom in fairly close.

If a classic wave bar exists, think of it as a hill/ridge and apply the same rules of the air. If you get behind it you will go down. When using the lift make your turns away from the cloud.

Most of the wave we are able to fly will not be classic lenticular, but lines of ragged orographic, try to use them to show where the wave is and how it is orientated to the hill – it is very often not parallel to the hill. Watch for the orographic changing shape, definition, position or closing up.

Watch your ground speed! You will be flying in an area of lowest windspeed – drift back towards the heavy sink and the wind speed will increase. Leave a margin to allow for the windspeed increasing. With wave expect it to increase with height but maintain direction.

If it is possible to consider jumping to the next wave bar, don't cross the large gap directly. Move to the ends and sneak around the



extremities of the bar. You may also find the wind speed increases towards the ends, but it avoids the worst of the sink.

My advice on a paraglider is that it's just not worth crossing to another bar downwind unless the wind is light. The sink can be horrendous and have you on the ground from 6000 very fast and probably in the worst place for wind and rotor effects. Go for exploring the wave bar you are in.

Generally a wave day can have all the symptoms of a blown out, rough day early on and the best conditions tend to come later – from mid-afternoon onwards. They can also disturb thermal development and make for rough climbs.



Wrap up well - it can get very cold at height. Wriggle fingers and toes.

If a ridge is working well – providing better than the usual lift and quite smooth then it's probably in phase with very weak wave. Conversely, if it's a bit top end and yet the lift seems poor then it's out of phase for the day – somewhere, others may be having an especially good day. Consider moving sites or listening to their tales of great flying. A poor site in the morning can be working well in the afternoon as the wave sorts itself out.



With wave, the cloud can take several forms depending on how strong it is. Consider the difference in some of the photos.

Previous page: *Lakes wave from a powered hang glider / wave setting up over Cow Close fell (12:30)*

This page: *Cow Close 3pm – wave established. Note that the glider is facing towards the bar. Bottom photo: Light, low level orographic over Dodd Fell bar is running NE to SW.*



Glider/Reserve/Harness Servicing/Repair

The club is planning to offer the same service as last year, namely the provision of free transport to and from Aerofix near Keswick. The deal is that you drop off your glider/harness/reserve at the club night on 10 Jan 2013 at the Black Horse, and then collect it again at the next club night on 7 Feb. That saves you a total of £29 in parcerforce collection/delivery fees, or even more in petrol. Simple?

The only proviso is that you need to label you kit with your name and contact details. Payment (by credit card) and any negotiation is entirely your responsibility; if it isn't paid for we won't collect it. Oh yes, and in this horribly litigious society that we live in I probably ought to point out that if my car bursts into flames (or anything) with your glider in the back please don't expect me to replace your pride and joy .

Our experience of Kirsten & Nick at Aerofix is that they provide a thoroughly professional service. Check out their details at: <http://www.aerofix.com/index.php> My car is only so big, so if you want to take advantage of this service please book a place by email to mrbaxter@hotmail.co.uk **I need to know your name, what items you want servicing and a phone number.**

Martin Baxter

SITES SOUTH INFORMATION

PLEASE OBSERVE THESE RESTRICTIONS

Following a lengthy telephone conversation on the 19 November with Graham Whittaker - the gamekeeper who has shooting rights for the whole of Littondale valley he has requested that we do not ground handle, flyover or park near the plantation at the bottom landing field at Windbank, during the months of November, December and January. The reason for this being, that these three months are the busiest shooting months in his calendar and over the last two years four shoots have been disrupted because of paragliders flying close to the plantation. He is reluctant to let us know his shooting dates to publish on our website because in the past groups who disapprove of his activities have turned up and protested.

After much negotiation, he is keen that we are be able to continue to enjoy flying this site over this period and he has no objections to us parking in Hawkswick, walking up the public foot path to the normal take off area and flying Windbank ridge and then landing in the bottom landing field at Hawkswick.

PARKING AT HAWKSWICK



Drive across to the south side of the river via the bridge and park on the grassy area by the bottom landing field or alternatively parking in the private car park in the village where there is room for about 5 cars. The parking fee is £1.50.

ACCESS TO RIDGE -From Hawskwick - via the public foot path between the farm buildings then after 100m left up the track. Take off just in front of the hunting hut or follow foot path to the right up to normal Windbank take off area.

LANDING FIELD



The large flat field on the south side of the river just to the left of the bridge, just be aware of cable in field. Check landing field prior to the walk up.

In my opinion this is one of the best sites in the South Dales and I would ask all members to observe these restrictions over this short period.

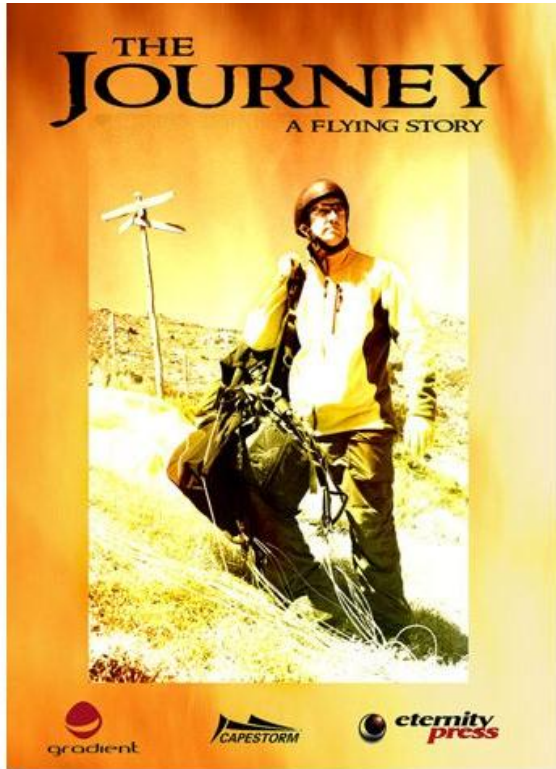
Many thanks, Pete Johnson - Sites South



Library News – Melise Harland

The library catalogue is now on the DHPC website! To access it go to the homepage and you will see the library listed in white lettering on the blue band at the top of the page. If you click on the word Library it will take you to the catalogue so you can have a look, see what we have and have a wish list ready for the next club night. If you would like to pre-order any item from the catalogue feel free to send me an e-mail (Melise_Harland@yahoo.co.uk) and I will reserve it for you. Some of the items are now getting a bit dated so if you have any suggestions for things you would like to see here let me know.

If anyone who has an item out of the library would like to write a review over the summer it would be much appreciated, I'm sure people would like to hear someone else's view rather than just mine from time to time, thanks.



DVD Review

The Journey: A Flying Story

By Greg Hamerton

Reviewed by Melise Harland

Having read the blurb about this DVD, I was looking forward to watching it. It was filmed in the Western Cape area of South Africa, and into the desert behind Cederberg, which is somewhere I have been thinking of flying at some point so that was a plus point for me. It was billed as “an odyssey of solo flying, venturing deep into the mountains” so sounded promising.

Sadly it failed to meet the promise it offered. It wasn't so much a solo flying trip into the mountains as a badly written, pretentious bit of poetry set to badly edited, and in some

instances fuzzy filming. There are a lot of wobbly shots, and some bad acting, like when he is supposed to be relaxing in a bivvy on his own and is obviously trying to stop himself laughing out loud at something. There were also some bits that were supposed to be arty and clever but failed miserably for me. It was all pretty amateurish considering he was sponsored by the likes of Gradient.

Watching the extras made it worse by explaining that a lot of the flying wasn't done by him (so much for a solo adventure) but by his wife and a friend. It was also shot over several months near where he lives and wasn't one trip. I guess I was expecting a documentary and I got a fantasy.

The main film is 23 minutes long but it felt like a lot more.

There are three extras totalling 35 minutes:-

Creation “The Epic” - Even this was badly filmed with rough close ups of the director cut between bits of the film, mostly outtakes, and additional material to the main film. The director explains various filming techniques, why some had worked and others hadn't which is quite interesting. He also says he had thrown a lot of footage out because it was too wobbly – he could have cut more for me! He also introduces his “stunt doubles”.

Trailer – What it says just the trailer for the film.

Director – This is the director commentating on the film, things like the challenges of the weather changing from one days filming to the next and how he cut footage from several sites into one sequence. I admit I didn't watch all of this, I'd had enough.

Plus points, well it looks like there are some really nice, although challenging sites there both on the coast and in the mountains and there were a few good shots of the scenery. Yes I was disappointed.

DHPC Reserve Repack 2013

9 February 2013 (10am – 2pm)
St Marys School Menston, Leeds.
Brilliant value, just £10



When was the last time you checked your reserve?
Manufacturers recommend repacking your reserve every six months. Bill Morris from the BHPA is coming to do a reserve repack day with the Dales club.

All welcome – no need to be a Dales Club pilot.

To book email Peter Spillett at pete@petensara.com or call and leave a message on 01756 760229.

Dales Club AGM

Thu 6 Dec at the Black Horse in Otley, LS21 3AS
7.30pm for 8.00pm start. Upstairs Function Room.

Find the membership secretary to get your free drink token.
Come and hear what your committee has been up to and help us to set next year's subscription fees.
All committee posts are up for re-election. Please feel free to stand. It's a great way to contribute to the club so don't be shy!

Agenda

- Attendance/Apologies
- Previous minutes
- Reports from Committee Members
- Approval of accounts/subscription rates
- Election of Officers
- Proposals
- Appointment of Auditors
- AOB

Proposals

1. That membership fees and the contribution to the flying fund remain the same next year.
(Proposer: Tony Pickering; Seconder: Martin Baxter)
2. That the DHPC offer the use of its club sites to the BPCup and other inter-club competitions as appropriate.
(Proposer: Trevor Birkbeck; Seconder: Pete Logan)

Black Horse

The public car park just up Beech Hill/Westgate is free after 5.30pm. Grab a pint of Copper Dragon from the bar and come up the stairs to the refurbished function room. Alternatively meet in the bar around 6.30pm and sample the delicious Chinese menu.



Here's a few links to free flying films shown at the Kendal Mountain Film Festival which just finished.....

Film: Light Line (5mins)

<http://www.youtube.com/watch?v=CjxkXNC31Z4>

Film: Tunisian Dual Ride (6mins)

<http://www.youtube.com/watch?v=EQqdH8ik9dc>

Jocky Presenting - Security In Flight (40mins)

www.jockysanderson.com or www.securityinflight.com

The Economist on Hang Gliding

Tue, Nov 13 2012, 7:09:26 am PST

Hang-gliding is quite the purest form of flying.

(Wills Wing Factory, California, USA)

<http://www.economist.com/blogs/babbage/2012/11/hang-gliding>



Hang-gliding is quite the purest form of flying. Sailplanes insulate the pilot too much from the passage of air. Motorised aircraft dull the senses with noise and vibration, and isolate the pilot still further from his surroundings. Helicopters move with all the grace of a washing machine. Hot-air balloons and para-gliders are exemplary. But to lie prone in a hang-glider harness, exposed to the elements and using only body motions to control the lift and direction of flight, is at once to fulfill man's oldest of dreams and to experience the nearest thing to bird flight.

In a sense, wing-warping is what got modern hang-gliders back into the skies in the 1960s. All credit goes to John Dickenson, an Australian who was trying to develop a more controllable kite for hoisting water-skiers into the air from behind a motor boat. By good fortune, he came across a delta-shaped flexible wing invented in America by Francis Rogallo, and tested by NASA as a means for recovering Gemini space capsules.

Mr Dickenson's great achievement was to marry a billowing Rogallo wing to a harness and control bar that supported the pilot while allowing him to shift his weight fore and aft to affect the glider's pitch, and from side to side to affect its roll and yaw.

When this arrangement was scaled up, so that it could be launched by running with it down a slope into a slight uphill breeze instead of being towed by a motor boat, hang-gliding took off around the world. By 1974, a standard Rogallo hang-glider could be had for as little as \$400 (\$2,000 in today's money). By then there were some 40 manufacturers of hang-gliders in the United States alone.

With few safety aids, little experience and such a low entry-price, the inevitable fatalities gave hang-gliding a bad name. Today, as the sport has matured and become carefully regulated and more professional, there are essentially only two manufacturers left in America, plus a handful elsewhere. The biggest by far is Wills Wing of Orange, California. The company produces around 650 gliders a year at prices ranging from \$3,800 for an entry-level Falcon 4 to over \$8,500 for a competition-class T2C.

Wills Wing will celebrate its 40th anniversary next year. Having been a leading light in the business since the beginning, the company has pushed the technology further than most.

Early Rogallo gliders, with their billowing sails, had a lift/drag (L/D) ratio of around four-to-one, depending on the speed. Today, even a trainer such as the Falcon 4 can have an L/D of ten-to-one, while a hang-glider designed for cross-country competitions, like the Wills Wing T2C, will have an L/D of over 15-to-one. That is less than a condor's, but much the same as a red-tailed hawk's.

Such improvements have come mainly from taking the billow out of the Rogallo wing, reducing its sweep, increasing its aspect ratio (span divided by width)—and, above all, learning how to control the twist in the wing. A Rogallo wing's billowing fabric imparted too much twist—with the outer sections of the wing attacking the air at a much lower angle than the inner sections. Most wings, whether on gliders or airliners, have a little downward twist (or "washout") built into them deliberately, so that their inner sections stall before their tips do. That helps the pilot maintain control in a stall, especially when executing a roll.

But too much twist also hobbles performance. In contrast to the loose sails of early hang-glidiers, today's craft rely on high-tech Mylar fabrics stretched over thin aluminium tubing along the leading edges and shaped aluminium ribs that give the wing its camber. The art has been in finding the right amount of twist to stop the wing tips stalling, but not enough to stunt the glider's ability to soar and stay aloft.

Trev



The Dales Club Committee wishes everyone a very Happy Christmas and New Year. Fly Safely



Dales Hang Gliding and Paragliding Club – November 2012

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 650372
Kevin Gay	Various	Ripon	krGay@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
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
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
Sean Hodgson	Various	Haworth	sean@ogi.me.uk	07999606084
Kate Rawlinson	W/e's and school hols	Laneshaw Bridge/ Colne		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.