

Skywords

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

Kate x

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Chairman's Chat

I fly with separate GPS and Vario units. The vario is a fairly basic AV Pilot but I have been having a few problems with it recently. Once in a while it decides to throw a wobbly and will cycle quickly from 8 up to 8 down for a while before returning to normal. This is particularly annoying in light thermic conditions when I am struggling to stay up.

A friend of mine had a similar problem and found a simple fix on the Brauniger website. In effect you need to 're-boot' the thing by removing the batteries and short circuiting the terminals to take all power out of an internal capacitor. I tried it, but it didn't work for me. Of course the problem is that it's difficult to know whether the problem has been solved until next time you go flying.

I was just about to throw it in the bin and start scouring the pages of eBay for a new unit, when I noticed that Brauniger offer a repair/service, which seemed worth a go. It cost me about £10 (including insurance) to send it to Germany. With typical German efficiency the unit was returned to me about 10 days later for a cost of 45 Euros including postage, and with new batteries. They kept in touch with me by email and I paid using PayPal.

Although they tested the vario carefully in a 'climatic chamber' they couldn't find a fault. As a precaution they re-soldered some electrical connections, but came up with the following caution: "Other than poor quality batteries (not the case) the fault is probably caused by other electronic instruments nearby (GPS/radio)". Initially I thought that it might be interference from my phone - easily solved by turning the phone off. Next time it happens I'll be turning other things off, one at a time, to see if it rectifies the problem. Another advantage of a combined unit?

Thanks to Richard Boyle for the loan of his vario in Spain.

Fly safely,

Martin Baxter
Chairman

DALES DO 'THE LAKES CHARITY CLASSIC'



OK, so a little bit of a soggy weekend but loads of fun.

Friday Briefing - we all set off up, Sour Milk Ghyll on the opposite shore of Buttermere to the bash, the worst climb up ever, we got to cloud base and quickly vanished into thick rain cloud (we are still walking at this point!!), there was no view from the top although we occasionally got a glimpse of the camping field. Then the rain started, amazingly pilots were still getting wings out and having unsuccessful attempts to take off. The two Acro guys from Austria did take off and vanished in about 2 seconds we didn't know if they would make the landing field but Tony took these pics of them coming into land!!



1 speed wing took off, just as the cloud got thicker and the rain heavier....time to go down, we announced to Dangerous Dave that we had had enough and set off back, closely followed by everyone else remaining on the hill. The walk down was horrific,

the path was stone, wet and very steep, more than one person fell over, once at the bottom we retired for tea in the first available café. What was worse on getting back to the camping field we found out that 15 minutes after we had set off they canned the day, unfortunately none of us got that message!! Friday night we all sat in the main marquee to eat, drink and catch up with friends we hadn't seen for ages.

Saturday Briefing – A Comp to Haig Pit on the West coast – **B Comp to Lowca**, a bit breezy and overcast but a doable task was set by Jocky you can get all the info and results on the days flying on Cumbria Soaring Clubs Website www.cumbriasoaringclub.co.uk Saturday night's Bash was fab as ever, with Acro, tumbling and speed wing fly downs (yes that pic is the right way up!).





BBQ and bands, in the evening lots of wine, beer, food and chilling out with friends (I'm lucky I have such a fab ones), it was worth going just to see Kev doing river dance, never a camera when you want one lol.

Sunday – Tony and Zena managed a nice little flight off Buttermere Moss. Simon and I (plus about 20 others) decided to walk up Clough Head as it looked quite promising, but not to be, once again we all walked down in the rain. Still a fun weekend, fingers crossed for next year, enjoy the pics taken by Tony & John. Congrats to CSC for another well run, well attended event.

Charity Beneficiaries

- Air Ambulance £1,000
- Buttermere Church £250
- Buttermere School Room £250
- Flyability £750
- Cockermouth Mountain Rescue £500

KateX



Noticeboard



BPCUP 2012

Despite a call to pilots via Skywings and from a dedicated BP Cupper, the grand total of new entries was zero, although one did pay an entry fee. We have 17 Pilots registered for the SEWales round and 5 of those haven't fully committed to it via their bank accounts, but regardless of that, the round is now officially cancelled. You will get a refund direct to your bank account, assuming you're due one, if I have the details or if you send me an account number and sort code. You can split the information by using sms to my phone 07968 561322. Otherwise it'll be cheque via snail mail. At the moment the Peaks round is also in jeopardy with 20 registered and 7 in limbo. I am awaiting info from the Peak Gliding Club before suggesting what we do regarding this round.

Gaz



A Record breaking year... I just Don't believe it!

The first site record to fall this year was on the 5th May from Cow Close fell. Chris Fountain pushed out on his Ozone Delta 56.5Km to Nateby. On the 16th of May we saw a gaggle of Dales pilots set off from Dodd Fell, Alex Colbeck set the record at 128.8Km only to have it snatched away by Dean Crosby 40Mins later making 153.7km on a Nova Factor 2 landing at Stallingborough!

Ali Guthrie raised the bar from Brantside on the 18th June with 90.5Km flying to Sunderland, breaking the previous record set by Jake Herbert back in 2002!

On to 20th June, an early start on Whernside and some determined flying saw the long standing three peaks challenge completed by Dave Smart. Not to be outdone, Alistair Guthrie set the new distance record for Whernside at a massive 96.8Km landing at Skinburness.

All the above flights can be viewed in detail on the Dales Club website under the XC league tab. <http://www.xcleague.com/xc/leagues/view-10.html>

Still only half way through the season, so get out flying and good luck!

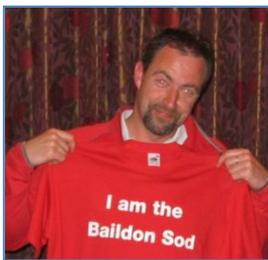
Kev

Expect the Baildon Sod Soon

Yorkshire's answer to the Birdman of Bognor and Red Bull Flugtag, the Baildon Sod will be on as soon as the wind decides to play (a light Easterly). This is THE bracken thrashing, line mangling glide angle stretching comp of the year! Competitors have lost teeth, sprained ankles and bruised various body parts due to need to forward launch, its great fun!

When it's called on come to the east face of Baildon Moor and park just off the main road that crosses the golf course. Walk up the hundred or so meters to TO to join the idiocy from about 6.30pm. Beer, chips and pizza in the Malt Shovel pub in Baildon afterward.

For those who have not taken part before, this well attended comp is open to all members of the DHPC, both paragliders, and hangs gliders and is normally contested on the East face of Baildon Moor. The idea is to clear the bracken just in front of take-off, and fly the furthest distance possible, best glides have been just over the fairway, extra points for bagging a golfer. The pilot who flies the greatest distance wins, simple really!



You can have as many attempts as you like, provided you can retrieve your wing from the bracken and walk back up, no retrieves for this comp.

← Just don't let this sod win it again!

Registration is not required, just turn up on the night and fly. Details will be posted on the web-site, and shoutbox so keep an eye on the weather.

1909 film clip of Wright Brothers

This 1909 film clip for the Wright Brothers was trying to sell air power.

This film clip is in very good condition for its age as it shows the Wright Bros (Wilbur at the controls) demonstrating the Flyer to a group of European officers and officials in 1909.

The shots of the plane in flight show a surprising degree of speed and smoothness, an excellent starting sequence with the linen covered props and easy start, but the outstanding sequence is the take off along the rail. You can't see the actual weight drop to pull it along the rail, but in some shots you see the tower. It is clear that the aircraft was unstable because you can see Wright was pretty busy on the aileron, and the amount of deflection to correct a pitch excursion was significant.

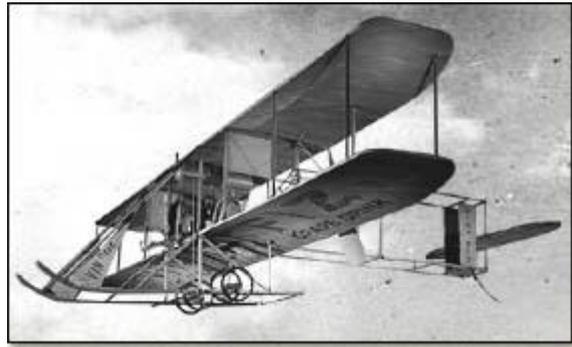
The small piece of string on the forward aileron was put there by the Wrights to ascertain degree of side slip. The aircraft basically turned flat, and, although they eventually put in a form of wing warping to add control in the roll axis, it was always a difficult matter to handle in turns. They kept it as flat as possible because any side slip over a certain angle was unrecoverable. This was the two seat version as you can see, designed for a hopeful military use and could only fly in very calm conditions. The replica flew at Temora a few years ago.

The in flight shots are something else again and possibly the earliest aerial movie shots ever taken. When you think he had to fly the plane and also hand crank the camera, it must have been fixed in

position as the camera stays motionless, and, in any case, cameras were heavy in those times and the plane had little spare weight capacity.

Note the take off ramp and the old Italian Roman ruins in the final shots, as the approach speed was very slow in deed.

<http://www.europafilmtreasures.eu/PY/322/see-the-film-wilbur-wright-and-his-flying-machine%27>



DHV REPORT QUESTIONS POD HARNESSSES

Recreational paraglider pilots who don't need top performance should "carefully consider" whether they need to fly a pod harness, the DHV has said.

In a report published on the DHV website the German Hang Gliding and Paragliding Union say they have tested six models of pod harnesses and found "several systemic safety problems" in the concept.

The report discusses reserve deployment, harness closure systems and back protection in six harnesses, including: Advance Impress 3-Woody Valley X-Alps GTO-Gin Genie Lite-Ava Sport Tanto Lite-Sup Air Sypper- Sup Air Delight

The DHV say: *The latest pod harnesses are generally very expensive, are heavy and voluminous, more complicated to setup and adjust, and require more attention to detail when checking for airworthiness due to their complexity and the use of fiddly components. In addition, pod harnesses can hinder pilots during takeoff and severely influence (increased twist danger) reactions to collapses and extreme flight manoeuvres*

And add:

Performance gains while flying through reduced wind resistance are only possible when pod harnesses are carefully setup and aligned to the direction of travel. At a glance the advantages may appear clear, but the non-trivial setup is often ignored and results in no effective gain.

The full report is on the [DHV website here](#).

BHPA OPEN PARAGLIDING ACCURACY CHAMPIONSHIPS 2012

4th - 5th August 2012

Beyond Extreme, Long Mynd and North Wales have kindly offered their sites for the 2012 UK Paragliding Accuracy Nationals

-Camping and headquarters will be at the new Beyond Extreme Paragliding Centre at Big Bear Lodge, Meverley, SY10 8PH

-B&B's available in local area- contact for details

-All briefings will take place at the campsite

-Only 60 places available so get your entry forms in soon

-Details can be found on the Beyond Extreme website beyondextreme.co.uk

-As well as being an FAI CAT2 event this is also the UK Paragliding Accuracy National Championships so if you do not have an FAI Licence you can just register for the Nationals with BHPA membership



For more information, feel free to contact:
Taz Spence- Taz.j.s@hotmail.com

OR, Chris Haynes:

chrishaynes@birdwings.orangehome.co.uk

If you are unable to make the competition this year but are interested in future events, feel free to contact Taz Spence

andalucian experience



DHPC ALGODONALES OCTOBER 2012 - October 27th-3rd November

After the success of the last two trips we're off again to Baz and Sam Rhodes in Algo there were up to 7 places available but 6 have already gone!! Same deal as Easter's Trip €435 per pilot (about £350) a £100 deposit will be required when the week is full our treasurer Tony will contact you with payment details, the balance payable in Euros to Sam on arrival.

Unfortunately even though I have only advertised on the website there is only **1 place remaining**, so if you want it contact me katerawlinson@hotmail.co.uk for further details.

Baz and Sam provide great accommodation in their house (2 pilots to a room, which means unfortunately someone may have to share with me, still I don't snore and it's a small price to pay for the fab flying), transport to sites, guiding, retrieves and transport to do other stuff on non-flyable days, not that there will be any of those!

The trip will be suitable for all levels of pilot. If you're a CP newbie then you'll appreciate the 15-20 minute top to bottoms and your first experience of thermalling. More experienced CP and P pilots will be able to practice their thermalling skills and go XC either on their own or (if you want the best result) by following Baz. If you need assistance on launch Sam will be on hand while Baz provides air-to-air guidance. Many pilots have done their first XCs in Algodonales with the 30km to Ronda being commonplace On landing Sam will retrieve you with his dogs Zac and Bodge providing the landing field entertainment.

Algodonales is a great place to fly, I absolutely loved it at Easter, and it's hugely popular with pilots from all over Europe. The take offs are generally quite large and the landings are numerous and even larger. The main takeoffs are on the Sierra de Lijar which is a 2000' mountain in the middle of rolling countryside which makes for good thermals, loads of XC potential and safe landings. There are plenty of other sites for different wind directions and strengths.

In the evenings you can cater for yourself in the accommodation or you can take the 10 minute walk into town and eat and drink really cheaply in one of the many relaxed bars, the food I can guarantee is fab everywhere.

KateX

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.

Book Review **And The World Could Fly:** **The Birth and Growth of Hang Gliding** **and Paragliding**

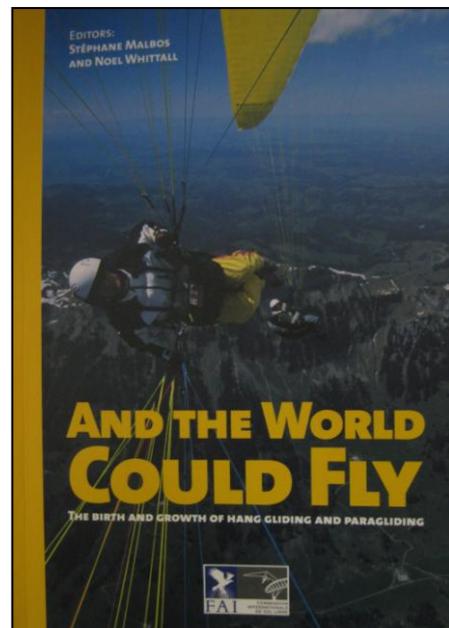
Edited by Stéphane Malbos and Noel Whittall

Reviewed by Melise Harland

This book was produced by the International Hang Gliding and Paragliding Commission (CIVL) to celebrate the centenary of the FAI (International Airports Federation). It has 103 pages divided into 12 Chapters that are spilt into several bite sized sub headings making it a good book to pick up and put down if you have limited time available. It covers the history of free flight and glider development, from the early experimenters, going back as far as the 15th Century, through to the modern championship scene.

There is a lot to cram into this little book but the editors have done a fine job with an impressive mix of text and some fantastic photographs. The story flows really nicely talking about the people involved, how the sport developed in various countries and how it became more regulated and competitive. There are also really nice sections on the design and development of the various gliders and what materials have been used over the years.

I had heard of most of the people included but didn't know that much about them so it was great to see how they fitted in to the story. It also brought to life some of the older type gliders that I have heard people talking about whilst parawaiting in the past. The book really gives you a feel for how obsessive, ingenious and brave the early pioneers were especially looking at how precarious some of the early gliders looked in the photographs. I'm pretty sure I wouldn't have taken up flying in those days and it's great that these people have been recognised and the history recorded.



There are one or two places where the limited space means that a photo or supplementary bit of text interrupts the flow of the main text but this isn't a big problem and aside from the odd typo this is the only real criticism I have.

There are funny, sad and fascinating bits so whether you like the science of flight, are an engineer or just love flying I think there is something in here for everyone. A great read.

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Dales Hang Gliding and Paragliding Club – Feb 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 |
| Ed Cleasby (Senior power coach) Chief Coach | Various | Ingleton | edcle1@tiscali.co.uk | 07808394895 |

Paragliding Coaches

| Name | Availability | Location | Email | Contact Telephone Number |
|--|-----------------------|------------------------|----------------------------------|--------------------------|
| Sean Hodgson | various | Haworth | sean@ogi.me.uk | 07999606084 |
| Rob Burtenshaw (senior coach) | Sun+various | Oxenhope | burtenshaw@fsmail.net | 07747721116 |
| Peter Balm forth | 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.couthard2@ntlworld.com | 07595895149 |
| Ed Cleasby | Various | Ingleton | edcle1@tiscali.co.uk | 07808394895 |
| Kate Rawlinson | W/e's and school hols | Laneshaw Bridge/ Colne | katerawlinson@hotmail.co.uk | 07976510272 |