

Skywords

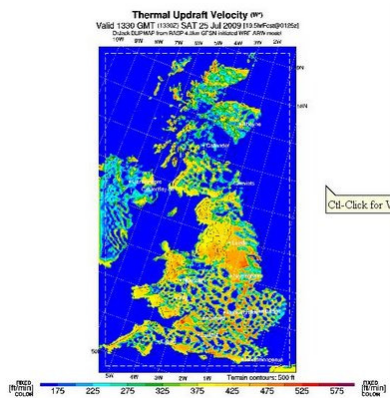
Email katerawlinson@hotmail.co.uk if you wish to submit anything for next month's mag.

Kate x

Club Night Thursday 1st March

7.30 for 8.00pm
Dyneley Arms, Otley Road,
Pool in Warfedale, LS21 1ET

RASP



by Paul Scorer
Leeds Met Office

Should be a very interesting evening with a lot of info that we all should know!

ALL WELCOME



Advance Notice April Club Night (Trophy Presentation Evening)

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. 7.30pm, more details in April's Skywords.

Inside this months issue:

- Chairman's Chat
- Condo Wave Clouds
- Noticeboard
- Dales Reserve Re-Pack
- Coaching Notes
- Great Day on Wether Fell
- Dales Camping Bash
- DVD Review Dynamic Decisions - Nova
- Ed's Coaching Column
- Coaching Contacts

Plus lots more.....



Chairman's Chat

Here is a bit of a flavour of what was discussed at the recent committee meeting...

Following the delivery of Christmas Drinks, all our site owners seem fairly content with our activities. Eight of them have opted to bring their guests to the Farmers' Dinner this Saturday. DB has amended the online sites guide for Wether Fell to clarify the de-confliction between HG and PG; and Pete Johnson is preparing to lead a crack team of elite gardeners, armed with nothing more than secateurs, to clear a PG take off at Addingham Moorside. Alan Titchmarsh and the Ground Force team - eat your hearts out!

We have 16 confirmed pilots attending the reserve repack on 10 March, which should allow us to break even. Not bad for £10 per pilot?

Pete Balmfoth is co-ordinating our response to a challenge from the DSC and PSC for an XC competition in March. This will be limited to those who hold a Pilot rating or higher. Kate with support from Kev is working on a very cunning plan for the Dales Camping Bash which should be an interesting mix of social, camping and flying. We have allocated a provisional sum of £250 towards it, although we intend to recoup some of the costs by charging for food. We hope to incorporate the War of the Roses, but we're finding it difficult to include CPs since their rating does not allow them to fly XC. The solution may be to combine it with a coaching day...

About half of you qualified for the 10% discount by renewing your membership promptly by bank transfer, and the BHPA have indicated that they are generally content with the checks that we are putting in place to ensure that only BHPA members are allowed to join the club. This ensures that, unlike other 3rd party insurances, both the committee and the landowners are covered.

We counted up your votes (it didn't take long!) and decided who was going to get the trophies for last year. They will be awarded during the Apr club night and, if you got something, Kate will be in touch shortly. We had a long chat about new awards and concluded that cash prizes were a bad idea – the trophy and the respect of your fellow pilots should be enough! We agreed the need to target more novice pilots and came up with a few ideas for Ed to try out on the coaching group.

We have now amended the constitution to include the Flying Fund as agreed at the AGM. Whilst we were at it we also changed the month of the AGM to December, in line with the wishes of the Treasurer. You can read the revised constitution via the link on The Club page of the website if you are really having trouble getting to sleep.

Fly safely,

Martin Baxter
Chairman

Fantastic Condo Wave Clouds

Posted by [Dan Satterfield](#)

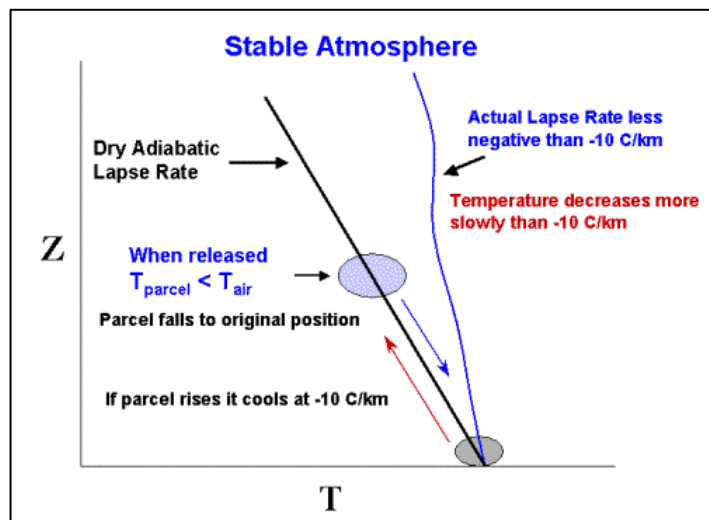


Image taken by J.R. Hott of Panhandle Helicopters of Panama City, Fl. on Sunday 5 Feb.

[Panhandle Helicopter](#) tours posted this pic on their [Facebook page](#) Sunday, and I sure wish I'd been on the ride! What is happening here is fairly easy to explain and it has to do with the wind, the condos, and the moisture in the air.

Parcels of air cool at a known rate when lifted. Once they become saturated they cool at a slower rate because heat is released as water vapour condenses.

Cool air offshore was very nearly at the saturation point, with a temperature near 20°C and a dew point of about 19.5°C. The air at this temperature can only hold a certain amount of water vapour, and how much it can hold depends heavily on the temperature. If you add more water into the air, a cloud will form, but you can also get a cloud to form by cooling the air. Drop the temperature, and it can no longer hold as much water vapour, so some of it will condense out and a cloud will form.



In this case, the air was cooled by lifting it about 50 meters over the top of the condos. A parcel of unsaturated air will cool when lifted at a rate of 1°C per 100 meters. In this case, it probably cooled about 0.5 degrees C, but that was all it took! On the back side of the condos, the air slowly sinks back down and warms at the same rate. As it warms the air can hold more water vapour and the cloud evaporates and disappears!

I chatted with J.R. Hott, the owner of Panhandle Helicopters, and he tells me that he sees this effect a few times a year. This one was one of the best, because many times it fogs in before the can get his chopper in the air to grab a snap! If you find yourself down that way on a day that is a bit misty, head on over and take a ride. You just might see it for yourself!

Update: The Bernoulli Effect also is at play here and might even be the dominant player. The acceleration of the wind over the buildings causes the pressure to drop and that causes the temperature to drop. See the comments below by Bob Reed for more details.

[Bob Reed](#) said: *On [11 February 2012](#)*

Hi Dan,

Your explanation is very good, but I disagree that the cooling effect is due so much to the air rising as it is to an aerodynamic effect. In an adiabatic flow, as the velocity of the flow increases the static pressure of that flow decreases; with it, so does the temperature. This effect is quantified via Bernoulli's equation.

So as the flow expanded from offshore to move around, and over, the buildings its velocity necessarily increased in the same fashion as moving over an aircraft's wing. Concomitantly, the pressure (and temperature) decreased, and, VIOLA!, you have the fascinating condition that the helicopter pilots captured in these vivid photos. It's very much like when you look at images of a high-performance aircraft manoeuvring, and you see a blanket of condensation covering the wing.

My comments is in no way meant to be pedantic, friend, but I'm an aerospace engineer that recognizes that this is kind of a freebie flow visualization sans wind tunnel; instead provided solely by Mother Nature 😊

My regards
Bob Reed

Question from member - Hi Pete

I'm reading comments on the forum that people would like to see the DHPC Twitter feed used by more people - that way us new ppl get to hear where the pro flyers are seeing as flyable.



Do you think more members would be up for posting on there - and reporting conditions on the hill when they get there - if there was a SMS to Twitter interface to make it easier for people?

To use Twitter you need to be able to get an internet connection as well - not always possible in remote places - or painfully slow.



Response from Pete Logan - Hi Andy,

One of the reasons I went for Twitter is that there's an SMS interface. I have a sneaking suspicion that it may be beyond the average techno capability of pilots though.

It goes like this.... Any pilot who's subscribed to DalesFlyer already has a twitter account by definition. If they're a clued up user they'll know that Twitter allows text

updates (<http://support.twitter.com/groups/34-apps-sms-and-mobile/topics/123-mobile-basics/articles/14014-twitter-phone-faq#updates>).

Any tweet that includes the text @dalesflyer will automatically get posted to the shoutbox so a pilot just needs to text their update at the site to 86444 and remember to type @dalesflyer and the word is spread.

Great day on Wether Fell Trevor Birkbeck

Took a ride up to Wether last Sunday with Kev and Magda Gay plus their daughter Mel and husband Jon – an early start by Kev's standards as the family were off to a social occasion later that afternoon.

Thermals were of a reasonable strength but seemed to die at around 3000 ft so we never got away, as per the plan. We flew for an hour and I have to say, my hands were perishing so when Kev gave the crossing of the legs signal to land, I capitulated and landed for a warm up. It was decreed to be time to go and I went into slight panic mode as the day was young.



Rich Welbourne at
Wether Fell,
Sunday 19th

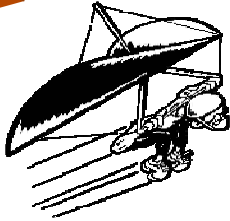
Rich Welbourne was due to have arrived and, as I was trying to phone him, he appeared having had trouble with the rear brakes on his Honda – the pads fell out! I was saved from departing early as Rich would get me home – yippee!

The Gays went and I lobbed Rich off – still fairly windy and off to the North West but no problem. I joined him and we thermalled away but conditions didn't seem to be any better than before – after another hour in the air, Rich went in for a landing but my aversion to ending the day on the hill overcame me so I dribbled away with a climb at the North end.

I only got to a miserable 3200 ft and set off, hoping to connect with another cloud down the valley – no such luck so, although I gained a few hundred feet after Bainbridge, I couldn't make it go. Hey ho, I chose a lovely big field at 13k and had my second excellent landing of the day. I was made up as well when Cliff Allen stopped to offer me a lift back up to the car but, as Rich would be collecting me, I was sorted.

A nice stop for a beer at the Coverbridge Inn and a pleasant day for all was over – looking for to the better days that will be here shortly!

Noticeboard



BHPA AGM

The BHPA AGM will take place on Saturday 3rd March 2012 at the Belfy Hotel, Nottingham.

Anyone interested in standing for the Exec should contact Chairman Martin Heywood or another Exec member to find out what is involved. Nomination forms are available from the BHPA office.

For more information contact: Jennie Burdett, 0116 289 4316
jennie-burdett@bhpa.co.uk

Air ambulances are not exempt from the VAT on the fuel they use, a strange anomaly compared with the RNLI who are.

There's an e-petition here, if anyone would like to sign up. Aim is for 100k signatures so the issue can be debated in the commons.

Link here as well <http://epetitions.direct.gov.uk/petitions/29349> seems a worthwhile cause.



XC/Mountain Flying Theory Masterclass Chris Scammell

Venue : Portinscale village hall, Keswick

Portinscale is 1 mile west of Keswick. Village hall is next to Farmers Arms pub, on left shortly after entering village from A66.

Weekend of March 10/11th 9a.m - 5p.m

Price : £60 maximum 30 pilots

Minimum experience requirement: None. If you think you'll enjoy or benefit from the course, you're welcome to attend.

Contact chris@mountainparagliding.co.uk

**Dales
Flyer** → Text
86444 and
include
@dalesflyer
to use the
Dales Club
shoutbox
from your
twitter
account.



Ed's Coaching Column

Long ago at least a decade before the first paraglider blinked its way into the daylight, I was warned in no uncertain terms that, of all the flying seasons, **Spring deserves a special respect.** A range of factors conspire to create the need for extra caution, this applies to all pilots regardless of experience. That said for the XC hound it's often the prime season and riding the bronco can be part of the challenge and the fun. For the newer pilot the fun can be replaced with more anxious sphincter nipping.

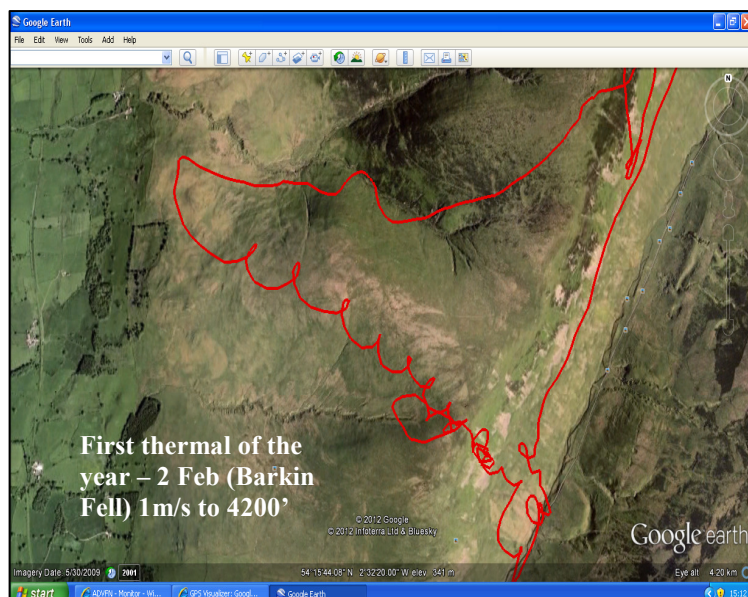
With everyone chomping at the bit, fired by courses, new kit and fresh ambition it may be useful to cover the age old warnings I'm sure Skywings will pay it the usual homage too.

For all pilots, but primarily lower airtime pilots, Spring can produce some uncomfortable moments. It's not always like that, but the peachiest looking days tend to have a turbulence associated with them and can test both glider control skills and mental resilience.

Spring, the sky and you

I'm defining the Spring months as March, April and May. They are not all the same quite, with the earlier months tending to be the feistiest. So.... what makes the Spring months that bit more testing. There are a number of factors:

Spring weather – from early March the power of the sun is increasing daily, February thermals are possible but generally weaker and, like one I enjoyed about three weeks ago fairly benign. It slowly took me to near base and was as nice as they come.



From now on I expect a less relaxed ride. The Combination of an increasingly powerful sun, a larger temperature differential/lapse rate and on some days a dry, cold airmass and you have a recipe for small, rough thermals. Low down especially the thermals can be broken and hard edged and with the air unpredictable. Scratching ridges low is not the place to be if conditions allow you to be higher and further out. Throwing the glider around low on a lively Spring day is really chancing it. Usually the higher you climb the more organised and easier the thermals become so it's worth preserving with the lower roughness. Stronger

thermals can also be rougher, no more so than around the edges with distinct breaks and heavy sink.

Not all days are potentially stressful, many Spring days provide easy, pleasant flying, so it's really a case of judging the day. An advance forecast (watch weather three to four days ahead ... get the pattern) will give a good indication, try to assess using RASP (the soundings can be good if you know how to use the information) or talk to other more experienced pilots on the hill (if they are rushing or self absorbed then it may be rather good ... for them but for you?). And of course the key pilot skill of observation. Watch those already in the air, any signs (glider or pilot) of a high workload means its better being on the ground than in the air. Take off and landing needs a bit more care too. Winds can be gustier and choosing your moment needs a more thought. The source of the airmass and associated wind direction have a large bearing. As a rough guide winds from the NW through to E (Polar to Continental) I regard as the best but also the most powerful days with all that entails. S to SW, generally the least exciting W to WNW is my sort of day. Finally, if you want some indication of what a typical flight may look for a like for a Spring month/site/wind direction select a tracklog from the XC League and look at cloudbase, climb strengths, sink rates, etc or just read some XC accounts if it was rough it will get a mention.

Of course it comes down to the pilot - the UK has long, cold and often wet/blowly winters fact! During the dark months pilots usually fall into two categories; those who in flying terms hibernate. They do little if any flying and regard flying as essentially very seasonal I have been there with hang gliding. Others fly regardless of the cold and short days if flyable they are out, maybe the flying hours are limited but they maintain a level of currency. Paragliding lends itself to grabbing chance flights. It's preferable to be in the latter group. However, both suffer from a lack of practice, certainly in thermalling terms and dealing with rough air (unless they meet winter wave in the wrong place). I've enjoyed some great flights recently but invariably they were as smooth as silk and it doesn't do much to hone your active piloting skills or getting you mentally prepared. With this in mind it's best to ease your way into the Spring by choosing the easier sites and days or avoiding the most active parts of the day.

All gliders can collapse! Regardless of their rating they do need active piloting to some degree no more so than in rough air. Learning to feel and respond correctly to your wing is a key skill that if done enough becomes intuitive. Try to regard the usual turbulence you meet as an opportunity to develop those skills being a passenger in turbulence is not nice; so you need to develop a degree of mental mastery as well as the skills. I began by saying all gliders can collapse but all rated gliders are also designed to want to fly. Too often the thing preventing them is the pilot! Some inputs can do more harm than good The default position is 'hands up' and then control the inflated wing.

Occasionally, pilots use the winter to replace equipment a new wing, harness etc. A new wing at any time, especially if a higher rating needs to be treated with added respect; likewise harnesses can change the feel of a wing. Couple this with a fresh Spring day and it's not the best combination.

By the time I write the next column Spring and the XC season will be well underway. If I've helped you reflect on where you are on the development curve and just pulled the reins a little on your raging ambitions then my advice wasn't wasted. Even with a lot of flying behind me I'll be doing exactly the same.
Ed

COACHING NOTES



Group: could be better got camera on wrong settings ... it's new!

Pat Dower XC Development Day 18th Feb

The Pilot Development day was led by Pat Dower, a talented and knowledgeable pilot with vast experience.

There were 15 pilots attending who gained a tremendous insight into becoming both a better pilot and learning what it takes to stretch those XC's.

Speaking personally I can say it was a great opportunity to learn new stuff, reflect on past mistakes and get fired up for the new season. Pat spoke of taking away 'nuggets'; I



Jimmy: "takes it all in his stride and raised many a smile"



Martin: "explains how he tried to prevent Jim from taking off"

lost count so much was covered in his usual clear, informative manner, including interactive activities, from thermalling better, decision making, preparation, equipment etc it was a long list full of nuggets.

My thanks to those who attended it was an enjoyable and valuable way to spend a wet Saturday in Ingleton.

Joint Coaching Day – 24th March: Just a reminder that we are planning to do a joint (mostly indoor) coaching day with the CSC at Staveley near Kendal. Once I have the full programme organised I will post it on the forum (under coaching). Anyone is welcome to attend but it will specifically be designed for newer members and lower airtime pilots. There will be a numbers limit of 30 and there is no charge for the day. Since I last wrote I've also asked Kerim Jespersen to do a short session on 'being a better film maker' he's very good at that and with so many of us now using action cams I thought it may be useful.

Coaching Group 2012 - registrations are still coming in and current numbers and at 14. I plan to hold our first in March this will depend on the weather but also my availability as weekends are filling up. Any registrations that come back via Skydrive I cannot open .. sorry.

Congratulations to 'Ziggy' Latka on passing his Pilot exam and Helen (his wife) for outstanding translation work the BHPA Pilot exam to Polish amazing!
Ed

Library News- Melise Harland



"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
Dynamic Decisions
International
by: Nova

Reviewed by
Melise Harland



I really liked this DVD even though it is probably a little out of date now as it discusses the DHV system of classification rather than the EN certification.

The film is basically talking about how you need to get the right pilot flying the right level of glider for their experience and skill level. There are some interviews with ordinary pilots at the start asking them what category of wing they fly and why. I found it interesting that several pilots with a lot of years flying experience have

down graded as they see the low end gliders as having the same performance as the top end gliders would have had a few years ago but are much safer.

Test pilot for Nova Toni Bender and the DHV Safety Officer Karl Slezak talk to Nova Designer Hannes Papesh about how and why the DHV classification was set up, what is allowed in each category and how they are tested. These interviews are intercut with clear footage of the gliders carrying out the tests required for classification testing. Three category of gliders are show, all being Nova as the film was made by them, the low DHV 1-2 Syntax, the high DHV 1-2 Artax and the DHV 2 Aeron. The test pilots show the behaviour of the gliders when tested doing an asymmetric collapse, a front collapse and a deep spiral dive. They show how the gliders react with no input from the pilot at all and how pilot input can affect this behaviour either for the better or worse. They also discuss some of the common reactions that people have when they experience a collapse.

There is a short section at the end on development and testing of new Nova gliders and how they try not to compromise on the performance unless it is for a huge gain in, for example, safety.

The Nova test pilots are introduced at the end along with some outtakes from the filming.

The DVD is 31.27 minutes long.

The extras on the DVD are some text on who the team were and a nice 12 minute film "Homage at Base – Free Flight in Tirol" which is an XC flight from Innsbruck to Achensee Lake. This little film is worth a watch as it not only shows stunning scenery but there is a lot of footage of the pilot Sam Little, showing how he is reacting and to my surprise how much time he spends looking up at his wing. There is some interesting footage of flying through cloud and how the pilots communicated as they went through this low visibility area.

This DVD was donated to the club by Pete Logan.



Dales Camping Bash

I'm looking at putting together a social camping weekend to be held over a flyable weekend in the summer, so it will be called at short notice. The weekend will include 2 nights camping (Friday and Saturday) a BBQ on the Saturday night, possibly the War of the Roses, possibly a coaching day for CP's, but definitely some flying, some fun evening events for example: ground handling a wrongly rigged wing, sumo suit wrestling, inflatable fun and much more. But before I spend hours getting stuff organised is this type of event the membership wants and would come to support, let me know katerawlinson@hotmail.co.uk



Repack your reserve...

The club is organising a repack where you come along with your harness and reserve and repack it under the supervision of Bill Morris from the BHPA. This is a great opportunity for you to become more familiar with your equipment and to make sure your reserve system will operate correctly.

When: 10th March 2012 10 am until 2 pm

Where: St Marys School, Bradford Road, Menston, Ilkley, LS29 6AE
<http://www.stmarysmenston.com/whereweare.html>

Contact: Peter Spillett (DHPC Safety Officer)

Price: £10 (send a cheque to DHPC at 6 Langcliffe Garth, Kettlewell, Skipton, North Yorkshire, BD23 5RF).

Email: pete@petensara.com

Phone: 01756 760229



Why bother repacking?

A properly packed and fitted reserve can open within 30 - 50m of being thrown.

Most manufacturers recommend repacking every six months (some as frequently as 90 days). There are several reasons for this:

- Once the reserve is packed, it can absorb moisture from being left in damp air conditions, not just wet from rain. The moisture will not get back out again easily and can cause damage to the strength of fabric and lines as well as causing the fabric of the canopy to stick together.
- The reserve packed in the harness gets squashed, especially if the harness is the type that the pilot is likely to sit on it whilst waiting for a launch or having their sandwiches. The effect of this is to almost iron creases into the reserve which have been shown to make the deployment slower, as the airstream takes longer to get between the leaves of the canopy to allow it to open
- After about a year, the rubber bands that hold everything together long enough to deploy properly, can decay and need checking.
- Any velcro in the system needs to be checked because if left for a long time the it can get "welded" together, and it takes great strength to pull the reserve out. It has also happened that the velcro on the side holders for the bridle on the harness did not open.
- A reserve can also be difficult or sometimes impossible to throw due to incorrect fitting to the harness.

When your reserve falls out... Can you refit your reserve when it accidentally falls out, after a quick drag over Wether Fell?. It really is simple, once you know how. If you cannot refit it safely then at best you could lose a day's flying and at worst...

Why reserves have a limited life span

DHV tested five 10 - 20 year old reserves, two out of the five disintegrated on the first test. The remaining three had a slow opening time and would not have passed the DHV standard, see http://www.schmidtler.de/html/ht_technik/rettalt.htm (its in German).

All welcome: paragliders, paramotors, speedwings, even hanggliders.

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.couthard2@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	kgay@talktalk.net	07794950856
Ed Cleasby (Senior power coach) Chief Coach	Various	Ingleton	edcle1@tiscali.co.uk	07808394895