SKYWORDS

July 2020

Chairman's Chat

To maintain focus for everyone, we should try to limit the WhatsApp group to short messages about immanent flying plans and conditions on the hill, but occasionally a valid challenge is raised which should be expanded upon…

Why do 7,000 or so pilots in the UK join the BHPA and its affiliated clubs? The whole idea of a club or association is to pool resources and work together for the good and benefit of its members. Grouping together like this makes us stronger and gives us a louder voice when it comes to negotiating with others. It also means that we can co-ordinate our efforts and share the workload.

I wrote about the benefits of BHPA third party insurance in Skywings (Jul 19 – attitude, p.4) and maintain that it is still by far the best deal around. (Update - AXA will offer you £1.5M (not £5M) cover for £130 pa. It's also worth checking the exclusions because they won't cover family members or landowners.) If anyone does find a better deal then please let me know.

Most of us also value some of the other things that the BHPA provides: for example a training syllabus and school inspections, a voice when it comes to the development of safe equipment, and the ability to contest airspace grabs.

The disadvantage any club or association is that its members have to compromise to some degree, and consider other members interests. This is especially true in an organisation with so many different disciplines. For example, you may not benefit directly from money put towards competitions or disabled flying; but most of us accept that the overall benefits far outweigh this disadvantage.

In the case of the BHPA (as is the case at club level), the club is run by a committee, comprising of unpaid volunteers who give up their free time for the benefit of its members. They may be a bit old in the tooth (and the proportion of hang glider pilots is high) but all are experienced pilots who hold an appropriate rating. The BHPA does not make a profit, but does have costs (e.g. Insurance etc.) which are publically available; one area they worked on for us included the following:

The law in England and Wales says that you must have **permission from the landowner before taking off**. Although the BHPA did lobby to be allowed access under the Countryside Rights of Way Act (CRoW), sadly we were not included. That said the law on trespass makes it a civil rather than a criminal offence, and therefore difficult to enforce if you agree to leave when asked to do so. If you cause damage (spooked horses, disrupted grouse shoot, damaged power lines, etc.) then you can be pursued for damages in a civil court. Good job you've got reliable third-party insurance then!

The Dales club is certainly of the opinion that it is better to have the agreement from landowners in the first place, rather than flying without permission and aggravating any opposition (which would then make it difficult/spoilt it for everyone). We nurture, cherish and strive to protect the excellent relationship that we have with most of the farmers in the Dales, and hope that this continues long into the future.

It is also true that (in their wisdom/ignorance) the Civil Aviation Authority (CAA) does not currently regulate foot launched aircraft, so therefore there is **no obligation** to join the BHPA or any of its affiliated clubs. (You must though always though abide by the contents of the ANO, ROTAR and UK AIP, such as complying with airspace and the '500' rule', but you don't have to hold a licence or do any training). But it feels a small price to pay in the scheme of things.

Fly safely,
Martin Baxter (Chairman)

Updated wind rose

At the start of June, we updated the wind rose on the website.

Being precise about the wind direction that a site takes is not an exact science, and if you ever have time to fill while para-waiting, try a discussion with some of those who study these things carefully. You will definitely learn something.

Suffice it to say that the wind rose, even the updated version, is **only a guide** as to the wind direction each site will be flyable in - there are many factors involved.

The impetus to tweak the wind rose came following the easing of the lockdown, and some favourable forecasts on our open sites. Previously the directions for each site had been set using a rule of thumb allowing a 20 degree tolerance to the direction that the slope on each site faced - seems reasonable, and in general is a pretty good guide. For one site in particular though, this rule did not hold true in practice.

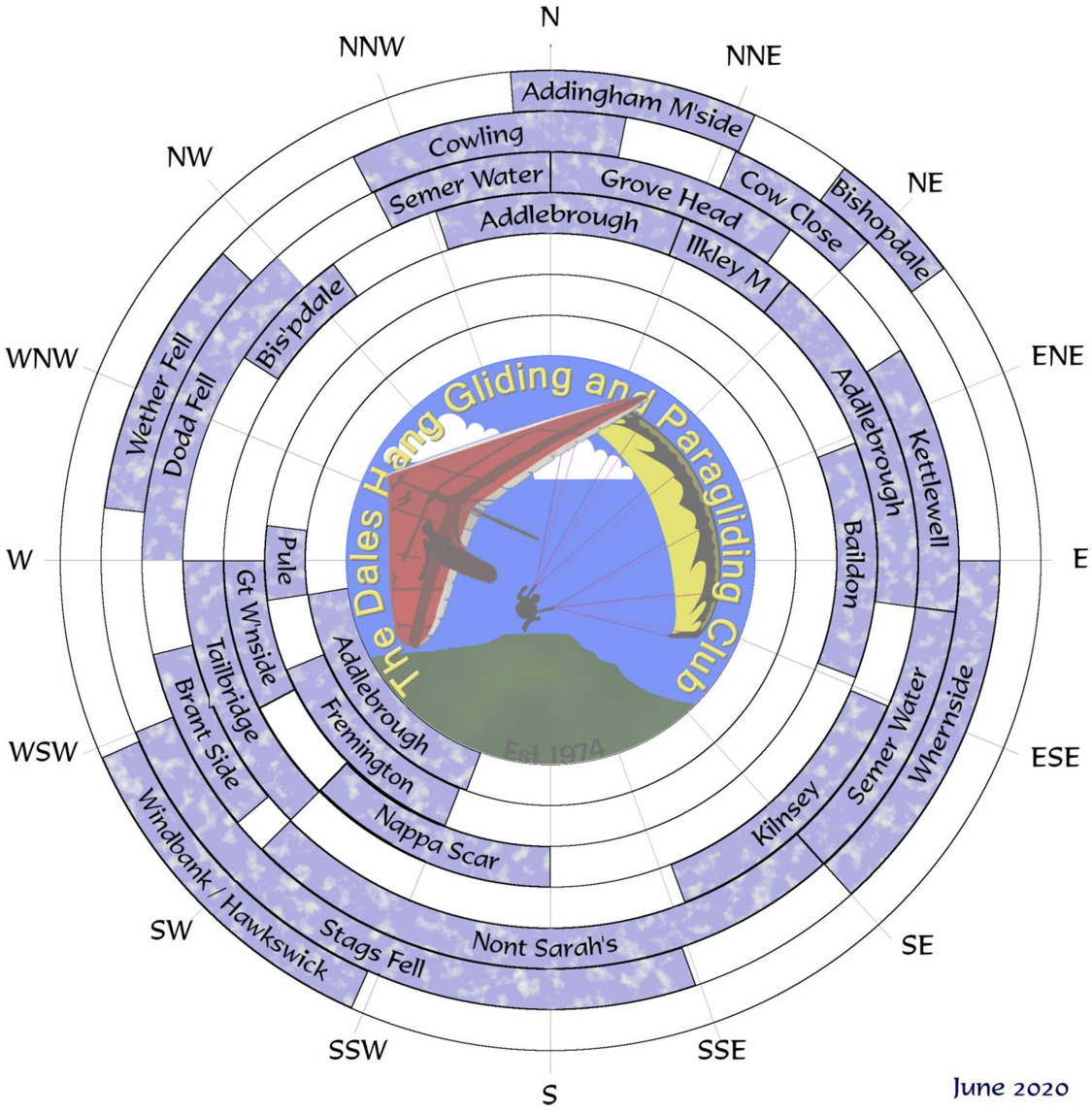
Changes

Semer Water was previously shown to take a near SSE wind, however based on experience, this was known to be inaccurate, due to the particular topography of the land at the site. So it was adjusted in line with that experience, and is now shown as taking 100 - 135 (SE) degree winds.

Whilst doing this, more minor changes were made to **Whernside** and **Nappa Scar.**

The new wind rose is reproduced below. The sites guides on the website are being updated in line with these changes. You should always check the site guides before flying in case there are any changes to sites that you may know well. This is true at all times, but obviously in the current pandemic, it is even more important than ever."

Cheers
Tam


N
NNE
NE
ENE
E
ESE
SE
SSE
S
SSW
SW
WSW
W
WNW
NW
NNW
Addingham M'side
Cowling
Semer Water
Grove Head
Cow Close
Bishopdale
Addlebrough
Ilkley M
Addlebrough
Kettlewell
Baildon
Semer Water
Whernside
Kilnsey
Nont Sarah's
Nappa Scar
Addlebrough
Fremington
Gt W'nside
Tailbridge
Brant Side
Windbank / Hawkswick
Stags Fell
Pule
Bis'pdale
Wether Fell
Dodd Fell
The Dales Hang Gliding and Paragliding Club
Est 1974

June 2020

NATS Aeronautical Information Service

Please find below details of the latest NATS Aeronautical Information Service Newsletter: 1:250,000 Sheet 4 The Borders

Latest information affecting 1:250,000 Sheet 4 The Borders Chart. These VFR chart amendments have been received and process by NATS within the last AIRAC period. Full details of amendments affecting the current version are available on the NATS AIS Website, and can be viewed following the links below.

- RAF TOPCLIFFE (EGXZ)

  Our Ref: 03083
  Year: 2020
  Effective: 10/09/2020
  Details:
  RAF TOPCLIFFE (EGXZ)
  Remove MATZ stub only, from govt./military aero site at 541220.26N 0012253.85W.

- New Edition

  Our Ref: 0000
  Year: 2020
  Effective: 18/06/2020
  Details:
  New Edition
  The latest edition of this VFR Chart will be/was released on 18 June 2020, and will be available for purchase from the usual stockists from this date. At this point amendments listed on this website are only applicable to the latest edition

New App

A new app has been released that allows people to setup and share ad hoc flying tasks and competitions. It's from Indysoft who is a developer up in the Cumbria Club. Jake and I have been testing this out previously....

For more information see the Website - https://pg-race.aero/

PG Race is a free system that allows paraglider and hang glider pilots to set up race to goal tasks by themselves.

PG Race enables you to:

1) View tasks, either shared locally, via QR code, or downloaded from PG Race
2) Design & edit new tasks, then share them via PG Race
3) See which other pilots have already entered different live tasks.
4) Activate tasks on particular days.
5) Enter a live (activated) Task.
6) Submit IGC flight track files to PG Race for automatic scoring.
7) View and share task race results using Time Based Scoring (TBS).

Worth checking out…
Pete Logan

Safety Notice

Editor's Note: Although this specifically applies to older Sigma wings, there is a reminder to us all here:

Please remember to check out old safety reports

when you acquire a glider that's "new to you".

Sigma 9

(One of our members has recently bought a second hard Sigma 9, and has a couple of issues, which apparently has is the same fault as some older Sigma's.)

Sigma 9 Service Bulletin

The SIGMA 9 is delighting pilots worldwide and feedback is fundamentally extremely positive. Recently, however, we have been receiving reports that, in rare cases of reverse pull up, the SIGMA 9 brake lines can get caught behind the brake handle magnets and this may interfere with braking (brake line caught up on the opposite riser).

Potentially this applies to SIGMA 9s which have been delivered to our dealers up to 11th July 2014. If you are not sure about the delivery date contact your dealer. We therefore offer to exchange risers with a reworked version for affected SIGMA 9 customers

Please get in touch with your ADVANCE dealer to arrange for this riser change. We apologise for this situation and request your understanding and patience. If you have any questions or are not sure how to proceed please do not hesitate to contact your ADVANCE dealer or our Support

(from: https://www.advance.ch/fileadmin/user_upload/Gleitschirme/SIGMA/PDF/SIGMA_9/SIGMA9_Service_Bulletin_EN.pdf)

From The Archives – April 2010

PARAGLIDING ACCURACY TARGET APPROACH

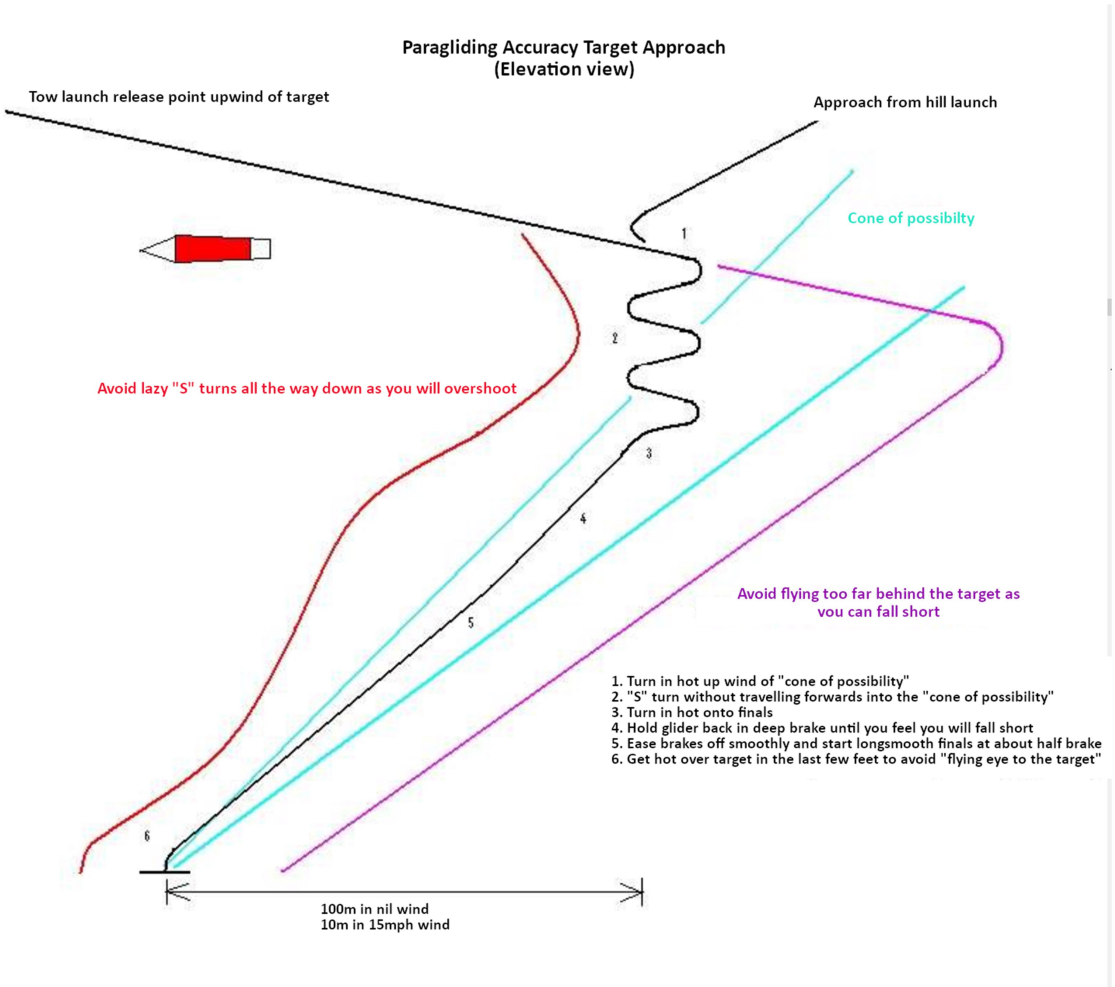
Andy Webster explains how he makes a paragliding accuracy target approach on a flat landing field.

Aim

The aim of an accuracy target approach on a paraglider is to have a long and smooth final glide on to the target with an approximate half brake setting. Big brake movements on finals or low level turns are not good for a target approach and will probably end in a big distance score. Paragliding accuracy is about setting up at altitude and getting on to the correct final glide in good time. Paragliding accuracy is not about flying in deep brake although this can be a useful 'get out of trouble' technique for experienced pilots when matters do not go as planned.

Terms

A term used a lot in accuracy is the 'cone of possibility' and this is marked out by two glide angles.



One glide angle is the steepest possible glide angle that will get you on to the target using a maximum amount of brake without stalling; the second is the shallowest possible glide angle that will get you onto the target with no brakes applied.

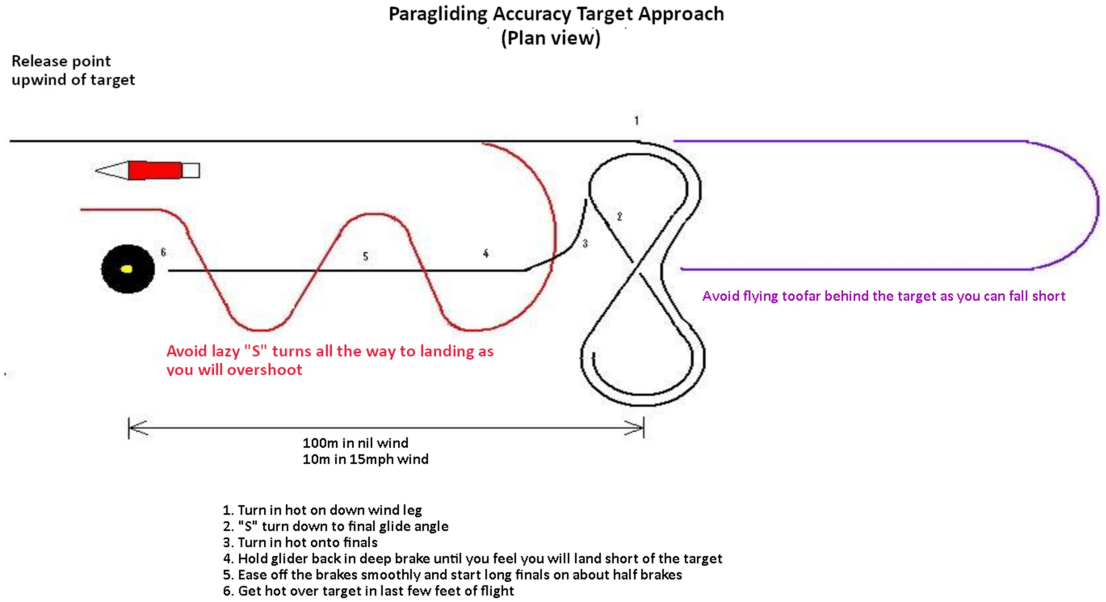
If you can place your paraglider in between these two glide angles and hence in the 'cone of possibility' you have a good chance of hitting the target. It should be noted that the angle of the cone of possibility is bigger in high winds than low winds and therefore pilots find it harder to hit the target in lower winds. Another way of looking at this issue is that in low / nil wind conditions, it does not seem to matter what amount of brake you have on you still end up landing at the same point.

The terms 'hot' and 'cold' are used a lot in accuracy. Hot means that you are approaching or have passed the steepest possible glide angle that will get you on to the target and the chances are that you will have a lot of brake on. Cold means that you are probably going to fall short of the target and you need to get the brakes off.

In terms of accuracy it is better to be hot than cold as you can possibly do something about being too hot, but if you get too cold there is nothing you can do about it and you will fall short of the target. Judging when you are hot or cold comes with practice and experience. For beginners there is the 'head up brakes up, head down, brakes down' philosophy, whereby if your head moves up as you are looking at the target you are getting colder and if your head moves down you are getting hotter. But with experience you can tell very quickly if you are hot or cold.

Approach Plan

Assuming that you have sufficient height a six stage target approach plan can be used whether the approach is from a tow launch or a hill launch.



The first stage is to turn to face the target in a hot position up wind of the 'cone of possibility'. By doing this you can be certain that you have not gone too far down wind and got into a cold position that you cannot get out of. Also you have some tolerance if you have misjudged the wind speed or

the wind chooses to pick up during your flight. Choosing the distance down wind of the target to turn to face the target is generally dependant on the wind speed. Assuming that you have sufficient height you can turn into wind about 100metres down wind of the target in nil wind conditions and if there is a 15mph wind you can turn in to wind about 10metres down wind of the target. Even if you have lots of height, and in theory you could go a lot further back, than the above distances, it is best not to as it is easy to loose concentration and drift into a cold position.

The second stage is to 'S' turn down into the 'cone of possibility'. Every time you face into wind you can assess how hot you are and you can leave the 'S' turns for finals at any point and not necessarily into wind. The essential aspect of 'S' turns is not to travel forwards towards the target. This means that in low winds the 'S' turns have to be big sweeping turns. If you perform lazy 'S' turns and allow your glider to travel forwards towards the target you will most likely overshoot.

The third stage is to turn hot onto the final glide, 'finals', but within the 'cone of possibility' i.e. close to the steepest possible glide angle.

The fourth stage is to apply brake that will take you into a colder part of the 'cone of possibility'. With this brake setting you will get to a point where you feel that you will fall short of the target if the brakes are maintained.

Stage five is to slowly ease the brakes off to get the glider flying faster and by doing this you should have achieved the aim of a target approach i.e. gliding towards the target on a long and smooth finals with small brake movements from approximately half brake position.

Stages three to five may seem to over complicate the target approach, however, it gives you confidence that you can control your destiny on brakes alone without further turns, and it also overcomes the problem of pilots hunting for the correct brake setting. You can often see pilots going through cycles of applying brake then letting it off again, when one brake position would have done. In stage six it is best to allow the glider to get hot over the target in the last few feet of the flight so that you can flare on to the target and preferably on to the electronic pad.

Stage six avoids you 'flying your eye to the target' whereby you forget that your undercarriage is approximately five feet below your line of vision and your feet touch down short of the target.

As stated earlier the above six stages are only appropriate if you have sufficient height. If you have little height to set up then you have no option but to go straight to stage three which is to turn in hot within the cone of possibility.

This requires a good assessment of the wind speed and good judgement of when to turn into wind, again this becomes easier with experience and practice. The wind speed can be assessed before you take off, but during your flight there are other indicators of wind speed that you should be looking out for. On a tow launch the rate of ascent on tow gives a good indication as well as your downwind ground speed after release.

Wind socks and streamers also give a good indication of wind speed and you need to familiarise yourself on how these direction indicators react with wind speed. The above approach plan describes the basics of a target approach on a flat landing field and in a constant wind.

However, wind gradients, thermals and hill airflows can introduce further complications and need to be considered by an accuracy pilot.

Andy Webster
Skywords April 2010

Letters

*(**Editors Note:** The following discussion relates to BHPA discussion around printed copy, and was submitted to SkyWings but not included, I feel the points are valid and so has been included here)*

Dear Editor,

Not 1 but 5 letters of support for the hard copy version of SkyWings. I come from a slightly different perspective.

For reasons already well articulated, I also much prefer a hard copy version, but we must consider the cost implications. In order to support schools during COVID-19 the BHPA has had to dig deep into it's reserves. It also seems likely that overall membership numbers will take a hit. Whilst a (hopefully) reduced accident rate might have a positive influence on our insurance premium it seems likely that finances will be tight, and it won't be long before the treasurer starts muting another increase in subscriptions.

It is difficult to estimate the exact saving that might be made by going entirely online, not least because we don't know exactly how it will affect advertising revenue. The readership numbers for the current online version will remain completely underwhelming until we stop providing the hard copy version. However our Publications Director has estimated that we might be able to make savings of £80K pa. IF our membership levels don't fall, that's about £11 per head. You may consider that excellent value for money, but does your opinion change if faced with either the hardcopy or an £11 increase in subs?

On a more minor note, as a regular contributor to SkyWings, I find the lead-in times problematic. The information I want to provide to members is often well out of date by the time it hits their letterboxes. We should be able to reduce this lead-in time for an online version. Personally I'm not a fan of Facebook (and the arguments it seems to generate). Perhaps we should make more use of the BHPA website, but I'll leave that discussion for another day.

In my judgement one of the issues that we face is the wide variety of disciplines that we cover. Whilst some of you are multi-disciplined, take the example of a hill paragliding pilot. He will probably skip the pages on power, accuracy and hang gliding. If he's not particularly interested in competitions or buying a new wing (which always has a positive review), that doesn't leave him with much more than Attitude, Safety, Letters, a holiday article and the caption competition.

I'm sure that BHPA Exec will continue to do their best to decide if the hardcopy version of SkyWings represents good value for money.

Martin Baxter

Photo Corner

Coniston Old Man

Above Dodd

DHPC Themed Clothing

Don't forget that you can buy DHPC themed clothing online. The club holds no stock of these items, and makes no profit from their sale, but you can show your love of the sport when you are out and about, for very little cost.

Polo / Sweat shirts

A huge range of colours available, and a choice between highly wickable polyester based fabric, or cotton. These come with an embroidered logo on the front, and you can chose to have Steve Ham's brilliant transfer design on the back or not. Cotton T shirts are also available.

Order from: https://www.conistonshop.com/shop/index.php?product_cat=635

DHPC Buffs

https://giraffeuk.com/search.php?search_query=dales

Made with 100% Coolmax Microfiber these are available at £14.99 each. A choice of 2 designs – either the club logo, or the "Skywords quotes" one, featuring many quotes from members' tales in Skywords over the years.