

# SKYWORDS

March 2021

## Chairman's Chat

When can we fly? When can we fly? When can we fly? Patience is a virtue; all good things come to those who wait.

I have scanned the 68-page document outlining the Government's roadmap out of lockdown. The only thing that seemed relevant to us is paragraph 93:

'From 8 March, the Stay-at-Home restriction will continue but it will be amended so that people can leave home for recreation as well as exercise outdoors - with their own household, support or childcare bubble, or with one person from another household. Social distancing and other safe behaviours should be followed.'

Clear as mud! No mention of staying local or clarification of whether our activities are regarded as General Aviation, Sport, Recreation or Exercise. There is also the significant question of what is guidance and what is law. It's up to individuals to wrestle with their own conscience and set a good example when it comes to following the guidance.

Interpreting the law is likely to be even more complicated. Fortunately, the Chairman of the BHPA is an experienced barrister who works in the aviation sector. He has already demonstrated that if there is a chink in the legislation that allows us to fly, he will find it. I think it's worth repeating his latest (26 Feb) advice:

'Having heard the Prime Minister's announcements at the start of the week, we are aware that members are asking when they can resume flying. It seems that possible dates are 8 March 2021 or 29 March 2021. At this stage none of the Regulations have been published nor has any guidance been produced.

***The CAA guidance that 'no leisure flying is permitted' remains the current guidance. We would ask that pilots contain themselves. Once the Regulations and guidance is published, we will post appropriate advice on both our Facebook page and on the BHPA Website.'***

Once we get the green light from the BHPA then we'll be free to return to flying at club sites. If the landowner has applied specific limitations these will be clearly shown on the club website.

Elsewhere in this newsletter you will see a piece on Ground Handling by our Chief Coach. Arguably the advantages in waking up your muscle memory outweigh the risk of prosecution or attracting negative press.

Patience is a key discipline in our sport. Whether it be waiting for the wind to drop, waiting for a thermal to blow through, sticking with the zeros, or resisting the urge to fly when you've

got a head cold or hangover. A Buddhist would encourage you to use this opportunity to practice curbing your enthusiasm, and wait for the right moment. It will come.

When we are finally allowed back into the skies, remember that, even with some ground handling under your belt, you will be very un-current. There were a number of flying accidents when the first lockdown ended. Choose your conditions carefully, take your time, and leave a bigger safety margin than usual.

Stay safe,

**Martin Baxter**  
**Chairman**

## In other news...

The committee have approved a £10 subsidy for members to purchase the Escape First Aid Kit (limited to first 25) – read more on the forum at

<https://www.dhpc.org.uk/forum/viewtopic.php?f=23&p=10434#p10434>

Northern Challenge Series (Main and Hike & Fly) now available at (for when we can fly...)

<http://www.xcmap.net/index.php?c=Northern%20Challenge%20Trophy>

- A new Stags task
- A changed Murton task
- A new, later start date 1st March due to Covid. ALL BHPA or Club directives over-ride this.
- A new EN C and below award. Glider rating required when you enter a flight and displayed.
- Scoring algorithm and rules remain the same. ALL individual club rules apply to all sites on which a task is based.

**Many thanks to Ed for organising**

Interesting discussion about entering waypoints into instruments, including XCTrack at

<https://www.dhpc.org.uk/forum/viewtopic.php?f=21&p=10273#p10273>

# Ground Handling...

Come March 8th there's a few changes to wording on the lockdown that stuck out for me.

We can be out in public places in our local area for recreation, as well as exercise. Flying needs CAA and DfT approval but ground handling certainly fits in one, if not both of the above categories.



So we have what looks like an extended period where we can be ground handling ahead of flying being allowed. Let's make use of it. Parks, moorland, common land, flying sites are all fair game if they pass the red face test of being local to you. Treat it like we've been given the time to shake off the rust and get some of the precision and reactions we had back in the summer of 2019. The chunks taken out of 2020's season probably mean that, for most of us, we never quite got back up to 100% of what we were. Most of us would have missed out on some of the more turbulent air in the spring too.

So what to practise? Whatever floats your boat, just be active. Walk your wing in squares, lie down and kite yourself back up, work out if you prefer a standard reverse / As & Cs or cobra launch. Pull frontals and recover from the deflation or probably best of all, challenge yourself to kite your wing in the lee of some trees or buildings whilst there's a bit of wind. That'll keep you entertained.

Okay so this is basically a nag disguised as a short article. You might say "What's to forget? It's like riding a bicycle isn't it?" Well, up to a certain point yes. But most of us learned to ride in our childhood and flying is a skill acquired in adulthood. Slower to learn and quicker to forget. I know that well, after spending three years off flying and coming back to it 2017 I was extremely rusty on top landings or launching in strong wind. It took time to come back and I spent that time on the ground at Baildon rather than launching myself straight into some of the fun air of a British spring time.

If I can cram another metaphor in here. Take the time to sharpen your tools before starting a job. It'll go easier....

Happy ground handling pending the time we can actually get back in the air again. And give me a shout if you're heading up to Baildon. I'll probably join you.

**Pete Logan**  
**Chief Coach**



# Your Club Needs You



## **We are looking for a new club social secretary.**

(The main role of which is organising and running the winter series of club nights)

This last year these have been virtual, but in previous years they have been in person in a meeting room of a pub where we can enjoy a beer, chatting and listen to an interesting speaker.

Club nights run from September to April and (currently) usually fall on the first Thursday of the month.

It's a really enjoyable and fulfilling role, which gives you the opportunity to choose speakers and influence the meeting to your tastes.

The social sec role is also member of the committee. Beyond the club nights, joining the committee is a great opportunity to get involved in the club AND influence decision making (Which has been vital in 2020)! Drop me, Tam or Martin a message if you want to find out more!

### **Rosie (Social Sec.)**

**(Editors Note: to Rosie - we thank you greatly for your contribution to the club over the last few years, and wish you well in your new future down south)**

# BHPA Award of Merit

**Pete Logan**



## **Citation**

Pete Logan has been a staunch supporter of the Dales Hang gliding and Paragliding Club for the best part of 20 years, qualifying around the time of Foot and Mouth. He served on the committee with 2 long stints as Website Editor and Club Secretary. He has competed in the British Open and ran the BPCup for 4 years. More recently he was podium-placed pilot in the 2019 British Paragliding Championship.

He took a 3-year break from flying to focus on work and family commitments. Rather than lying to himself, as most of us would do, Pete made the bold decision to sell his wing, although it was telling that he kept his harness...

He returned to flying with renewed enthusiasm, with a passion for Cross Country flying. Last year he broke the site record from Carlton Bank with a flight of 170km. He recently qualified as an Advanced Pilot and took over the post Club Chief Coach. Living locally, he is the obvious choice as Meat Head for the 'internationally recognised' Baildon Sod competition. Pete is judged locally as the yardstick for assessing the quality of para-bollox, having been the chief supplier of same over many years.

Whilst all this may sound like reasonable justification for a BHPA Award of Merit, this award is made mainly for Pete's contribution to the utility – 'CANP for free fliers'. As an Intel product manager and self-confessed 'uber geek' with OCD tendencies, he had the technical knowledge and enthusiasm to convert Chris Williams' Google spreadsheet into an even easier to use web application. As a result, CANP has joined the 21st century; the app makes it ridiculously easy to alert other air users of our launch and climb out sites. Pete's slick design has won plaudits from everybody that has used it and is recognised by the Civil Aviation Authority. Indeed, there is potential for the App to be useful outside the BHPA. In the interests of Flight Safety Pete has offered to provide the computer code free of charge, and the British Model Flying Association have already expressed an interest.

Designing a new App is beyond what most of us can comprehend, but it's not just about writing the computer code. There are seemingly endless upgrades in response to feedback, and lengthy negotiations are required to ensure that the App is compatible with the needs of all parties involved. And it doesn't end when it's up and running. There is constant monitoring of the system, dealing with enquiries and requests for usage.

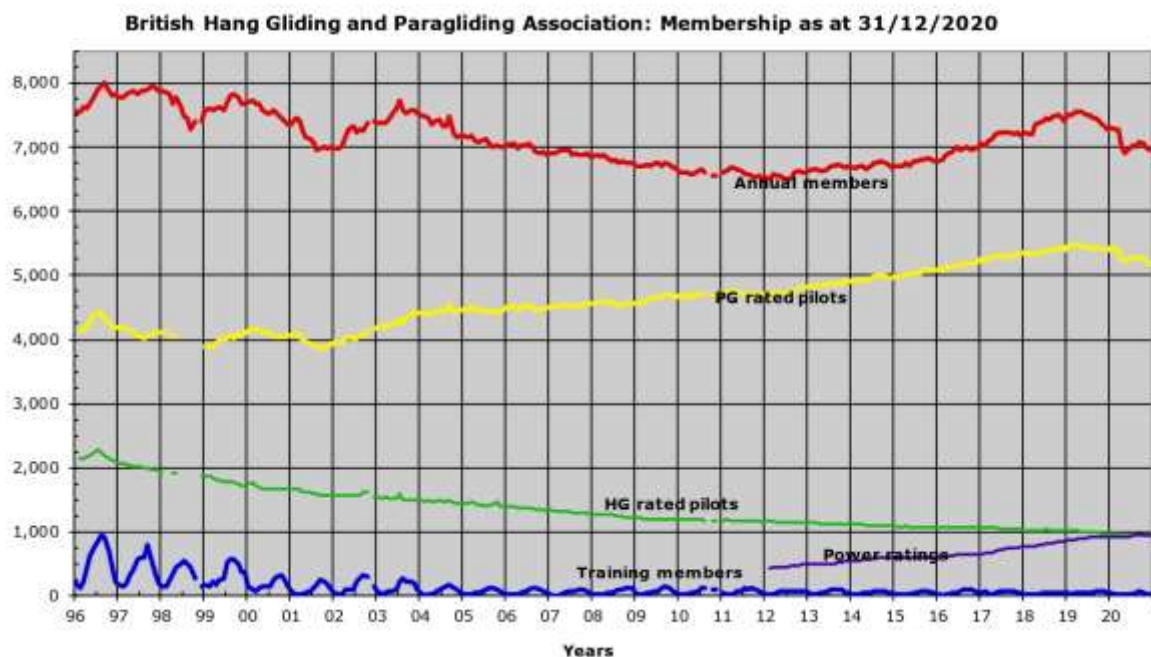
In its first year of operation, when it was still unknown to many, the app has processed 624 CANPs. This is almost a quadrupling of submissions in previous years, and is particularly impressive in a year which included COVID-19 restrictions and lockdowns.

For creating and sustaining the App, 'CANP for free fliers', and his contribution to Flight Safety, Pete Logan is presented with a BHPA Award of Merit.

Martin Baxter

# BHPA Membership Stats

The BHPA recently collated some membership statistics, which we thought may be of interest to reproduce (with permission) here





# BHPA Bulletin - Extract



## BHPA Instructor & Coach Newsletters

Extract from:

[https://www.bhpa.co.uk/documents/schools/newsletters/index.php?doc=ic27\\_Feb\\_2021.pdf](https://www.bhpa.co.uk/documents/schools/newsletters/index.php?doc=ic27_Feb_2021.pdf)

### Sites

When flying can restart, clubs will first have to reopen sites and no doubt there will be pressure from pilots for this to happen as soon as possible. Clubs are advised to let their members know that they should await formal notification that sites are open before travelling to fly, and to specify in what form that notification will take place. It is difficult to imagine that all Covid restrictions will be simultaneously removed, so there may well initially continue to be limits on travel. Social distancing may still be required, meaning car sharing back up the hill or around the airfield may not be able to take place. Because of the time of year, some sites may be subject to closure for lambing - which could be “forgotten” by some pilots in the rush to get out flying.

### Low airtime pilots / new CPs, and rusty pilots.

When flying resumed in England on 14th May 2020 after the first lockdown, we had a large number of rusty pilots all desperate to get out and fly. At the time, we were experiencing strong thermic conditions over land that had had no rain since March. The BHPA put out advice to its members about a “proceed with caution” return to flying. Although we saw a spike in incidents and accidents, this was no doubt moderated by some great work by Coaches and Instructors around the UK running refresher flights and ground handling sessions to ease pilots back into the air.

With some relaxation of lockdown restrictions anticipated this Spring we can expect to once again be confronted by a greater than normal number of rusty pilots, all wanting to get airborne as soon as possible after the lockdown. The potential for mishaps and serious incidents increases as conditions get more lively.

Experienced pilots will no doubt be aware of the factors driving the urge to fly and will exercise caution during their first flights this year. However, there will be low airtime pilots motivated by the same desire to enjoy freedom who are maybe less accustomed to paying heed to their internal warning lights - overlooking less-than-ideal flying conditions in a desperation to get airborne.

Club Coaches can make the difference between a pilot going home happy having acquired some airtime, and going home with a broken glider or an injury. A coaching session on rigging gliders or on ground handling can be a great way for low airtime pilots to re-familiarise themselves with their flying equipment or to reacquaint themselves with the movements and variety of forces generated by their canopy. The ground based exercises in the “Glider control skills” section of the Pilot Development Structure foundation level ([0-10hrs post CP paraglider hill pilots](#)) is a good place to start. Some pilots may be more receptive to such an activity if they know they can get something signed off!

For coaching new CPs in flight exercises, our advice is to encourage them to make their first flights in benign conditions rather than spring thermals, however this can be a difficult sell when the more experienced are on their way to cloudbase. The exercises in the Pilot Development Structure foundation level (0-10hrs post CP paraglider hill pilots) should assist them with realistic goals. Working on Exercise 17 (accurate and controlled landings in light wind conditions) is a good start. Again, some pilots might be motivated to practise this activity with top-to-bottom flights rather than sitting on the hill waiting for soaring conditions, if they see it as a goal to get signed off!

For CPs considering Pilot rating, the online mock exams posted in the last lockdown are still available ([link](#)).

Lastly, many pilots have made use of the CAA's EC device rebate scheme and now have a new FLARM equipped vario or ADS-B device. But how many will know how to set Standard Pressure Setting or a locally obtained QNH - and why they need to do this in the first place? It could be the difference between a record breaking xc flight and being convicted (thanks to their new instrument) for making a vertical airspace bust! Coaches and Instructors familiar with these aspects of electronic instrument use in relation to airspace may be able to provide invaluable advice to pilots preparing for distance flying.

### **News**

The CAA has recently further extended its electronic visibility scheme, but to catch it you will need to move quickly:

<https://www.pilotweb.aero/news/caa-extends-its-electronic-conspicuity-rebate-scheme-1-6961879>

### **Online presentations**

A number of clubs and other organisations are still doing online presentations, keep an eye open on the WhatsApp group

### **Articles**

Articles (or ideas of articles you would like to see) all gratefully received to [newsletter@dhpc.org.uk](mailto:newsletter@dhpc.org.uk)

**Carl Maughan (Editor)**



# Take care everyone

Spring is almost upon us again and at this time of year the air mass is still relatively cold but the sun is already strong.

As a result, as thermals lift off the temperature difference between inside and outside can be quite high so they will rise quickly with a very defined edge.

This can translate to quite a rough flying experience and will certainly put demands on your active flying skills.

I guess it's no surprise that Spring time sees the more incidents and accidents than other times of the year. Especially so this year with the extended lay off due to the further COVID-19 lockdown.

So, whether you are a low air timer about to experience Spring conditions for the first time, or an experienced pilot that has not flown for many months, let's all be extra careful for a while until we have a little more currency.

**When we are back in a position when we can fly** - pick a suitable time, according to your experience level, apply more attention at launch, extra distance from the ground when scratching and keep your speed up when landing, with a good flare.

Here's a good article on the subject from the TVHGC: <https://www.tvhgc.co.uk/post/spring-thermals>

Have fun, be safe

**David May**  
**DHPC Safety Officer**

# Thank you from farmers

In lieu of the usual Christmas drinks and the Farmers' Dinner, the sites officers sent gift vouchers out to all the farmers just before Christmas, along with a letter from Martin, explaining how we had respected the COVID-19 guidance, and thanking them for their continued support.

A number of thankyou's were received, a selection are repeated here, for more see the thread on the forum at <https://www.dhpc.org.uk/forum/viewtopic.php?f=24&t=2921>

We would just like to thank the Dales Gliding and Paragliding Club for sending the gift vouchers. It is such a shame that we will not be having the annual dinner but thank you for your generosity. Let's hope for a better year in 2021. Hope you have a Merry Christmas and a Happy New Year.  
Kind regards,  
John & Anne Fawcett, Mile House Farm, Hawes.  
(Dodd Fell)

Many thanks for your very kind Keelham gift card which is very gratefully received. I'm sorry you haven't really been able to get going this year but fingers crossed for a season with less restriction next year.

Thanks again! You can reach us by email at this address.

Best wishes,

Leigh & Neil (Knipe Scar Hawkswick)

Hello Martin and all the members of DHPC,

Roger and I would like to thank you for the very generous gift vouchers you have sent us, I'm sure we'll have no problem spending them!

Can I wish you all a very Happy Christmas and a Healthy New Year, and hope that next year brings better things, and that life is back to a more normal situation.

Thank you once again, and hope to see you flying again soon.

Best Wishes to all

Muriel Lambert  
(Semer Water)



Photo: Ed - 2017

Hope this finds you all well and keeping clear of COVID-19. Dennis and I had our first vaccination on Sunday at Leyburn. This gave us the opportunity to call at Campbells to use the much appreciated vouchers that you sent. Dennis selected a bottle of Chateauneuf-de-Pape, while 2 steaks & veg made for a nice Valentines meal.

We have been lucky on the farm as we are fairly isolated and love the space to move around (a bit like the freedom of flying\*). Glad to hear that the members were able to do some good cross country flights last year. The auction mart stayed open to sell sheep. Initially we could only drop livestock off, and then had to leave, but from May we were allowed to stay for the auction itself. The farmers enjoyed having a chat, but now we're limited to phoning friends again. Shopping in Hawes is my one day to meet others doing the same, and to catch up on news.

Dennis read your letter whilst I timed him. It took 3mins 4 sec! (Ed - At the annual Farmers' Dinner we time the length of the Chairman's speech and the person who guesses closest to that time wins a bottle of wine.) Thanks for the vouchers. Lets hope we can return to a normal life soon.

Dennis and Margaret (Ed - Iveson I think)

\*Margaret flew tandem with Kerim a few years ago. (picture to the left)