

SKYWORDS

September 2020

Chairman's Chat

You will recall that last month's Chairman's Chat included a plea for volunteers to stand for a committee appointment at the next AGM. Your response must have got lost in the ether, no doubt due to COVID-19, because it's safe to say that I didn't exactly drown in the tidal wave of replies. In fact, only Rahul Basu stepped up. You all owe him a drink next time you see him...

That makes the job of shortlisting pretty easy. Although there were a few internal (committee) offers, Joseph will stay on as librarian, Rahul will pick up Membership and Carl will stay on as Editor of Skywords. All subject to your approval at the AGM of course; although it's hard to see how you could object unless you're willing to stand...

Back in Oct last year I wrote a piece supporting the maintenance of log books. They do sometimes come in useful when filling in questionnaires, but it's generally a personal thing. In contrast please could I ask you all to make an effort to add an entry on the [Flight Log](https://www.dhpc.org.uk/forum/viewforum.php?f=22) - <https://www.dhpc.org.uk/forum/viewforum.php?f=22> page of the website if you have been flying. Not only does this provide some useful data on site usage if we have to oppose airspace or other planning proposals, but it really helps other pilots, particularly those in the coaching group, to analyse what they might do better next time. **(Editor: And even drop a paragraph or two to newsletter@dhpc.org)**

Try to do your bragging on the forum so that we don't clog up the WhatsApp group which is designed for planning and reports of conditions on the hill. (I also like to add reports on the forum when I went out but didn't fly – there is often even more to be learned from that; and besides it cheers up the pilots who are stuck at work!)

Whilst I'm on the subject of the WhatsApp group, if you haven't visited a club site before please study the [site guide](https://www.dhpc.org.uk/site-guide) - <https://www.dhpc.org.uk/site-guide> before arrival. Even if you have been before check the colour code in case something has changed. For those illusive non-club sites try to arrange to meet somebody, ideally at the car park, so that they can give you a full site briefing. As well as warning you about known hazards they can show you the route up the hill. Modern technology makes it very easy to 'drop a pin' and the follow your phone; but that's a sure way to ensure that you end up climbing over a wall – something that's bound to alienate the farmer.

Fly safely,

Martin Baxter
Chairman

Orographic Cloud

from Gary Senior

**Flying on the
East Coast
(Speeton)**

10th August 2020

(To the left is Simon
Tomlinson)

Orographic cloud
forming over the cliff
tops



"It was quite a special day"



Orographic cloud occurs when an air mass is forced upwards. As the air mass gains altitude it quickly cools down adiabatically, which can raise the relative humidity to 100% thus creating clouds and potentially precipitation.

Return of (Virtual) Club Nights



Welcome to our first virtual winter club nights (the new format in these COVID times).

Our first meeting will be **Thursday the 5th September at 7.30pm.**

Our first presenter will be **Flight Lieutenant Ben Ireland** Junior Engineering Officer for the Red arrows.

As well as talking about his role in this world renowned team, and some of the things they have undertaken recently, he will also cover how some of the skills learnt in paragliding cross over to his work

If you would like to attend this **please email: rosielyle@hotmail.co.uk** where further meeting joining instructions will be given. I will also post the joining instructions in the club forum a few days before the event.

Hope to see you all there, in virtual space...

Rosie Ireland

Safety Notices

High Adventure GTO light 2 (Harness)

Priority level: High

During the first combination of a GTO light 2 with the reserve parachute, a dealer noticed the absence of a seam on the loop from the reserve parachute attachment in the shoulder area. One of the shoulder loops was not correctly sewn, but only pre-glued.

We call on all GTO-light-2 owners to check the reserve parachute attachment on their harness before the next flight. The harness must not be flown without this. The compartment is located in the back of the neck and is accessible via a zipper.

<https://www.highadventure.ch/en/safety-note-woody-valley-gto-light-2.html>

Gregareth

(From the forum, for those who may have missed it)

Post by Scraggy » Mon Aug 17, 2020 7:54 am

Had a flight off Gregareth on Friday 14th, wind moderate and perhaps 10° off North, nice flight and setting up to land in the valley near the farmers bridge I hit a very strong northerly valley wind, knocked me about for five minutes before it let me down. The following day the same site same conditions, nearly three hours of flying and being aware of the hazard in the valley I chose to land on the plateau near the gate, what I didn't anticipate was rotor/shear I had a collapse at a hundred feet recovered at fifty and landed gently. ***I think fatigue played a big part I focused on one hazard and ignored all others.***

(Editor: One of the responses) - by aeros (Ed) » Wed Aug 19, 2020 10:21 am

I've never landed there, although I know it's often used without problem - but generally the wind is coming up the valley from the south. With any north I always tend to walk in from the north end, and land up there. That said there was a marked low inversion, cloud touching the tops with strong valley winds (a feature of a low inversion) most therefore headed for the clearer skies and lighter winds of an open Lakes site. The inversion was still evident on the 15th, the Dales still plagued by low cloud but the wind had fallen a bit lighter.

The Howgills were sunny and flyable, but rather rough and inverted. Any further east into the Dales did not look good with cloud rolling over the tops marking the inversion. Valley winds were again evident however - stronger in the landing field than over the tops. My landing experience also suggested a shear layer. The only lesson I'd take from it is ***beware strong inversions***, especially when they get to touching the summits and produce strong valley winds plus possible shear. ***As we often bottom land in valley bottoms some care is required and an understanding of the effect the met has on conditions.*** The Dales tends to be especially horrible with a LL inversion it's a topography thing.

Caveat: I am not a meteorologist.

General Notices

Hard copies of Skywords

Back in the days of yore, Skywords was a hard copy newsletter, snail-mailed out by the editor, involving considerable time and expense. It is questionable if ANY of these priceless editions of the newsletter still exist - but it would be great if we could collate any that do.

To this end, if anyone has a hard copy of any Skywords editions and you don't mind parting with it (or providing scans), could you please let Tam know in the first instance (**secretary@dhpc.org.uk**).

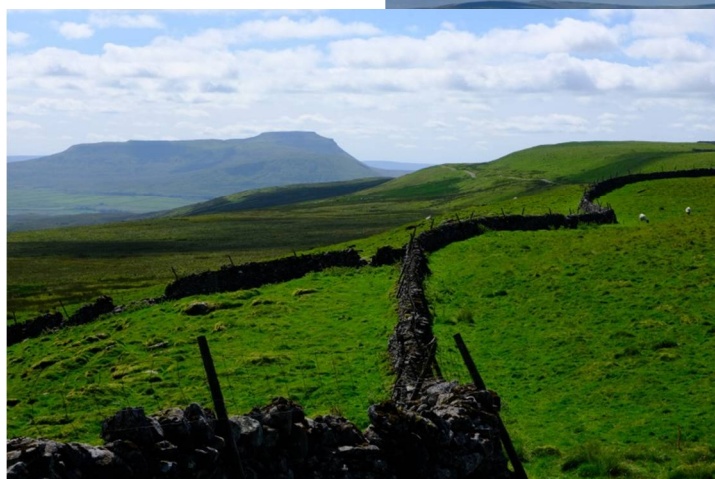
Also - our current record of electronic copies of the newsletter on the website go back to September 2004 [Skywords Archive - https://www.dhpc.org.uk/library/skywords-archive](https://www.dhpc.org.uk/library/skywords-archive) If you have any others stored away somewhere, we would also love to get hold of these - they can just be emailed to the above address.

Tam

Picture Corner



**Dodd Fell
24th August 2020**



**“I heard that someone even
reached the east coast”**

but that’s another story...

Dodd 'ing to the Coast

by Jake Herbert

It was a brilliant day...

(Photos curtesy of James Goldsborough)

“One of my top 10 flights for sure.”

Arrived at take off with James Goldsborough, John Ellison and Richard Carter - a good gang to fly with.

Originally we thought about a triangle but at take off the plan was clearly going to be downwind, and it was already 10-12 mph.



As I pulled the wing up, it didn't feel quite right, but all looked OK with quick scan so took off. **Mistake.**

Learning - Always listen to your gut.

The left brake line had a knot right on the trailing edge, (almost invisible).

So I then had to land and sort it out... at this point the lads getting high...

Stay cool, it's still only 11.30.

Back in the air and it was clearly a really good day. Nice thermals, lovely evenly distributed flat cumulus.

Climb to 3,000 feet and we're off, as we glide past Wetherfell we get to 3,500ft. OK it's on and the sky looks great – although base maybe a bit low, which will make the gaps between climbs really short, there's a great line of clouds toward Buckden pike. John Ellison was a

climb behind and did really well to catch us up at Buckden pike. Sadly when John caught us up James got stuck, and landed in Bishopdale.

Now it was John and Richard and I flying together, we hardly lost any height on glides until we were out of the Dales. We had a goal south of the Humber and once out of the dales we started pushing more South on glides. All went well until Knaresborough where Richard got isolated and John and I got back up. We then pushed on to York following the best sky. Although Richard recovered and pushed on toward goal, he got downed at Goole.

After York it got tricky. Climbs were weaker and took more searching, and where not getting us near base. A good hour of mincing kept us in the air but took us well off track to goal. And we basically gave up trying to go cross wind (It's pointless when you are only getting weak climbs). **When we saw better clouds to the east it was easy to change plan to try to get to Hull.**



Once we did that, conditions were back to being 5 star and we cruised over Hull and then on onwards towards Withernsea.

The end of the flight was dictated by how the Sea breeze lined up. It was coming in from East coast and from the Humber, making a final nice area of convergence before we got to the coast. Perfect...

We had an amazing final glide toward / along the coast and when we got to Withernsea we even got to do 10mins of soaring on the cliffs, as the sea breeze only went up to about 500 feet.

We landed next to a windsock in a private airfield on the cliff. Nice.

Sal had been tracking us and turned up in the van 20 minutes later. Awesome, I got dropped off at Hull Station, Jon and Sal then stayed at a local camp site.

A great day out... We are so fortunate to be able to experience this. It really is magic and I still can't get other how lucky we are to be alive right now...

Jake Herbert

Turnpoint Flight on a Paraglider

Club Dales
Glider [Ozone](#) Zeno
Date 24th August 2020
Start 11:36
Finish 17:03
Duration 5hrs 27mins
Takeoff Dodd Fell
Landing Hollym

Coords

Distances and Score

Leg 1 42.40k
Leg 2 19.76k
Leg 3 51.46k
Leg 4 54.54k
Total 168.16k
Score **168.2**

Open Distance

Total 163.4k

Flight Map XC Player Charts Statistics Options



(<http://www.xcleague.com/xc/flights/2020787.html?vx=0>)

Editor Note:

24th August was a good day for a number of flyer's, **Ed flew 76km from Mallerstang**, and there were **long flights from the Lakes and the Peak District** (Bradwell).

A number had a good day at Dodd, Rahul & Ian making it to Windbank, although I'm sure Joseph would rather forget his walk back after going XC!), remaining local a few did well at the Dodd Grid Challenge... Wetherfell looked to be working some of the day, and you can't win them all as I'm sure Martin will testify after struggling at Tailbridge.

(Apologies for those I've missed)

Last word this month (well picture), comes from Jake & his group...

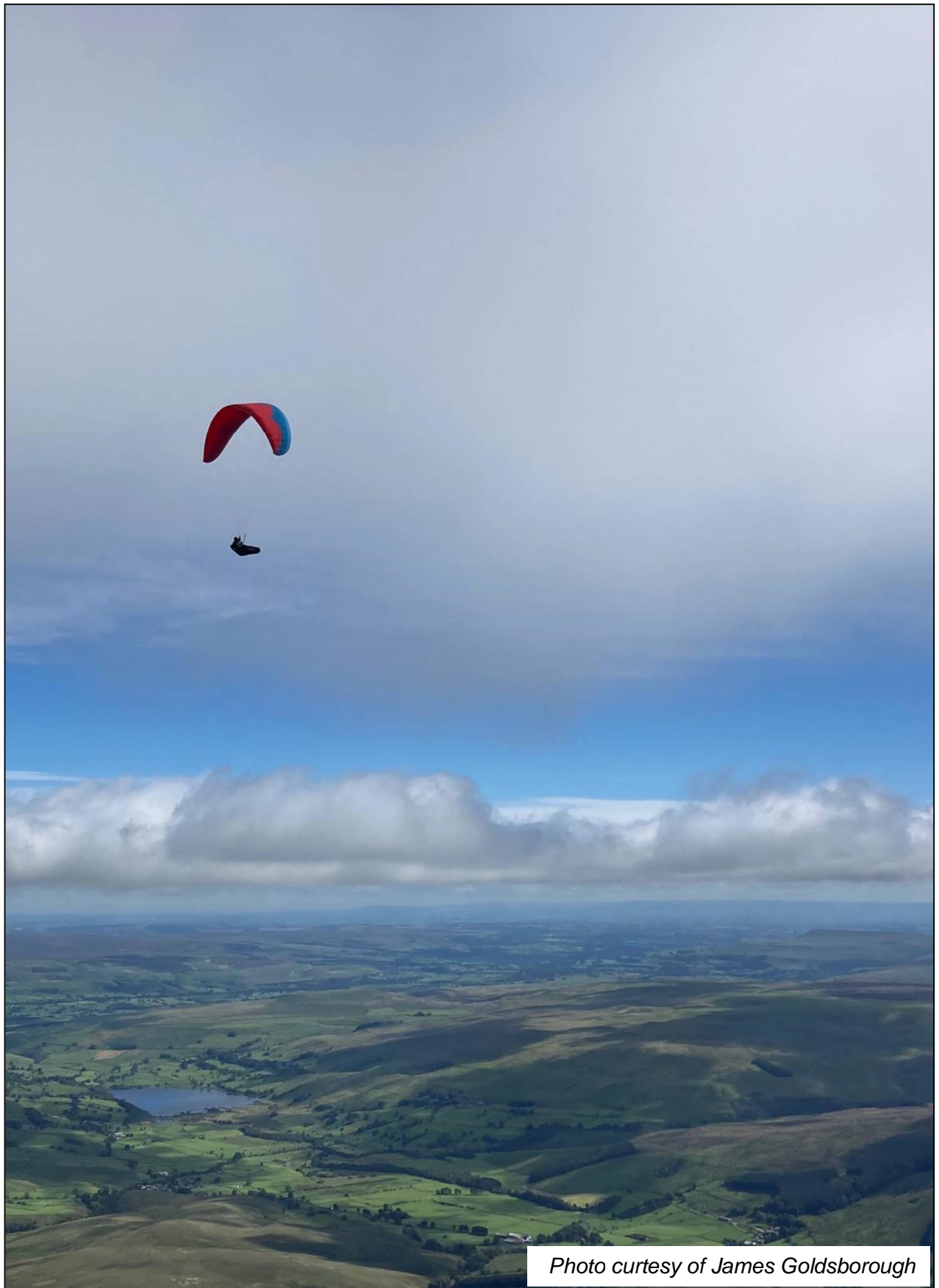


Photo curtesy of James Goldsborough

Editor: Carl Maughan