

The Dales Hang Gliding and Paragliding Club
CLUB RADIO FREQUENCY 143.850Hz



Skywords

www.dhpc.org.uk

May 2016





Martin Baxter

CHAIRMAN'S CHAT – May 2016

So how do you re-gain currency?

Due to an injury, family circumstances and the UK winter, until recently I hadn't flown for about 7 months. *I recognised that I was 'un-current'*. But having recently returned from a flying trip to Spain, and with 15 hours and some fairly gnarly thermals under my belt, I think that I'm safely 'back in the harness'. I thought that it might be useful to note a few of my observations in case any of you find yourself in similar circumstances.

We all fly less in the UK over the winter so I usually go to Spain at this time of year to regain currency. The price we pay for some half decent weather is potentially unfamiliar sites and local conditions. [Hotel California](#) doesn't have the friendliest sites around but I know them pretty well, and I find that a *professional guide* who can, not only keep an eye on safety, but also get the most out of the conditions, extremely reassuring. Last year I was flying an EN C glider, but recognising my lack of currency I *downgraded* to an EN B this time, and was glad that I did. It boosted my confidence no end.

Before I set off I promised myself that I would watch Jocky's '[Security in Flight](#)' DVD again, but I didn't actually get around to it – doh!. Following an early morning departure I was pretty tired on arrival and kept telling myself that it probably wasn't sensible to rush straight to the hill. But having removed underwear, toiletries and other miscellaneous non-flying items from my glider bag, we heard that it was flyable on a nearby hill and decided to venture out. *Well, we don't have to fly do we?*

But on arrival at the hill there were gliders in the air and it was still flyable. So why not? Now or never. The site was Otivar, sometimes known as 'Snotivar', and definitely not a paragliding site made by Carlsberg. But there was some upper cloud by the time I took off so conditions were mercifully mellow. It felt a little surreal standing on take-off setting up for a reverse launch. Something I had done so many times, but not for so long. Although I don't remember the take-off it went pretty well and I was soon at ease in the relatively smooth air. I guess that 500 hours looks after you to some degree. Conditions didn't provide an XC option (a good thing on day one) and after an hour of boating about and a safe landing at the somewhat technical bottom landing field, I felt my confidence returning. With hindsight the perfect start – and probably a good thing that I didn't have too long to think about it. During my first XC of the trip I entered a particularly active thermal above a peak (top of Sole Tree Ridge).

Having done a fairly passable impression of Kenny Everett with my legs ([all in the best possible taste](#)) on the way up, when I fell out of it I was so scared that I immediately headed off on a glide, nearly bombing out as a result. Fortunately I turned back and managed to scratch my way back up. This time I got to the top of the thermal and the extra height allowed me to complete the XC to the beach. *It takes a while to acclimatise to rough air!*

Due to the wind conditions some pilots drove for 2½ hours to get to the ridge soaring site (La Herradura) that was only about 10 minutes from our hotel. As a result it got quite busy with 30+ gliders in the air. The air was wonderfully smooth with beautiful views of the beach, cliffs, luxury villas and pools. I had 2 late sightings – one of a Delta 2 (camouflaged against the trees) coming in the opposite direction, and one of a glider that overtook me on the ridge side and then slipped in front of me whilst I was distracted. The latter scared the life out of me when I finally saw him, mainly because of how big/close he was, until I realised that we were going in the same direction. Phew! *Keep your head moving and your eyes on stalks.* If you are doing it properly it's actually quite tiring.

I always leave my glider attached to my harness: if the lines aren't right I know that I only have to either twist or roll the complete harness: simples. But *over-confidence* got the better of me one day. On a busy take-off I thought that I would be clever by setting up along a narrow track. But I couldn't unfold the wing completely. There was a problem with the lines but instead of following the simple drill, I thought that I could see a *shortcut* and fed the harness between some lines. Predictably I got into a horrible mess and had to detach the glider from the harness. Realising that I had no chance of sorting it out where I was I carried the glider to the car park to try to untangle things. Back on take-off I had to put the glider back on the ground 3 times: it just wouldn't respond to my inputs. Back to the car park (now sweating profusely) but I still couldn't find the fault. Eventually I managed to take-off and discovered the culprit - a wrapped brake that luckily was easy to resolve in the air. On another occasion I took off with a small cravat. *Beware over-confidence, take your time, and if you have a drill that works – then stick to it!*

Fly safely,
Martin Baxter, Chairman.

La Herradura



Rush





CLUB COACHES



Dales Hang Gliding and Paragliding Club - Coaches List (January 2016)

Name	HG/PG	Location	Phone (+0)	Email address	Availability
Trevor Birkbeck	HG	Ripon	1765658486	trev.birkbeck@gmail.com	Various
Steve Mann	HG/PG	Kirkby Malzeard	1765650374	stev.andbex@btinternet.com	Weekends
Kevin Gay	HG	Ripon	7794950856	kray@talktalk.net	Various
Ed Cleasby SC/ CC	PG	Ingleton	7808394895	xcflight@gmail.com	Various
Rob Burtenshaw SC	PG	Oxenhope	7747721116	burtenshaw@fsmail.net	Sun and various
Peter Balmforth	PG	Leeds	7714213339	peter.balmforth@ntlworld.com	Weekends
David Brown	PG	Ingleton	7757333480	d.brown208@btinternet.com	Various
Alex Colbeck	PG	Harrogate	7717707632	alexcolbeck@gmail.com	Weekends
Kate Rawlinson	PG	Colne	7976510272	katerawlinson@hotmail.co.uk	W/e & school hols
Kevin McLoughlin	PG	Lancaster	7767652233	kevin-mcloughlin@hotmail.com	Weekends
Martin Baxter	PG	Wetherby	7775785479	mrbaxter@hotmail.co.uk	Weekdays
Toby Briggs	PG	Pateley Bridge	7582156471	tobybriggs@btopenworld.com	Various
Fred Winstanley	PG	Higher Bentham	7770741958	fredwinstanley@sky.com	Various
Richard Shirt	PG	York	7786707424	rshirt@advaoptical.com	Weekends
Simon Goodman	PG	Leeds	7720061200	simon.goodman@talktalk.net	Various
Andy Byrom	PG	Skipton	7796421890	andy.active@unicombox.co.uk	Weekends
Dave Coulthard	PG	Leeds	7595895149	d.coulthard2@ntlworld.com	Weekends
Sean Hodgson	PG	Haworth	7999606084	sean@ogi.me.uk	Various
David May	PG	Ilkley	7928318219	dav.may@gmail.com	W/e & various
Chris Williams	PG	Spain/Preston	7973222713	stayhigh@btinternet.com	Occasional UK

Club Coaches are pilots who have expressed a wish to help less experienced or new pilots find their feet in the Club environment. It could involve site information/briefings, developing and advising on practical flying skills, assisting on coaching days or helping pilots prepare for exams or invigilating exams. All coaches have been endorsed by the Club and undertaken some BHPA led training - they also need to do some coaching during the year to further develop their coaching skills and to retain their rating.

Please make use of their skills and experience to further your own skills and knowledge.

Ed Cleasby
DHPC Chief Coach/Senior Coach
January 2016

Anyone wishing to become a Club Coach should contact me directly for any advice or be proposed for training

There is more detail on coaching within the club on the website.

Coaching days are always announced on the web site homepage and shout-box



Dales Hang Gliding & Paragliding Club
www.dhpc.org.uk
143.850MHz



WEATHER PROSPECTS



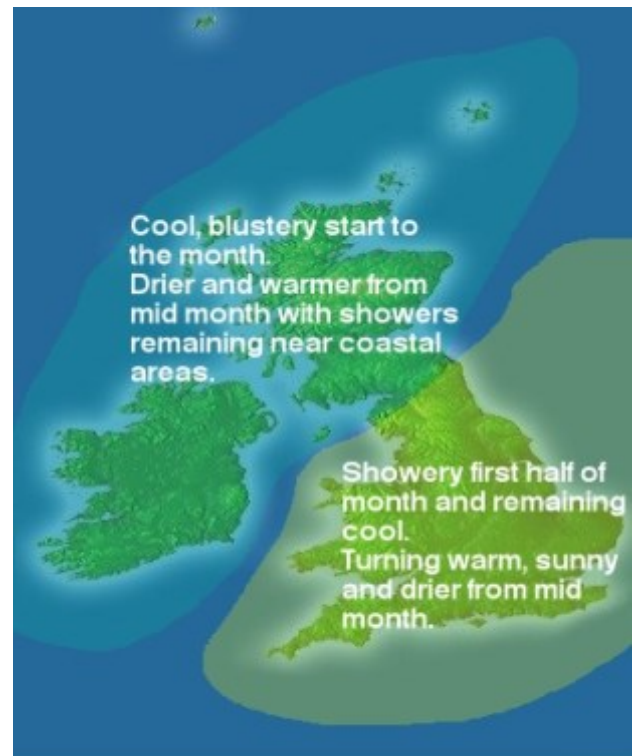
May 2016 : Cool start, warmer from mid month

Issued : Apr 25 2016

Forecast

High pressure to the Northwest of the UK will be difficult to budge for the first half of the month and a continuation of cooler, showery weather is likely for the first half of the month.

The change happens mid month when high pressure becomes dominant across the UK drawing in warmer weather from the South with plenty of sunshine. A distinct month of two halves expected.



May 2016 Forecast



www.paraglidespain.com

From £250 per person *

Included in price 7 nights accommodation with guiding and retrieves.
Free cross country and thermal coaching for novice and experienced pilots.
Flying and guiding in this area for over 20 years.

Stay in the mountain village of La Muela de Algodonales, Andalucia Spain, at the entrance to the flying sites.
Limited to small groups of 4 to 5
Included in price mountain bike guiding and bird watching days
*Based on group of 4

Contact: Chris Williams
UK: 07973222713
Spain: 0034608598083
E-mail: chris@paraglidespain.com
www.paraglidespain.com

Chris and Lynn Williams of "High Sierras" are offering guided paragliding, mountain biking, bird watching and trekking holidays. Staying in the quiet mountain village of La Muela de Algodonales at the foot of Sierra de Lijar in Southern Spain. Come along for a paragliding holiday and if you wish take part in the other activities. We offer for these free if you are on a guided week. We specialise in small groups of around 4 to

5 for a higher quality of service, XC guiding and retrieve, coaching including task setting, waypoints for circuit flights entering your flights into the UK league and all you need to set you up for the UK XC season. Discount for group bookings offer of £250 per person based on a minimum 4. With 15% off individual full price for club members only.



David May—Safety Officer Active Flying

This article was written by Karl Slezak, head of Flight Safety and Technology at DHV since 2001. Although the article was written some time ago it is still fully relevant today and an excellent description of active flying.

DM



Paragliding in calm or slightly moving air is safe, even for pilots with little experience

Paragliders are strange flying objects, so strange indeed, that the usual laws of aerodynamics that normally apply in aviation, fail to explain everything that can happen to this wing. This flying object whose centre of gravity is located seven to eight metres lower than the wing and is also continuously moving back and forth, cannot be explained by the classic rules of aerodynamics alone.

Unlike almost all other aircraft, paragliders are aerodynamically unstable. A stable flight condition (where all forces are in balance) only prevails in calm air (and in some extreme flight situations, such as a stable stall or a stable spiral dive). In moving air the wing really has a life of its own. The low centre of gravity has a limited stabilizing effect. The pendulum system of wing and pilot is trying to reach a balance, but in rough air this is not always possible.

The system's pendulum swings cause the point where the controls become effective to wander in an unstable manner and thus cause continuous and all too often

dangerously strong changes in the angle of attack. If the pilot does not interfere, a paraglider in turbulent air behaves like a sailboat steered by a drunken captain.

If you took any 100 people off the street, 95 of them would be able to control a (simple) paraglider in smooth air at the first attempt without any problems. Paragliding is ridiculously simple. However, this figure changes immediately and radically, as soon as the air contains upwinds, downdrafts and turbulence. In addition to the simple task of steering, the pilot now faces the added challenge of controlling the angle of attack. By applying the brakes and shifting his weight, he must constantly react to increasing or decreasing control pressure and lifting or tilting movements of the harness.

This requires a lot of practice, but is a precondition of flying safely in moving air. Some experienced pilots are in such perfect control of this game, that their wing always remains calmly above them. To an observer it then seems as if the flight conditions were unproblematic,

and many a less experienced pilot has been tempted into launching and flying into unexpected turbulence.

This requires a lot of practice, but is a precondition of flying safely in moving air. Some experienced pilots are in such perfect control of this game, that their wing always remains calmly above them.

Paragliding in more difficult conditions (thermals) requires safe control of the angle of attack (active flying)

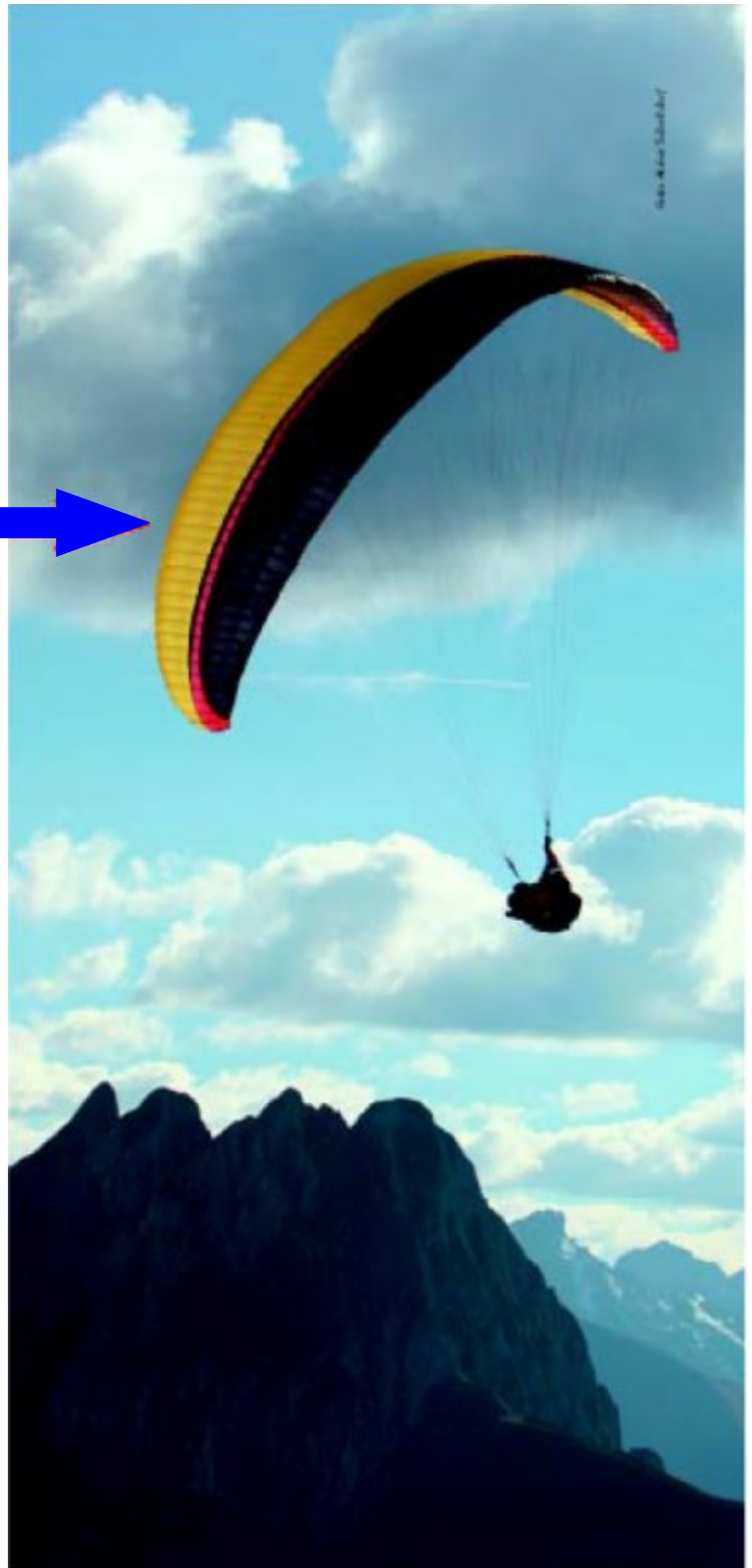
To an observer it then seems as if the flight conditions were unproblematic, and many a less experienced pilot has been tempted into launching and flying into unexpected turbulence.

In normal flight

Active flying in normal flight means that the wing is always kept at a safe angle of attack and, if at all possible, vertically above the pilot. The moving air affecting the wing often changes the angle of attack in an unwanted way. When flying into an upwind the paraglider often bucks, the wing drops back, the angle of attack increases, getting closer to a stall. In upwinds the canopy pitches forward, the angle of attack is reduced and there is the risk of a collapse. Both can occur symmetrically, on both sides or asymmetrically, on one side only.

Controlling the angle of attack

Sometimes you see pilots, who keep looking up to their canopy during flight. It is impossible to control the angle of attack in this manner. Visual information on the position of the canopy is imprecise, delayed and often distorted because the pilot has no point of reference. And, it also restricts the pilot's perception of what is going on around him.



Controlling the angle of attack by watching the canopy is ineffective and should be avoided in any case.

Principle 1: Look in the direction you are flying

Changes in the horizon inform the pilot about the canopy's movements. Looking in the direction of flight, the horizon moves down when the canopy drops back, and it moves up when the canopy pitches forward. Only if a pilot keeps looking ahead in the direction of flight, can he assess his situation in space correctly. This applies to all flight situations and forms one of the most important basic principles of paragliding. By the way: The more upright a pilot sits in his harness, the better the whole thing works!

Principle 2: Canopy dropping back – Do not break!

Canopy pitching forward – Breaking is an absolute must!

If the canopy pitches forward, the angle of attack decreases. In the case of strong forward pitching there is a risk of the canopy collapsing due to its insufficient angle of attack. The pilot must therefore prevent the canopy from pitching forward by pulling the controls down on both sides.

Inversely, the angle of attack increases if the wing drops back behind the pilot, e.g. when entering into a thermal. The canopy is closer to stalling. In these flight situations a significant breaking movement by the pilot can lead to a spin or a stall. When the wing drops back, the pilot therefore must not break and/or if the pilot is already holding the controls low, he must release them accordingly.

Principle 3: Flying with constant control pressure

Any change in the angle of attack immediately transfers into a change in the control pressure of the brakes. The control pressure presents the pilot with immediate information on the angle of attack and on what the canopy is doing or about to do.

**Canopy pitching forward → angle of attack decreases → control pressure decreases
Canopy about to collapse → angle of attack decreases → control pressure decreases
Canopy dropping back → angle of attack increases → control pressure increases**

In order to feel the control pressure, the pilot must fly with his controls slightly pulled in between the best gliding and the best sink rate in normal position. The task is then to maintain this known pressure - usually about 2-3 kg on each break - at all times.

**If the control pressure decreases → the pilot pulls the controls further down until the known control pressure is restored
If the control pressure increases → the pilot releases the controls until the known control pressure is restored.**

“Active flying” refers to constant corrections of both control lines, whereby the control movement is an immediate reaction to the increase or decrease in control pressure. The ranges by which the controls have to be pulled down are usually short (10-30 cm), but can be significant, particularly in the case of strong forward pitching movement.

In the DHV film “Aktiv Fliegen” Christoph Kirsch gives a perfect demonstration of active flying, so does Toni Bender in his film “Glücklicher Ikarus”.

The variable: Control distance

The only time the control distances of a paraglider are constant is during stationary straight flight. The control distances change depending on the angle of attack of the canopy.

Small angle of attack (Canopy pitching forward or is at risk of collapsing) ☞ the control distance increases.

If the canopy pitches to the front of the pilot (small angle of attack), the useful control range moves further down. The neutral range of the controls increases, a controlling/braking input does not become effective until the brakes are pulled significantly further down.

Large angle of attack (canopy dropping back) ☞ the steering distance decreases

If the canopy drops to the back of the pilot (large angle of attack), the useful control range moves further up. The neutral range of the brakes decreases or there is no longer a neutral range, any controlling/braking input takes effect, even if the movement is minor or there is a braking effect even when the brakes are not pulled at all.

With regard to active flying this means:

Get used to the control pressure in neutral position. Always keep your control lines in a position where you can feel the known control pressure from the neutral position, irrespective of how large or small the necessary control input is.

Forget about control distance – focus on control pressure!

Intervene aggressively – then let go smoothly!

Hard, fast, aggressive steering movements are all but normal in paragliding. With one exception: If the canopy requires it. This is the case, when the canopy pitches forward massively in turbulent air or as a consequence of a pilot error.

The pilot must then react in an equally aggressive manner, by quickly and decisively pulling the controls down far until the pitching has stopped. Even in this situation the control pressure will be at the right level. Typical of this situation is that the resistance on the controls will start at a very low point. If necessary, the pilot must pull the controls down to a point which would be dangerously near stall in normal flying conditions. Important: As soon as the forward pitching has stopped, the brakes must immediately be released smoothly. Due to the pilot's swinging motion, the angle of attack returns to normal rather quickly. If the brakes are held at too low a point, the wing slows down dangerously and could stall. Once again, the pilot receives this information through the control pressure, as it increases by the same measure as the angle of attack normalizes. Optimum pilot reaction: Release control(s) in a way that the known control pressure from the neutral position is always maintained.

This is similar in the case of an asymmetrical relief of tension on the wing or the entire leading edge, i.e. an impending collapse. The right reaction in this situation is to pull the brakes down decisively until the control pressure has been restored, and to then release the control(s).

Conclusion “Active Flying”

- The pilot sits upright in his harness, looking in the direction of flight.
- He constantly reacts to decreasing and increasing control pressure, trying to maintain the same pressure on the control lines.
- When the control pressure decreases, the pilot pulls the brakes down decisively,
- With an increase in control pressure, the brakes are released accordingly.

(Continued next month)



Minhaj A Short Trip to Bir

On one of the club nights, Toby offered to show me around the site if I were to be in Bir this year. So, when a chance to visit India in March propped up, I promptly got in touch with Toby. Toby was going to participate in a competition in Pithoragarh and we eventually made plans to meet in Bir.

When on 19th of March, I found some free time, I took an overnight bus from Delhi. I arrived in Bir late in the morning, to find that my preferred hotel fully occupied by who else but other pilots. I checked into another place called Ngingma's Peace House. This was next to a monastery and managed by a kind Buddhist monk by the name of Tshering. After breakfast, I headed to the landing field.

The thing about Bir is that almost everybody knows Toby and Dean. So, I soon made many acquaintances who knew them both. It was an overcast and windy day, but there were a few tandem pilots flying. It seems that tandems fly in most conditions and some of them were having difficulties going forward, but others were still taking off. I spent the afternoon watching 'tandemia' and one of the schools practice ground-handling.

Toby arrived in the evening, having made a thirty hour non-stop road trip from Pithoragarh, looking very road-

The thing about Bir is that everbody knows Toby and Dean

weary. Quick hello and after introducing me to other pilots, Toby headed off to his much needed thirty hour sleep. I dined with other pilots who related stories of a flying monk amongst others. We agreed to meet in the morning.

The next morning I met up with other pilots and shared a taxi to the take off. The take off at Billing is a nice meadow at the altitude of 2430 meters (7972 feet) according to the sign there. My altimeter displayed an altitude of 2403 meters at the lower take-off. Brian, one of the pilots provided me a site introduction. It was light so we waited para-waited, but then it got a bit too strong. We eventually took off. It was a bit breezy and the air was a bit bumpy. When I did not find much to keep me up I headed to the landing field. We headed back up the mountain and had another late afternoon flight. The air was smooth but there were no thermals and after a small flight I landed.

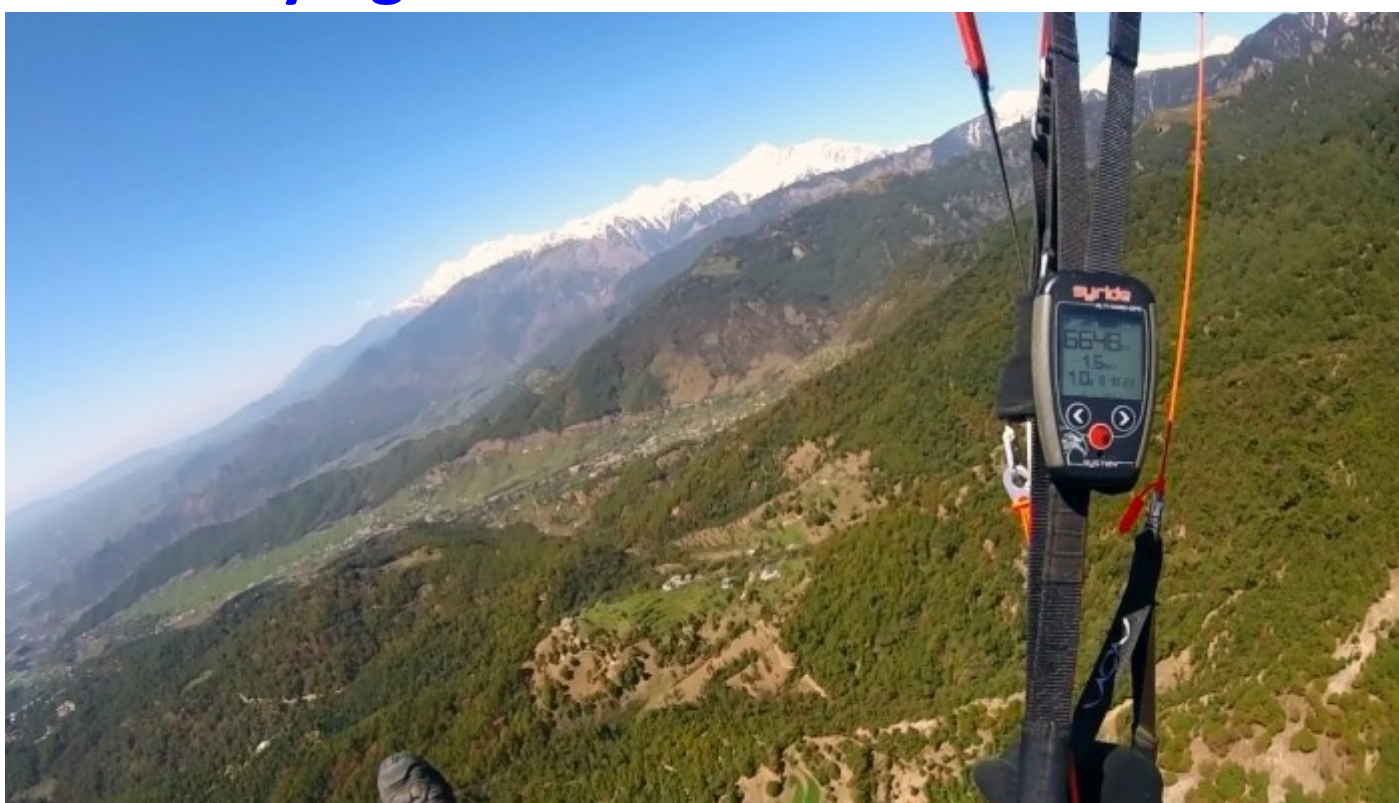
The next morning we met up and then headed to the takeoff. We realised that the wind was from the South East, so headed to the south east takeoff. There was an inversion which Toby pointed out from the take-





I dined with pilots who related stories of a flying monk

off. Toby got out his new wing, an Ozone Alpina, set it up and took off first. He did find some lift on -1 ridge, but not enough and then headed to +1 ridge, where he got into a nice thermal. Eventually, he managed to break through the inversion and fly against the higher ridges appearing as a dot against the big face.



The wind had had veered off to the the South West take off. We headed there but it was light. I had a night bus to catch so I made an alpine launch while others waited. I headed to where others had expressed the possibility of finding the house thermal. As soon I was above the location, I heard the vario beep, I waited and then turned and went up. I was in the house thermal. I gained a bit of height then it got a bit bumpy, so I headed to the +1

I resolved to make a proper flying trip to Bir in near future.



ridge. There was sink all the way, but when I got there I found another gentle thermal which topped around 2m/s. I gained height, the views of the snow covered peaks were spectacular.

I then headed off to the landing field. I did find a few thermals over the landing field , but then eventually

headed to the landing field. As I had finished packing up, I saw Toby come in for a landing after superb flight in his new glider.

I thanked Toby and then headed back to the hotel. Before, I caught the night bus back to Delhi, I resolved to make a proper flying trip to Bir in near future. *Minhaj*



CLUB NIGHTS



Club Nights take place on the first Thursday of the month. These nights are great for meeting up with the rest of the club, getting to know your fellow pilots a bit better, finding out what's been going on, and making plans etc. For this reason, this year the club nights **WILL CONTINUE THROUGHOUT THE SUMMER**. Same time, same place.

Next meeting: May 6th 7.30 for 8pm.

An opportunity to share and compare your cockpit set-up, what's your favourite airspace monitor, how do you avoid deviation on your compass, do you have a back-up vario?

Our current home for Club Nights is the Horse and Farrier, in Otley, with a 7.30pm for 8pm start. Quite few members like to meet for a sociable meal beforehand (6.30pm), all welcome.



7 Bridge Street
Otley LS21 1BQ
Telephone : 01943 468400

With the season kicking off, there are already some impressive flights being had. Be well behaved, and next month we will bring you Tony Fillingham on the 3 Peaks on a Hang Glider.

We are always on the look out for good stories, pictures, accounts of flights, retrieves etc, anything that amuse, inform or instruct your fellow club members . Don't be shy, let us have your stories! And photos!



Photo: Dennis Marston
(From video)

Professor of the

DARK ARTS

required



Tony Pickering is hanging up his abacus at the end of this year. We therefore need someone to take up the role of Club Treasurer. So, if you feel that you can add up (mainly), subtract (a little), and pull the wool over the rest of the committees' eyes, you'll be a shoe in.

Tony is leaving the accounts in a healthy state. The duties are clearly important, though not massively onerous. If you would like to know more, or demonstrate some interest, contact either:

Martin Baxter (Chairman)
mrbaxter@hotmail.co.uk , or

anthonypaulpickering@hotmail.com

for an informal chat about what will be required.

News

New members

We welcome new members Alastair Crompton, Nick Kavanagh, Gareth Townend, Gemma Roberts and Paul O'Mahoney . We hope you find us approachable, friendly, talkative and helpful

Ais.supervision@nats.co.uk

... 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.

[DISHFORTH \(EGXD\)](#)

Our Ref: 142109

Year: 2016

Effective: 23/06/2016

Details:DISHFORTH (EGXD) Remove ATZ and MATZ from military aero site at 540814.00N 0012513.00W. Remove the entry for Dishforth from the ATZ list in chart Legend.

BHPA Helmet Rule Change

BHPA Rule 4 (Helmets has been changed. It now reads:

A well fitting helmet must be worn on all flights. The helmet should be CE marked EN 966(HPG), EN 1077 Class A, ASTM 2040, or SNELL RS-98 (Snow Sports)

Leeds Bradford Airspace Proposal update

There is further information on the Club website— below is an extract from a recent update provided by LBIA —it doesn't give much away!

“..I have been holding on for the final volume of airspace. Two of our routes are dependent on changes to NATS Prestwick gaining airspace to the south west of us. Sadly it is now unlikely that this airspace will coincide with our plans. I therefore cannot release the information at the moment as it is incomplete. You can be assured I will do this as soon as I can “

NOVA revolutionises paragliding



Thermic Wizard® – the Thermalling Autopilot

With the Thermic Wizard, NOVA is introducing an innovation, which could revolutionise paragliding. It supports pilots when thermalling and is comparable to an autopilot in an aircraft as it centres the wing in the thermal automatically. The Thermic Wizard is a system comprising a number of multisensor-units attached to the wing and harness, which are connected to a tablet via Wifi, ANT+ or Bluetooth LE. This tablet (wirelessly) sends impulses to a high-performance ultrasound servo-system that transmits digital commands to the brake lines.

The **multisensor-units (MSU)** measure the air pressure (if fitted INSIDE the wing they also measure dynamic pressure), acceleration forces as well as position in three-dimensional space. The highlight and an absolutely unique development is the 3D-sensor. It's a bionic design that was inspired by the human sense of balance: Microscopic sized Monoaprilide Crystals move on a ultra-sensitive concave surface.

A minimum of seven multisensor-units has to be fitted to the wing (for comp flying 11 is the maximum). The main sensor must be placed accurately in the very centre of the top sail. The other six sensors have to be mounted near the leading edge and trailing edge of the wing tips and the middle of the wing. Three further sensors are attached to the harness hang points and in the centre of the cockpit. So-called **Tension Measuring Devices (TMD)** are fitted to the brake lines. These measure the brake pressure.

All sensors record data 50 times per second, and are synchronised with the tablet PC in real-time. The Thermic Wizard app calculates the airflow in the immediate vicinity of the wing so rapidly and accurately that the required brake inputs can be precisely calculated and sent to the **ultrasonic-drive servo system**.

The app has three optional modes:

- **Auto:** The Thermic Wizard recognised rising air and initiates a turn automatically. The app calculates the optimal turn direction, the ideal diameter of the thermal bubble, and the banking.
- **Semi:** The pilot decides whether s/he wishes to enter or exit the thermal. This permits the pilot to ignore weak thermals, or they can exit a thermal if they do not wish to climb to cloudbase.
- **Instruction:** In this mode the Thermic Wizard provides a commentary for students. This is an excellent function in case a student would like to learn to fly alone. In order not to harm paragliding school businesses, this function can be disabled. On request, NOVA can provide a quotation for the cost of the source code.

Product launch: April 1 2016



Rosie Darwood—April Club Night Report Flying Twisted - My Intro to Acro—Alex Colbeck

How many tricks were there in the 2015 FAI official manoeuvres list?



An excellent turn-out again at the Horse and Farrier last month. Many will know Alex as an accomplished xc pilot but a year ago he decided to take on a new challenge and dedicated himself to learning acro. This was a great opportunity for an insight into a side of the sport many of us are less familiar with.

“So, we are starting with a quiz”....what? we are actually required to stand up and participate?! In fact guessing the maximum number of infinity tumbles ever performed or when the SAT was invented brought out that competitive streak normally carefully concealed by most pilots. There was definite

What is the current world record for the maximum amount of infinite tumbles?







pride from the hangies that a hang-glider pilot was one of the last three men (come on girls!) standing. Congratulations to Jake on being a secret acro nerd...who'd have known?

Then we dived into the history of acro from "zee crazee Europeans" who start-



Which size wing do most top pilots fly?

 17 sq/m	 21 sq/m
--	--



ed it all off with some hairbrained schemes and experimenting with throwing their glider into hitherto unknown positions, with mixed re-

sults. A generous scattering of videos illustrated the talk.

Acro was formalised with the formation of the SAT (Safety Acro Team) team who then developed the sport. As Alex was keen to point out, whilst acro pilots are competitive their main drive is to experiment and what most are keen to do is develop the next new move. Contrary to popular belief they are not just show-offs! An illustrated run-through of current moves together with the points awarded for each was very interesting, although my head was swimming by the end.

Alex followed with an explanation of how one would start to learn. Key is finding a suitable mentor and building up gradually, learning each move in steps and starting by mastering the more basic moves such as

In a typical competition run, how many tricks can a pilot perform?

 12 - 16	 8 - 12
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DHPCs very own Acro Alex

wingovers and full stalls. It is a long slow process, with hours of practice required. Not so easy in the UK with UK weather, and UK size hills to practice on.

So going abroad is the best option. More videos followed with a memorable one of Alex untwisting his risers above Chamonix whilst looking remarkably calm and collected, at least on the outside.

We also heard about the kit involved and Alex brought his harness along to show us. It's pretty bulky and most pilots fly with two reserves to allow them to reach the handle on either side if necessary. More people now are using the base reserves and it was amazing to see just how rapidly these deploy, with minimal risk of tangling with the main wing as they are released.

Despite this obviously things can go wrong. Perhaps the most spectacular video of the talk was of a world-champion tandem acro pilot, Pal Takats, testing a new wing. He and his co-pilot Gabor Kezi, set up performing infinity tumbles, which required both pilots to pull on the brakes to generate enough force to execute the manoeuvre. After a few of these it was all too much for the new wing and all the lines snapped in what looked like a mini-explosion. The reserve was out in no time and the pilots exchanged a grateful hug of relief on the beach where they landed seconds later.

Overall a fascinating talk, thank you Alex for all the time and effort you spent putting it all together. We wish you all the best with your acro endeavours this year.

What year was the "SAT" discovered?



2003



1999

DHPC Site Officers

Northern Sites



David Brown

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07757 333480

01524 242192

Addleborough
Bishopdale
Brant Side
Dodd Fell & Grove Hd
Nappa Scar

Semer Water
Stags Fell
Tailbridge
Wether Fell
Whernside

Southern Sites



Toby Briggs

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07582 156471

Addingham
Baildon
Cow Close Fell
Cowling and Sutton
Great Whernside

Hawkswick
Ilkley Moor
Kettlewell
Kilnsey
Windbank

EYE CANDY FOR CLOUD LOVERS

This Mammatus image was captured by Yorkshire based professional photographer Mat Robinson on March 27th.



“Driving back to York this afternoon was one of the most beautiful journeys I've ever witnessed. First the moody skies as we headed towards this storm at the start of the golden hour, followed by intense rain, hail and lightning but then endless rainbows as we seemed to track the storm north eastwards. Then, as we came off the A1... this view.

I can't remember ever seeing quite such formations persist for so long, and be so huge in the sky.

To see the full scale of the cloud... here's the video... <https://www.flickr.com/photos/60494167@N02/25984836182/in/dateposted-public/> “

More of Mat's work can be seen on his web site: <http://www.matrobinsonphoto.co.uk>

Mat also offers photography tuition both on a 1-1 basis or in more formal workshops throughout the Dales, taking in some of the more famous spots such as West Burton falls, Gunnerside or Ribbleshead along with plenty of hidden locations. Whether you've got a new camera and want to learn how to use it or are simply wanting pointers on composition and the artistic side of photography - you'd be sure to learn something new.

Find out more at www.matrobinsonphoto.co.uk/workshops or,

follow Mat at www.facebook.com/matrobinsonphoto “

Skywords Index—Jan 2012—Present

Safety

Flying with other aircraft	July 2013
Collision Avoidance on the ridge. Nigel Page	Jan 2014
Second Chance, Toby Colombe	Feb 2014
Dales Emergency Action Card	Feb 2014
Following on the ridge. Nigel Page	Mar 2014
Crowding. NP	Apr 2014
Venturi, Rotor and turbulence behind the ridge. NP	May 2014
Thermalling with others - joining thermals. NP	Jun 2014
Strong Winds Up top. NP	July 2014
Thermal Wind mixing. NP	Sept 2014
Cool landings in hot places. NP	Oct 2014
Deep Stall. NP	Nov 2014
Slope Crosswinds. NP	Dec 2014
Throwing your washing. Judith Mole	Jan 2015
Skills – why keep a log book? JM	Feb 2015
Reserves. Kate Rawlinson	Feb 2015
Skills – flying with others. JM	Mar 2015
NOTAMs. KR	Mar 2015
Accidents and how to avoid them (1). JM	Apr 2015
CAN Procedure	Apr 2015
Accidents and how to avoid them (2). JM	May 2015
GA Alliance calls for new airspace policy	May 2015
Flying with RC models	May 2015
Speed Bars. KR	June 2015
Happy Landings. NP	July 2015
Safety Reminders (especially) for experienced pilots	Oct 2015
UK Airprox Board – Have Wings, will travel	Jan 2016
Role of the Safety Officer. David May	Feb 2016
Gasco safety night write up	Mar 2016
Airprox board – Craven Herald Paraglider airprox report	Apr 2016
Spring Thermals – Beware	Apr 2016

Stance (Flybubble article)	Apr 2016
Active Flying	May 2016

Sites News

Lambing Season	May 2012
Stags Fell Sign system	Sept 2012
Windbank / Hawkswick access and restrictions	Dec 2012
“The glorious 12 th ”	Aug 2013
Pen y ghent	Aug 2013
Fremington Edge	Sept 2013
Barbon Low Fell (Johnny Barns)	Oct 2013
Windbank new stile	Oct 2013
Stags Fell	Feb 2014
Stags Fell	May 2014
Windbank – rebuilding the wall	
Stags / Brant side	Jan 2015
Addleborough, Nappa Scar, Semer Water (North Face)	Feb 2015
Nappa Scar	Apr 2015
Bishopdale	July 2015
Nont Sarahs fence	Dec 2015
Parking at Whernside	Feb 2016
School Sites	Mar 2013

Coaching (All Ed!)

Flying equipment thoughts for the new season	Feb 2012
Spring Deserves special respect	Mar 2012
Flying with crowds	May 2012
Develop your flying	Jun 2012
The Art of Out landing	Aug 2012
Reviewing the year	Sept 2012
Thank You Mr Kagayama (packing /caring for your wing!)	Nov 2012
Guide to Wave flying	Dec 2012
Pilot Ratings / Club Membership	Jan 2013
Various / Website Coaching Section / DEFINED FLYING CHALLENGES	Feb 2013
Early Season Rustiness	Mar 2013
Flying Scenarios to Avoid (1)	Apr 2013
Flying Scenarios to Avoid (2)	May 2013

Skywords Index—Jan 2012—Present

Flying in turbulence	July 2013
Flying by numbers	Aug 2013
Anatomy of an XC	Sept 2013
From CP to AP	Oct 2013
When the wind blows	Nov 2013
Holding your own (brakes grips)	Dec 2013
Crossed (cross wind/slope launch)	Jan 2014
Retrieval (the art of getting back)	Feb 2014
Coaching and the DHPC coaching structure	Mar 2014
Response to FSC on proposed changes to training syllabus	Apr 2014
Milking Sniffing and Scratching ..the art of staying up	Apr 2014
When? (to take off)	June 2014
Reflecting on your season	Oct 2014
Brass Monkeys!	Dec 2014
Winter Flying	Dec 2014
Transitions	Feb 2015
A new season beckons	Mar 2015
Big Brother (Live tracking)	Apr 2015
The need for speed	Oct 2015
How to avoid Skidmarks	Jan 2016
Pilot Development – Achieving Ratings	Feb 2016
Loose Ends	Apr 2016

Foreign Trips Reports

Destination	Author	Date
Ager	David Hedley	Jan 2012
La Palma, Canary Islands	Dawn Westrum	Apr 2012
Algodonales	Kate Rawlinson	May 2012
Zillertal, Austria	Simon Goodman	June 2012
Pennine Parafest Report	Simon Goodman	Aug 2012
The Dolomites Flying Circus	Simon Goodman	Jan 2013
Dales Do Bassano – Italy with Kelly Farina	Kate Rawlinson	Oct 2013
Algodonales	Kate Rawlinson	Dec 2013
Last of the Summer vino (Alicante)	Sean Hodgson (Ogi)	Jan 2014
Coupe Icare write up	Jan Tempest	Nov 2014

Morocco (1)	Tam	Dec 2014
Morocco (2)	Tam	Jan 2015
Chile in November	Ian Brindle	Feb 2015
Sierras Sortie	Tim Rogers	Mar 2015
Flying in the land down under	Rosie and Pete Darwood	Apr 2015
50 shades of Dales	David May	May 2015
XC in GV	Andy Smith	June 2015
Escape to Brazil	Pete Darwood	Sep 2015
No passport required. Slovenia	David May	Oct 2015
Escape to Al Andalus (Algo)	Minhaj	Dec 2015
Chile	Richard Meek	Jan 2016
Flying Around Roldanillo, Colombia	Rosie Darwood	Apr 2016
Bir	Minhaj	May 2016

UK Flying reports

God Given Day	Kevin Gay	Mar 2014
Valentine's Day	Kevin Gay	Apr 2014
LCC write up	Jan Tempest	July 2014
Pennine Parafest write up	Jan Tempest	Oct 2014
Saltburn to Whitby	Kerim Jaspersen	Nov 2015

Photos

Clouds

Lenticulars over Oxenhope	Jan 2012
Condo Wave Clouds	Mar 2012
Wow! Ancona, Italy	Aug 2012
Pyrocumulus	Feb 2015
Chamonix	Apr 2015
Cumulous Upyours	May 2015
Lenticular clouds, Chamonix	Nov 2015
Kelvin Helmholtz, Breckenridge	Dec 2015
Lenticular, Chamonix. Pyrocumulous Mt Etna	Jan 2016
Sunrise, Col de Miage	Feb 2016
Mammatus, York	May 2016
? Dunno, but beautiful!	Mar 2016

Skywords Index—Jan 2012—Present

Library (Book/Video) review

Security in Flight, Jocky Sanderson.	DVD	Jan 2012
Performance Flying, Jocky Sanderson.	DVD	Feb 2012
Dynamic Decisions International, NOVA.	DVD	Mar 2012
EN Certification.	DVD	Apr 2012
The Spirit of Flying, Gregor Subic	DVD	May 2012
Flying the Holy Land	DVD	Jun 2012
And The World Could Fly, Noel Whittal	Book	Jul 2012
The Cloudspotter's Guide	Book	Aug 2012
The Race	DVD	Sept 2012
Scottish Paragliding	Book	Sept 2012
Red Bull X Alps 2005	DVD	Nov 2012
The Journey, Greg Hamerton	DVD	Dec 2012
Manilla Sky (2007 World Champs)	DVD	Jan 2013
Security in Flight 2, Jocky Sanderson	DVD	Feb 2013
Weather Watching	Book	Mar 2013
From Beginner to Cross Country	Book	Apr 2013
Wide Boyz (Rock Climbing)	DVD	May 2013
Hanging in there, Jon Chambers	Book	July 2013
Flying with Eagles	DVD	Sept 2013
Ozone Future Style	DVD	Nov 2013
Never Ending Thermal, Sean White	DVD	Dec 2013
Understanding flying weather	Book	Feb 2014
Instant Wind Forecasting	Book	Mar 2014
Clouds and weather	Book	Apr 2014
The Friend from Mexico	Book	May 2014

Competitions

How to register flights on XC league	Feb 2012
LCC/Buttermere Bash Report	Jul 2012
Inter county cup report	Aug 2012
The BOS Club Class	Sept 2012
Around the Dales Three Peaks – Dave Smart	Jan 2013
Competition Report, War of the Roses	May 2013

Competition – Photo comp results	June 2013
Competition – new PG distance record 412km	July 2013
Chabre Open report	Aug 2013
Baildon Sod report	Aug 2013
Pennine Triangle completed	Sep 2013
Competition Round up	Dec 2013
PWC scandal!	Mar 2014
Competitions – Dodd Fell Challenge	Mar 2014
Trophy night!	May 2014
Photo comp results	June 2014
Mike Cav, Uks 1 st 100k declared triangle (facebook post!)	June 2014
North South Cup	June 2014
Dean Crosby 216km flight	Sept 2014
Competition round up	Dec 2014
Competitions – the 3 Peaks Challenge	Feb 2015
Competitions – a valuable learning environment	Feb 2015
Club Trophy Board 2014	Apr 2015
Club Mugs 2014	Apr 2015
Competitions – DeanCrosby 206km declared triangle	Jun 2015
Competitions – Dales round of British Open Series (HG)	July 2015
Preparing for the X Alps in the Himalaya. Nick Neynen	Sept 2015
Competitions – Jake Herbert and Dave Smart success in BP Champs	Oct 2015
Competition. How we nearly made it to Manaco (Steve Nash XAlps review)	Mar 2016
Club Mugs 2015	Apr 2016
Club Trophies 2015	Apr 2016

Other

EN D development stopped. “No one knows what they should be flying”	Jan 2012
Test and certification EN D wings	Feb 2012
Farmers Dinner report	Apr 2012
Wendy Problems	Apr 2012
National Park Consultation (DHPC Response)	May 2012
Wendy Overhaul, Wether Fell	May 2012
“It’s Dodd, stupid!”	June 2012
POD Harnesses Questioned by DHV	Jul 2012
Stunning Wave on Wether Fell	Sept 2012
The Economist, on Hang Gliding	Dec 2012

Skywords Index—Jan 2012—Present

Ratho Repack Report	Feb 2013
Iain Fairbrother Cross found	Sep 2013
Brummel Hooks (poem!)	June 2014
Tour de France NOTAM	June 2014
Ed Cleasby – Royal Aero Club award	July 2014
Hughie McGovern – a great loss	Jan 2015
Paradiction Crossword	Sept 2015
Pat Dower review of 2015	Oct 2015
Hang Gliding Sites in the UK – 1970s	Oct 2015
Dales Sites word search	Dec 2015
Individual member memories of 2015	Dec 2015
My paragliding addiction – Toby Briggs	Jan 2016
Back Flying after 30 years!	Apr 2016
Mystery of Missing Hen Harriers	Feb 2015
Honorary Life Membership for Noel Whittal	Mar 2015
Improve your flying with individual goal setting	Mar 2015
Upper Wharfedale Fell Rescue Association	May 2015
The Pennine Posse – Barny Woodhead club night talk	Apr 2016
Flying Twisted—Intro to acro—Alex Colbeck	May 2016

Trophies

Cockcroft Trophy	Feb 2016
Iain Fairbrother trophy	Mar 2016
The Mark Sellen Trophy	Apr 2016

DIARY DATES 2016

April 29 –May 3	BOS Round 1, SE Wales	http://www.bos.bhgcomps.uk/content/bos1-se-wales
April 30—May 2th	BP Cup, 1st Round, Pennines.	https://www.bpcup.co.uk/cms/node/19
May 13—15	North South Cup, Shropshire	https://northsouthcup.wordpress.com/
May 19—22	Keswick Mountain Festival	http://www.keswickmountainfestival.co.uk/
May 28 –Jun 1	BOS Round 2, The Dales	http://www.bos.bhgcomps.uk/content/bos2-yorkshire
May 28 –Jun 3rd	British Paragliding Championship Round 1. Gemona, Italy	http://pgcomps.org.uk/?page_id=27
June 3—5th	Parafest, North Wales	http://www.parafest.co.uk/
June 4th	Buttermere Bash, Cumbria	
June 4—11	Paragliding World Cup, Italy, Gemona	http://pwca.org/view/tour
June 11 –12	Nova Festival, Derbs and Lancs Gliding Club	https://www.facebook.com/events/739738942834221/
June 18 –25	Gin Wide Open, France, St Jean.	https://flywideopen.org/
June 19—25th	British Nationals 2016, Laragne	http://www.bhgcomps.uk/
Jun 25th—28th	British Open Paramotoring Competition	http://www.ppgcomps.co.uk/
Jul 2 –Jul 8th	Ozone Chabre Open, France, Laragne	http://www.flylaragne.com/
July 2—9	Paragliding World Cup, Portugal	http://pwca.org/view/tour
July 9 –16th	British Paragliding Championship Round 2. Manteigas, Portugal	British Paragliding Championship Round 1. Gemona, Italy
July 15—18th	Lakes Charity Classic, Grasmere	http://www.cumbriasoaringclub.co.uk/lcc/CSC_LCCMain.php
Jul 16—30th	European Hang Gliding Champs, Krushevo	http://www.fai.org/events/events-calendar-and-results?id=34877&amp%3BEventCalendarId=10520#fragment-1
Jul 30th	Ingleton Overground Underground festival (includes best of Kendal Film Festival 2015)	http://www.ogug.co.uk/about/
Aug 7th—Aug 13th	BP Cup, 2nd Round, Peak District	https://www.bpcup.co.uk/cms/
Aug 19—23rd	BOS Round 3, Mid Wales	http://www.bos.bhgcomps.uk/content/bos3-mid-wales
Sept 2—4th	Penninefest	https://www.facebook.com/events/1558912111088294/
Sept 3rd—10th	Paragliding World Cup, France. St Andre	http://pwca.org/view/tour
Jan 17—28 2017	Paragliding World Cup Superfinal, Brazil. GV	http://pwca.org/view/tour
Nov 17 –20	Kendal Mountain Festival	http://www.mountainfest.co.uk/