

Skywords

The Dales Hang Gliding and Paragliding Club

CLUB RADIO FREQUENCY 143.850Hz



www.dhpc.org.uk

January 2016

Ey up
Happy 2016

This global warming's getting serious,
have you ever seen Scarborough like
this before?

See you at the club night,
Jan 7th in
The Horse and Farrier, Otley



Martin Baxter

CHAIRMAN'S CHAT – January 2016

Happy New Year.

Thanks to all of you that came to the AGM last month – amazing what Yorkshire folk will do for a free drink! Grateful thanks to those that 'volunteered' (with or without a gently nudge) to stand for the committee. And well deserved thanks to the Kate, Pete and Richard who stood down from the committee having served with distinction. If any of the above applies to you then you don't need to read anymore.

Those of you that couldn't make it, and haven't looked at the forum recently, will be relieved to know that the club has a new committee able and willing to deal with all the shit that comes our way to enable us to continue flying from the hills in the beautiful area that we call the Yorkshire Dales.

I'm delighted to welcome the following new committee members:

Safety Officer - David May

Sites Officer (South) - Toby Briggs

Social Secretary – Rosie Darwood

Our finances are sound and we decided not to change subscriptions. On current predictions we won't have to increase fees for about 5 years. The ever youthful Tony Pickering shocked everyone by announcing that he reaches retirement age next year; and will be standing down as Treasurer at the next AGM. This is a very important post to fill. But his early notification gives us chance to find someone suitable to understudy the master. Could it be you?

So we are in good shape for the 2016 season. I hope that Father Christmas brought you that 'must have' wing/harness/gadget that will make you fly higher, further, faster and longer. Not much that any of us can do about the weather, but everything comes to those who wait (or go abroad).

Fly safely,

Martin Baxter

Chairman



CLUB COACHES



Your Club Coaches are for using—so, use them! Don't be shy, none of them have been known to bite, well not without extreme provocation anyway. All the people below have volunteered to help new pilots / newcomers to the area—they WANT to help you.

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@advapoptical.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 with-in the club on the website.

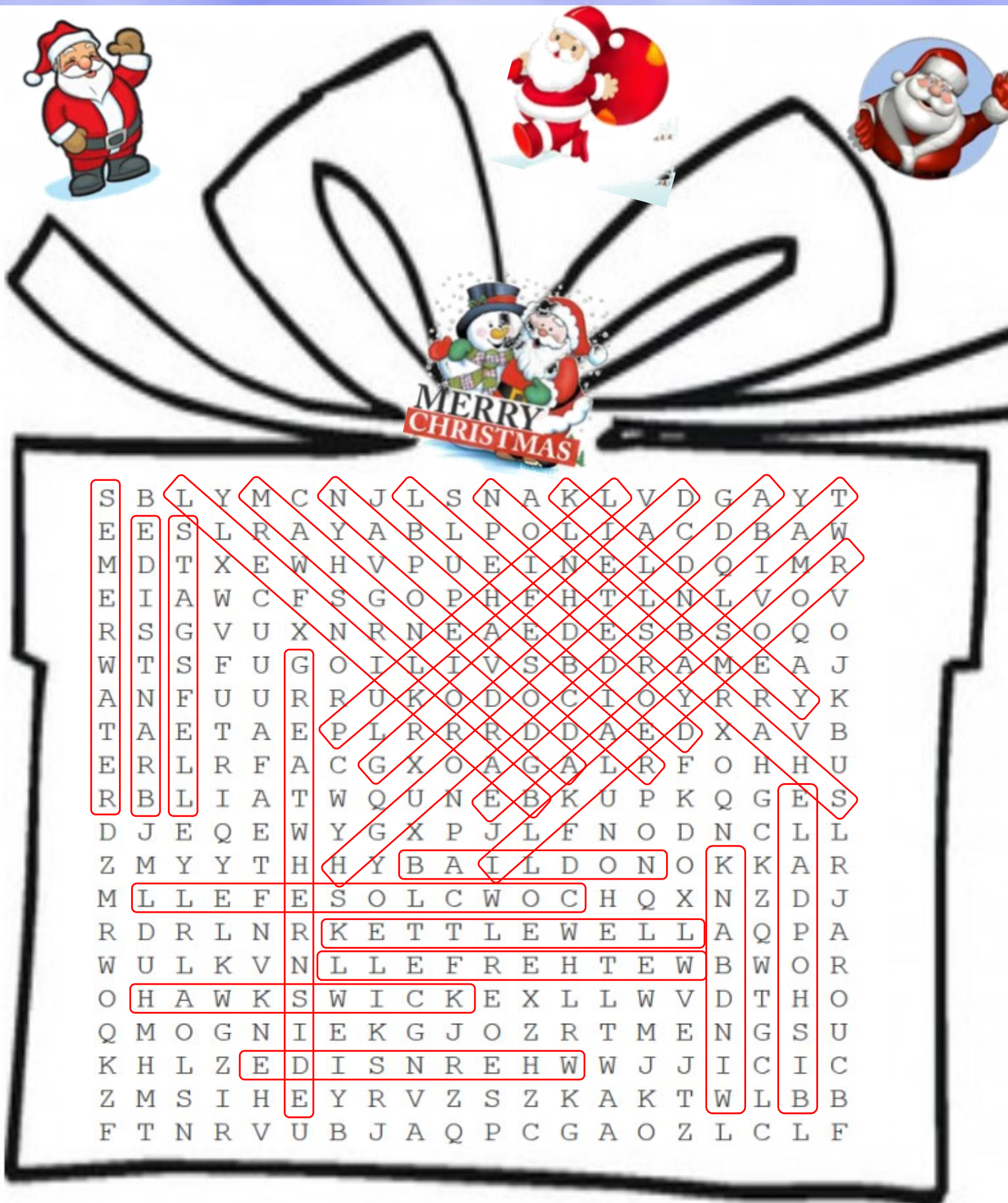
Coaching days are always announced on the web site homepage and shout-box



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

[Home](#) [News](#) [Events](#) [The Club](#) [Membership](#) [Sites](#) [Coaching](#) [Competitions](#) [Links](#) [Library](#) [Contact](#) [Forum](#)

DHPC Sites—Christmas Word search Solution



ADDINGHAM
 ADDLEBOROUGH
 BAILDON
 BARKINFELL
 BISHOPDALE
 BRANTSIDE

COWCLOSEFELL
 DODDFELL
 GREATWHERNSIDE
 GROVEHEAD
 HAWKSWICK
 ILKLEYMOOR

KETTLEWELL
 KILNSEY
 NAPPASCAR
 NONTSARAHS
 PULEHILL
 SEMERWATER

STAGSFELL
 TAILBRIDGE
 WETHERFELL
 WHERNSIDE
 WINDBANK



GASCO Presents

SAFEST

2015/2016

Otley

HERE

Club Night
Jan 7th
Horse and Farrier Otley

HEADLINING:

**LOSS OF
CONTROL**



**MID-AIR
COLLISIONS**

**HUMAN PERFORMANCE
AND LIMITATIONS**

SUPPORTING ACTS:

RUNWAY EXCURSIONS • THE INFRINGEMENTS • CFIT

7th January 2016, 2000 hrs

**C/o HORSE AND FARRIER, 7 BRIDGE STREET
OTLEY, LS21 1BQ**

**Contact MARTIN BAXTER on 01937 586 628 or 07775 785 479 or
e-mail mrboxter@hotmail.co.uk for further details**



HAYWARD AVIATION LIMITED

www.haywards.net



www.gasco.org.uk





Ed's Coaching Column

How to avoid - Skidmarks!!

I picked up the following post up from the forum recently and as I'd seen a bit of that over the summer too, I thought it may be a useful topic to expand on.

'Stopped to watch people flying down from Windbank. Three people in succession managed to land on their arses! Come on – you've got 30 inches of suspension in your legs and about an inch in your back – get those legs down!' (NP)

Over the years I've picked up a few of my own rear end embellishments – fortunately they are fairly rare, but they happen to us all occasionally. I always feel that you get a good idea of how a pilot lands by looking at their rear end – harness underside before you feel a tingle. If I was in the market for a secondhand harness, it would be one of the first things to look at and a good indicator of what sort of life it's had.

Rear end landings are usually associated with light wind, speed and the lack of a convincing flare. Essentially, it reveals a poor landing technique where light/nil wind landings are required – and are just as important as being able to take off properly in different conditions.

So let's have a look at this inability to get legs down and land properly.

In the beginning

For over 25 years I flew hang gliders and in light to nil wind you had to get it right to avoid breaking aluminium (costly repair), or broken bones (costly and painful). Later, when I added power it could mean a broken propeller (£300 – 400 replacement cost). All those things concentrate the mind and provided a good reason to learn to assess the wind direction and speed, the terrain, the slope, understand the flare window and on some gliders timing was critical. All this with 30kg plus of wing to support/control and at far higher landing speed approaches than a paraglider. For me the point was some of these skills are transferable and if you can do it on a hang glider, a paraglider should be a piece of cake. But for whatever reason, landing a paraglider seems

relegated to a lower order of skill under some conditions – I know a high wind landing can focus the mind and I've covered that in the past I still think one's safe arrival back on terra firma is high priority nil wind or high wind.

You should:

Be able to land on your feet everytime, making use of your legs to load/unload the wing and as your main suspension.

Be able to assess for a safe approach, avoiding hazards and making sound judgements of the terrain (firm, soft, odd rocks, trip hazards) and the slope angle.

Be able to assess wind speed and direction.

Know about windshear, wind gradient, the need for speed and perceptions of speed on getting close to the ground.

Know your wing. Not all ground effect or flare quite the same. Be able to do a hard flare to stop it dead. Use of wraps.

Be able to place your wing with reasonable accuracy of a chosen point.

Focusing on a light/nil or even slightly downwind landing.

Approach (still at height): decide where you are going to land (a key xc skill), look for wind direction and strength indicators – if light they may be few and indeterminate. I find my gps useful in giving me a fairly accurate direction indication. Work out your plan B landing option – that may come into play if you spot a hazard when lower or even for convenience (river, gate, crop etc). Slope is important if landing a hang glider; less so with a paraglider and is not easy to gauge at height. Decide on your direction as it will have a big bearing on your approach.

Approach (low, final stages): modify your approach slightly if you need to. Keep plenty of speed, but always

maintain some feel through the brakes to counter low level turbulence. No radical manoeuvres beware of last minute wind switches – common on light, but thermic days.

Final moments (Touching down): You need to come out of your harness early, leaving it to the last minute is a big cause of bum landings. The surface you land on will have some bearing on your options. On some you can run off speed with a few paces, on others it may be too soft, or have trip hazards (Why did you land there? I have landed in a cut wood before – avoid, a bog ugh!! a tarred car-park – hard! A 4' rape field – colourful, a pebble beach – ankle twisting – need I go on?). There is a tendency with a fast, low approach to ease down on the brakes too soon often an unconscious reaction to the world speeding up. Beware the premature stall and spin in! Burn off the excess speed then, usually with a wrap or two, really dig the brakes deep – you will virtually stop any forward speed – instantly.

Watch the approach speed of speed wings, parachute landings and the sudden dead stop they can bring them to in that final moment of flight. You can find these on Youtube.

To summarise for nil wind landings:

Get out of your harness early
Decide your approach and where you want to land,

fix a point

If flat calm use any slope in your favour – ie upslope as opposed to downslope

Speed is your friend, maintain it up to the final ground effect and flare

Take wraps if necessary and flare hard at the last moment of glide effect*

(Lower rated wings often have longer brake travel and feel softer, so wraps are more useful than on higher rated wings – it varies from wing to wing a bit. My U Cross had short brake travel and didn't need wraps; my M6 does need a single wrap to stop it dead.)

If you've been in the air a long time you may need to reconnect with your legs. Bring them back to life by air running, kicking together, etc Shortly they will have to take your load again after being passengers. Don't panic if you find a slight tailwind – a paraglider can be landed OK with a good hard flare and a few steps.

If slope landing in light wind, be especially careful if it's steep or has any rocks. You will possibly load your legs unevenly too. Generally, slope landings are not a problem but you do need to think hard about them – if not happy just fly down to a safer place. Judge which beat direction is the best.

Always check your reserve security after any harness first landing.

You show me yours



I'll show you mine!

(Ozium underside)

I'm sure most of you will know all that anyway, but if you do have a tendency to go bum first it may be worthwhile thinking about what you may be doing wrong.

Bum landings link!

<https://www.youtube.com/watch?v=Ko767qor7r0#t=81>

Coaching Notes:

Sites Tour: I think this idea can be developed and made to work quite well. We did one recently with no hope of flying – but we did. A lovely day out and I think a useful addition to coaching. I will follow this up.



(Below L to R: Tim, Donald and Joseph en-route from Brantside to Stags.)

Coaching Days: I remain unconvinced, mainly because of the weather. However, we'll persevere because I think they are quite good social affairs, newer pilots get to meet others and get integrated into the club.

Exams: Congratulations to Helen on attaining Pilot status (coach material I feel).

Coach visibility: One point that has always struck me and been raised with me is, "How do we know who are coaches when on the hill?" A very valid point. Each coach when they became a coach received a cloth badge say COACH in large letters. They can be sewn on any item of clothing – or simply on an armband. If you've lost and want one I can get free of charge from the BHPA (I mean the Club will pay) I suggest an armband would be enough, the idea being you slip on and off as you feel you are available or not on the hill.

If you are reading this, appear on the Coaches list, but NOT on the website photos of coaches then you are not very visible. Please either send me a photo, or if you wish to be removed from the list let me know.

New Coaches: Once we have the AGM behind us, any one wishing to put themselves forward as a DHPC Club Coach should approach the incoming Chief Coach and things will be set in motion. The DHPC will pay the course fee of endorsed coaches.



Aerofix has been sold, and is in the process of moving to Sheffield. See the website for details:

www.aerofix.co.uk

AIRPROX

THE PUBLICATION OF THE UK'S AIRPROX BOARD

2015



ELECTRONIC EYE SPIES
Ins and outs of traffic warnings

THE RISKS IN CLASS G
How much of a threat is there?

SILENT FLIGHT AND UAVs
Much more to watch out for

We have come across the above publication, which is published annually, covering the whole flying community. Some articles will clearly be of interest to us, and as and when they are, we will reproduce them here. The first such article is opposite. The magazine itself is published here:

<http://www.airproxboard.org.uk>

Safety

UK Airprox Board



HAVE WINGS, WILL TRAVEL

Hang gliding and paragliding have come a long way – and so have their pilots...

IF YOU THOUGHT foot-launched gliding is purely a glorified sledge ride involving nothing more than leaping off the top of a hill and gliding down to the bottom, you'd be wrong. It's a common misconception that belies the skills of the pilots and the abilities of their craft.

Nowadays, the aim is to gain as much height as possible above the take-off point using ridge lift and thermals, then head off across country seeking new thermals and staying airborne for as long as possible.

Experienced pilots who circle in thermals up to cloudbase routinely achieve height gains of several thousand feet and can travel hundreds of kilometres across country. The UK record height gain for a hang glider is 12,000ft above take-off in wave conditions and the duration record stands at just over eight hours. However, these achievements

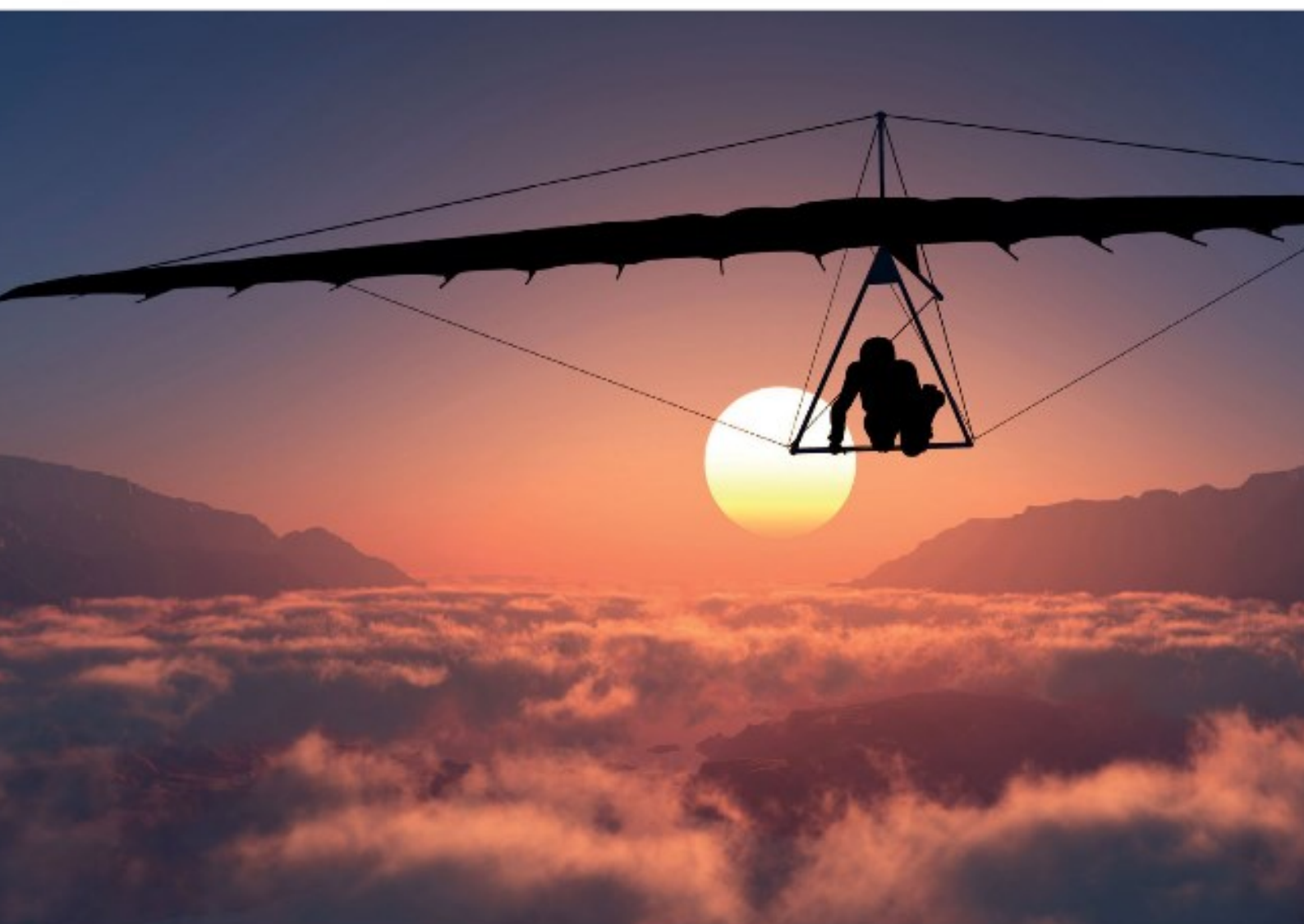
are exceptional and flights of approximately two to three hours with height gains of up to 5,000ft (if the cloudbase permits) are more the norm for many experienced cross-country pilots.

Given that hang gliders and paragliders don't generally carry radios or transponders, a good lookout near known launch sites is critical as the primary method of collision avoidance. However, see-and-avoid alone is insufficient to minimise the chances of an Airprox – it's essential to also understand hang gliding and paragliding practices and techniques, together with an appreciation of the weather conditions in which they fly.

Most hang glider and paraglider flying is initiated through foot-launching from →

“

See-and-avoid alone is insufficient to minimise the chances of an Airprox – it's essential to also understand hang gliding and paragliding practices



REPORT DETAILS

AIRPROX REPORT: 2014047

Date and time:
Mar 26 2014 1315Z

Position:
Carrock Fell

Airspace:
Lon FIR (Class: G)

Reporting aircraft:	Reported aircraft:
Sea King	Paraglider

Alt/FL:	
NK	NK

Conditions:	
VMC	VMC

Visibility:	
10km	NK

Reported Separation:	
50ft V/100m H	NK

Recorded Separation:	
NK	

// SUMMARY

A SEA KING pilot reported carrying out a Search and Rescue Operation (SAROP) in the vicinity of Carrock Fell (Lake District). In a right-hand turn to transition away following deployment of a winchman to the ground, the right-hand-seat (RHS) pilot saw a paraglider canopy very close on the left. The RHS pilot took control, manoeuvring to increase separation. The Sea King pilot saw several paraglider pilots on the ridgeline above him, his impression being that they were waiting for his aircraft to depart before launching. He stated that the crew were aware of multiple aircraft in the area and had been flying defensively, transmitting safety calls on 'low-level common' to mitigate the risk. He assessed the risk of collision as 'High'.

Despite extensive tracing action, the paraglider pilot could not be located. For a variety of reasons, virtually no paraglider pilots fly with an air-band radio.

// ASSESSMENT

THE PARAGLIDER PILOT would most likely have heard the approaching

Sea King from some distance. Visual acquisition of the yellow helicopter and then either landing or manoeuvring to increase separation and/or to aid visual acquisition by the Sea King pilot would have been wise. Although both airspace users were equally entitled to operate in Class G airspace, Board members expressed their strong opinion that all airspace users had a duty to make way for the self-evident priority of a SAROP.

The Board noted the RAF Safety Centre advice that helicopter crews should avoid hang gliders, paragliders and other ultralight aircraft by 2,000m laterally.

Cause: A conflict of flight paths resolved by the Sea King pilot.

Degree of Risk: B

Recommendation:

The BHPA consider producing a catalogue of paraglider launch sites, including usage under given wind conditions.



“

Paragliders favour lighter surface winds of up to 10kt, but hang gliders can launch quite comfortably in surface winds of up to 25kt. Thus, in surface winds of 25kt or below, activity on the 'into wind' sites should be expected

steep-sided hills or ridges that face into the prevailing wind (although winch and microlight tug launches from airfields are also undertaken) because most pilots prefer the freedom, independence and low cost associated with foot-launching from a hill or terrain feature. Furthermore, the thermal activity sought by pilots is more readily triggered by undulating terrain. That said, paramotor pilots can clearly launch from anywhere so, as **Airprox 2014062** demonstrates, you need to keep your eyes open wherever you fly.

Whether or not sites will be in use depends predominantly on the prevailing weather conditions and seasonal site restrictions, as described below:

• **Wind direction** Attempting to foot-launch a glider of any type in crosswind or downwind conditions is very hazardous. Therefore, as a rule, launches will only take place directly into wind. In most cases, the primary wind direction applicable to a marked foot-launch site is obvious from the topographical features shown on the chart (e.g. a northerly facing ridge will be used when the surface wind is northerly).

This will provide a general indication of whether the site will be in use at the time, but further research is necessary to establish the full range of wind directions suitable for launching and thereby obtain a more accurate picture.

A list of BHPA recreational clubs covering the whole of the UK can be accessed via the British Hang Gliding and Paragliding Association's website at bhpa.co.uk - click on 'Recreational clubs' in the Welcome text and then 'List of all BHPA recreational clubs'. This section also provides a map showing geographical locations. The club(s) relevant to the intended flight route can then be identified and their websites accessed.

For example, if intending to fly near the South Downs, the Southern Hang Gliding Club website should be visited and their 'Site Guide' accessed. On doing so, a compass rose will appear indicating the range of launch wind directions applicable to each club site. As an example, the well-known Devil's Dyke site is suitable for launching when the wind direction is anywhere between WNW and N. Accessing this site link reveals considerably more detail, but most significantly it specifies the best launch wind direction (NW) - a clear indication as to when the site will be at its busiest. Also, accessing the site guide

provides a useful means of checking for all sites that may be on, or close to, the route planned.

Dir UKAB Note: It should be noted that the BHPA do not consider it wise to make planning assessments of site usage based on wind direction. They believe that microclimate factors render such assessments dangerous because it could cause powered pilots to have a false expectation of where hang- and paragliders might be. In their opinion, other aviators should simply expect to see hang- and paragliders in any location irrespective of wind direction.

• **Wind strength** Paragliders favour lighter surface winds of up to 10kt, but hang gliders can launch quite comfortably in surface winds of up to 25kt. Thus, in surface winds of 25kt or below, activity on the 'into wind' sites should be expected.

These days, paragliders greatly outnumber hang gliders and sites will therefore be at their busiest in lighter wind conditions. Most of the gliders will fly in the ridge-lift band on the windward side of the hill and are therefore unlikely to rise much higher than 1,000ft ATO.

However, there will always be a cadre of more experienced pilots who will rise considerably higher (if conditions permit) and then head off across country. More often than not, these routes will be downwind of the launch site. However, out (often into wind) and return or triangular flights to prearranged waypoints are perfectly feasible, particularly in competition flying.

• **Cloudbase/Cloudcover** Hang gliders and paragliders are essentially 'VFR only', mainly due to their general inability to carry instrumentation. As a rule, they do not fly in cloud. However, they may well inadvertently enter cloud while working thermal lift. Similarly, on broken cloud cover days, they may well rise higher than some clouds while still maintaining VFR flight. Cloudbase only acts as a height limitation when the cloud cover is significant - as a guide, greater than 4/8. Additionally, low cloud will not necessarily prevent gliding activity unless it either obscures or is only marginally above the launch point.

• **Precipitation/Visibility** Precipitation has an adverse effect on the aerodynamic characteristics of foot-launched gliders.

Diagram based on pilot report

Paraglider



Diagram based on pilot reports

Tutor
750ft agl



Approx CPA 1133

Unknown Paraglider

REPORT DETAILS

AIRPROX REPORT:
2014062

Date and time:
May 15 2014 1133Z

Position:
Approx. 6nm SW Huddersfield

Airspace:
Lon FIR (Class: G)

Reporting aircraft: Tutor
Reported aircraft: Untraced paraglider

Alt/FL: 750ft NK

Conditions: VMC NK

Visibility: >10K NK

Reported Separation:
100m V/-0.1nm H NK

Recorded Separation:
NK

// SUMMARY

THE PILOT OF a Tutor on a nav-ex was flying in VMC towards the Ladybower Reservoir in the Derwent Valley. He reported seeing a paraglider pass beneath the aircraft from front to back underneath the right wing, approximately 100m below. Both the student and the instructor were looking out, with the instructor in the LHS seeing nothing. Both pilots looked behind, but neither could identify the paraglider.

It should be noted that post-incident analysis of the wind conditions makes it much more likely that the aircraft was a paramotor. The severity of the

incident was assessed as 'Medium'.

The incident cannot be seen on radar and it has not been possible to trace the paraglider/motor.

//ASSESSMENT

THE BOARD DISCUSSED whether the paraglider/motor pilot had seen the Tutor, deciding that the apparent lack of avoiding action would seem to indicate that (s)he had not. In the event, it was probably the Tutor pilot's look-out and avoiding action that prevented this from being a more serious incident, there being no ATC service that the Tutor pilot could have received to assist them. Both airspace users

were entitled to operate in the area with an equal and shared collision avoidance responsibility.

After considering whether or not this should be a Risk B assessment, the risk was ultimately determined to be 'C', it being felt that effective and timely action had been taken by the Tutor pilot in achieving the reported 100m separation.

As noted by both HQ Air Command and the British Hang Gliding and Paragliding Association, this Airprox particularly highlights the need for good lookout by all in the see-and-avoid environment of Class G airspace.

Cause: A late sighting by the Tutor pilot and an assumed late sighting by the paraglider/motor pilot.

Degree of Risk: C

For example, rain will retard the airflow over a hang glider wing, which will result in a much higher stall speed and thus a greatly reduced stall margin. Therefore, launches will not take place in such adverse conditions.

However, it should also be remembered that gliders can frequently get caught in precipitation during flight and particularly so in 'light shower' or 'intermittent rain' conditions. Therefore, as a rule, precipitation will only prevent gliding activity when it is frequent, constant or heavy in nature. In the case of in-flight visibility, the limitations specified for maintaining VFR are equally as applicable to foot-launch gliders as they are to all other forms of aviation.



REPORT DETAILS

AIRPROX REPORT:
2014198**Date and time:**
Oct 2 2014 1445Z**Position:**
Rushup Edge**Airspace:**
London FIR (Class: G)**Reporting aircraft:** Paraglider
Reported aircraft: Untraced quadcopter**Alt/FL:**
150ft AGL**Conditions:**
VMC**Visibility:**
5km**Reported Separation:**
20ft V/0m H**Recorded Separation:**
Not Recorded

// SUMMARY

THE PARAGLIDER PILOT reports ridge-soaring at approximately 150ft in VMC. He saw a 'DJI Phantom FC40 type' quadcopter drone descend to approximately 20ft above his canopy, noting that it was quite hard to see against the grey sky even with a row of LEDs on its underside. Reporting that he could not see anyone on the ridge nor in the fields below 'with a radio unit', he assumed that the quadcopter was being flown out of line of vision using a remote screen

to monitor the 'view' from the drone. Each time the paraglider pilot changed direction, the quadcopter tracked the change, following him with approximately 25ft vertical separation and between zero and 25ft horizontal separation. Assessing the risk of collision as 'High', the hazard of a collision with his thin canopy-to-harness lines caused serious concern.

The quadcopter operator could not be traced.

// ASSESSMENT

THIS INCIDENT WAS one of an increasing number of Airprox involving small unmanned aircraft (SUA). It appeared from the paraglider pilot's report that the quadcopter had been flown around him and his canopy at extremely close range as a deliberate act. The Board agreed that the paraglider pilot had been placed in great peril by the reckless actions of the SUA operator. If the ranges reported were accurate, the quadcopter's flight was in contravention of the Air Navigation Order and therefore a criminal offence.

Members considered that chance had played a major part in events and safety had been very much below acceptable levels. Short of the paraglider pilot landing immediately, he could not have done more to improve matters given that the quadcopter was seemingly being operated to deliberately follow him in flight.

Cause: The quadcopter was flown into conflict with the paraglider.

Degree of Risk: A

• **Seasonal activity/Site limitations**

Comparatively little hang gliding or paragliding takes place in the UK during the winter months, largely due to short daylight hours, adverse and unpredictable weather conditions and greatly reduced thermal activity. Any flying that does take place is likely to be confined to ridge-soaring a few hundred feet above the windward side of a hill or top to bottom training flights. Additionally, many sites are closed during these periods due to seasonal activities such as pheasant/grouse shooting, lambing and crop sowing. Site operating periods and limitations (such as no fly areas) will be clearly specified in the relevant Club Site Guides, accessible through the BHPA website (see 'Wind Direction' above).

In summary, in order to minimise the risk of Airprox incidents with foot-launched gliders:

- Visit the BHPA website at bhpa.co.uk/clubs/ and check which clubs operate in the area(s) to be overflown.
- Access the relevant Club(s)' Site Guide(s) and check which sites may be active in the prevailing surface wind conditions.
- Where unable to avoid the site(s), plan to fly upwind of the windward side of the hill/ridge, maintaining as much horizontal and vertical separation as possible.

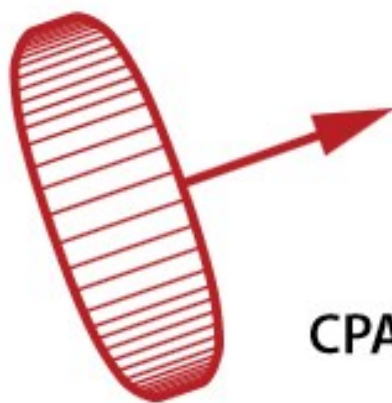
Lastly, keep a good lookout from the surface all the way up to cloudbase. Gliders are constantly seeking lift (rising air) to stay airborne. To the casual observer, they may appear to fly together in 'gaggles' whereas they are in fact merely using the same thermal. The company of other gliders is not their goal. Rather, it is staying airborne by gaining as much altitude as possible from whatever lift is available.

Where one glider is observed circling in thermal lift, there are likely to be several others working the same lift at varying altitudes above and below. Also, there may well be foot-launch gliders flying cross-country by 'hopping' from one thermal to the next, particularly downwind of active sites.

Hang glider and paraglider pilots have their part to play in collision avoidance too. **Airprox 2014047**, for example, was an incident that should have been avoidable. If you see a hovering helicopter or one that has emergency markings, give it a wide berth because it's very likely to be conducting an emergency task.

Finally, if you're a drone operator, please do not try to take video or fly close to paragliders or hang gliders. As **Airprox 2014198** demonstrates, what might seem good sport to you is life-threatening to them – especially if your drone gets caught in the rigging or, even worse, severs some lines. In any case, it is illegal to fly your drone in such a way as to endanger others and/or closer than 50 metres to any person, vessel, vehicle or structure.

Major J P Gilbert REME



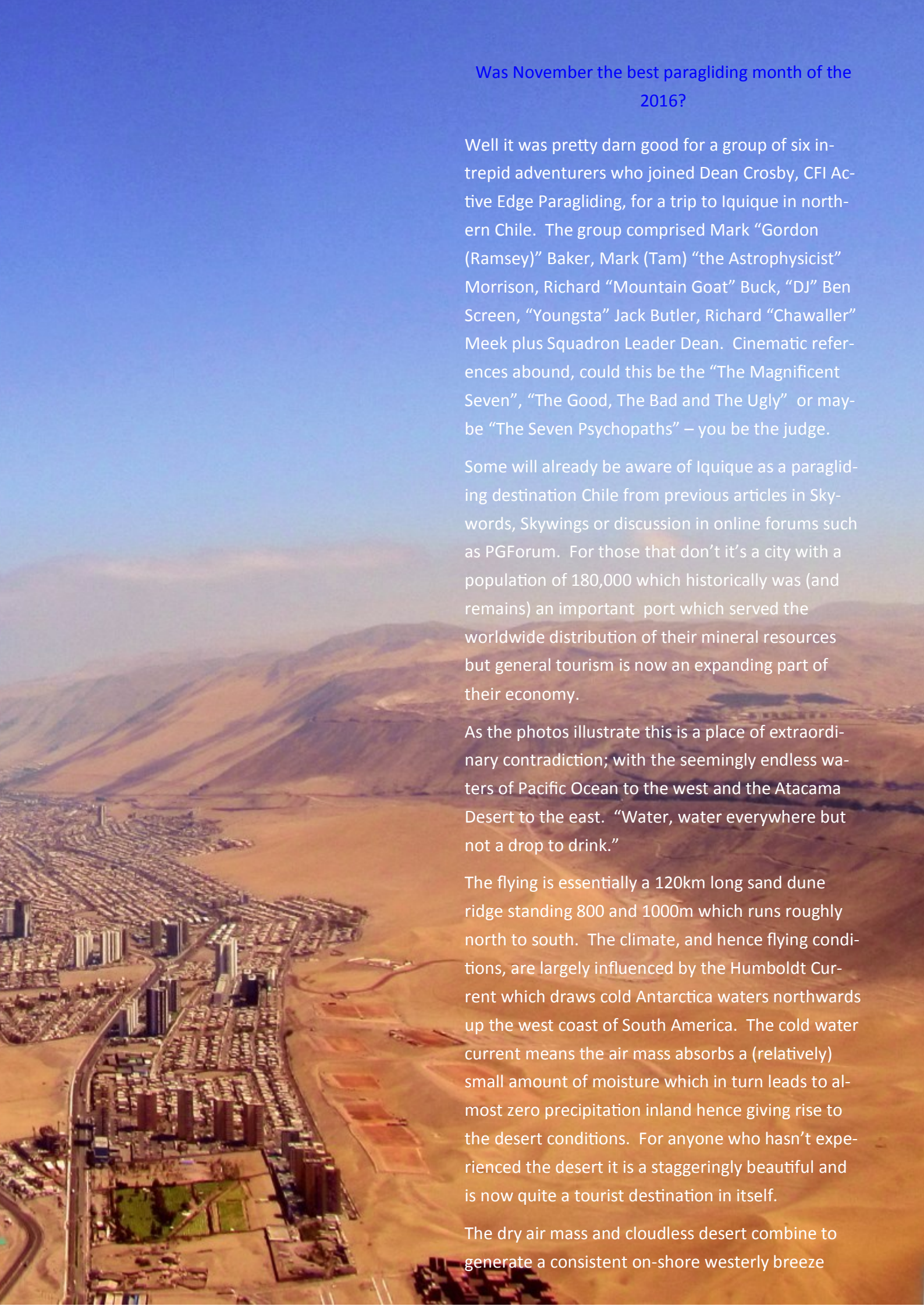
Rushup Edge

CPA 1445

TO READ MORE REPORTS OR TO FIND OUT MORE INFORMATION, VISIT: AIRPROXBOARD.ORG.UK

Chile





Was November the best paragliding month of the 2016?

Well it was pretty darn good for a group of six intrepid adventurers who joined Dean Crosby, CFI Active Edge Paragliding, for a trip to Iquique in northern Chile. The group comprised Mark “Gordon (Ramsey)” Baker, Mark (Tam) “the Astrophysicist” Morrison, Richard “Mountain Goat” Buck, “DJ” Ben Screen, “Youngsta” Jack Butler, Richard “Chawaller” Meek plus Squadron Leader Dean. Cinematic references abound, could this be the “The Magnificent Seven”, “The Good, The Bad and The Ugly” or maybe “The Seven Psychopaths” – you be the judge.

Some will already be aware of Iquique as a paragliding destination Chile from previous articles in Skywords, Skywings or discussion in online forums such as PGForum. For those that don’t it’s a city with a population of 180,000 which historically was (and remains) an important port which served the worldwide distribution of their mineral resources but general tourism is now an expanding part of their economy.

As the photos illustrate this is a place of extraordinary contradiction; with the seemingly endless waters of Pacific Ocean to the west and the Atacama Desert to the east. “Water, water everywhere but not a drop to drink.”

The flying is essentially a 120km long sand dune ridge standing 800 and 1000m which runs roughly north to south. The climate, and hence flying conditions, are largely influenced by the Humboldt Current which draws cold Antarctica waters northwards up the west coast of South America. The cold water current means the air mass absorbs a (relatively) small amount of moisture which in turn leads to almost zero precipitation inland hence giving rise to the desert conditions. For anyone who hasn’t experienced the desert it is a staggeringly beautiful and is now quite a tourist destination in itself.

The dry air mass and cloudless desert combine to generate a consistent on-shore westerly breeze

which typically overcomes any meteo wind by approximately 10 AM in November. These consistent conditions are the key to the claim of 360 flying days per year and the “Magnificent Seven” can certainly attest to flying every day for the fortnight of their visit.

The group were accommodated in the Altazor Flight Park on the outskirts of the city. An interesting place and one which raises eyebrows when you explain that the accommodation is based in shipping containers. The Flight Park is more hostel than 5 star hotel but the city is well served by hotels so if that’s your preference there’s a good choice. One of the fantastic aspects of the Flight Park is the number of fellow paraglider pilots who flock here from around the world. During this period there were pilots from 12 different nations – generally northern hemisphere but a smattering of South Americans. The residents of the Flight Park also represented XC and Acro disciplines, the contrasting demographic was quite marked; young and beautiful on the one hand versus old and wrinkly on the

Dean’s advice was to chill on the day of arrival

hand – or should that be the other way round ?

There’s no denying that getting there is a pretty long trek with journey times ranging between 24 and 48 hours. All flew into Santiago, the capital of Chile, and six took the 900 mile internal flight to Iquique with the Youngsta Jack opting for a 24 hour non-stop bus which sounds like an adventure in its own right.

Six arrived at the Flight Park on Saturday 14th November with “Gordon Ramsey” arriving on Sunday to make the full contingent. Tam and Chawaller



arrived mid-afternoon Saturday and quickly spotted a number of paragliders flying from Alto Hospicio which overlooks the Flight Park. The temptation to squeeze in a cheeky little taster flight that afternoon was quelled with Dean's guidance to "chill on the day of arrival" ringing in their ears – the first of many wise words from the Squadron Leader which kept the group safe throughout the trip.

The group included pilot experience ranging from CP+0 hours through to P+400 hours and the trip lived up to its claim of being suitable for all. It'll come as no surprise to anyone that the thermic conditions got stronger during the middle of the day so pilots chose how long they were comfortable flying in the morning and if conditions got uncomfortable they could just head out to land on the beach. One of the many excellent features of Iquique is that once you've pushed ¾ km forward from the ridge you're into the smooth, laminar sea breeze air which makes for easy beach landings with a





great back drop of the tower blocks.

The Flight Park have a fleet of 4x4 people carriers for hire at very reasonable rates so the group opted to hire a van for the whole 2 weeks which included the Flight Park manager, Pedro, driving the van to take-off in the morning and returning it to the Flight Park which meant there was no worry about returning for the van. The journey up to Alto Hospicio was arguably the most risky part of the whole time, during the fortnight holiday there were two very serious road traffic accidents on it involving the rescue services cutting up crashed vehicles to rescue their occupants – quite sobering.

The flying began on the morning of Sunday 15th November which established a consistent routine for the whole period; leisurely breakfast then depart for Alto Hospicio at 09:00 ish aiming for take-off 10:30 – 11:30. Roles had begun to be taken by this time and Rich Buck demonstrated his skill in securing the gliders to the roof of the van and earned his sobriquet “Mountain Goat” for his climbing ability. As a slight digression, we did make the mistake of allowing our chef, Mark “Gordon Ramsey” Baker, load the gliders one afternoon – as a glider half fell from the roof at 50 mph it was a unanimous decision to confine him to kitchen duties from then on-

Heading South of Alto Hospicio Take off





wards.

Returning to the flying, the first flight for each pilot was one for acclimatising in their own way; some opted to explore the northern end of the Alto Hospicio ridge (c. 5 kms) whilst the Chawaller and Squadron Leader headed south passing Punta Groesa, Palo Buque (the afternoon flying site) towards the airport for a 60 km out and return in about 3 hours.

When the Squadron Leader and Chawaller returned to re-join the rest of the group, who by now were well fed and watered with a tasty but inexpensive "workman's lunch", the group returned by taxi to the Flight Park for a couple of hours chillin'. It was during these afternoon hours the group came to appreciate the music selection talents of Ben who became our resident DJ.

Heading south was the typical direction for XC flights and the first hurdle was to push 1½ km south west from Alto Hospicio to the ridge leading to Punto Gruesa. Conditions on the first day conditions were such that the initial transition was the easiest it was for the entire period with subsequent days being much more challenging.

The description of a 120km long ridge belies the

"I've been through the desert on a horse with no name"

difficulty of the XC flying in this area. The ridge is not consistent for its length; it's constantly contouring in and out which creates numerous lee areas and gaps to be bridged which present challenges for a successful flight.

The thermals could also be quite challenging; typically small, punchy triggering from the mountainous terrain and rarely are they wide, well formed. As you'd expect the assessment of the conditions did vary by pilot ranging from "it's a little bumpy" through to "bloody hell, that's rough" low hours post CP. But all became more acclimatised to the conditions during the fortnight and extended their comfort range. As said, in general the thermals



Kiting on the dune, Palo Buque

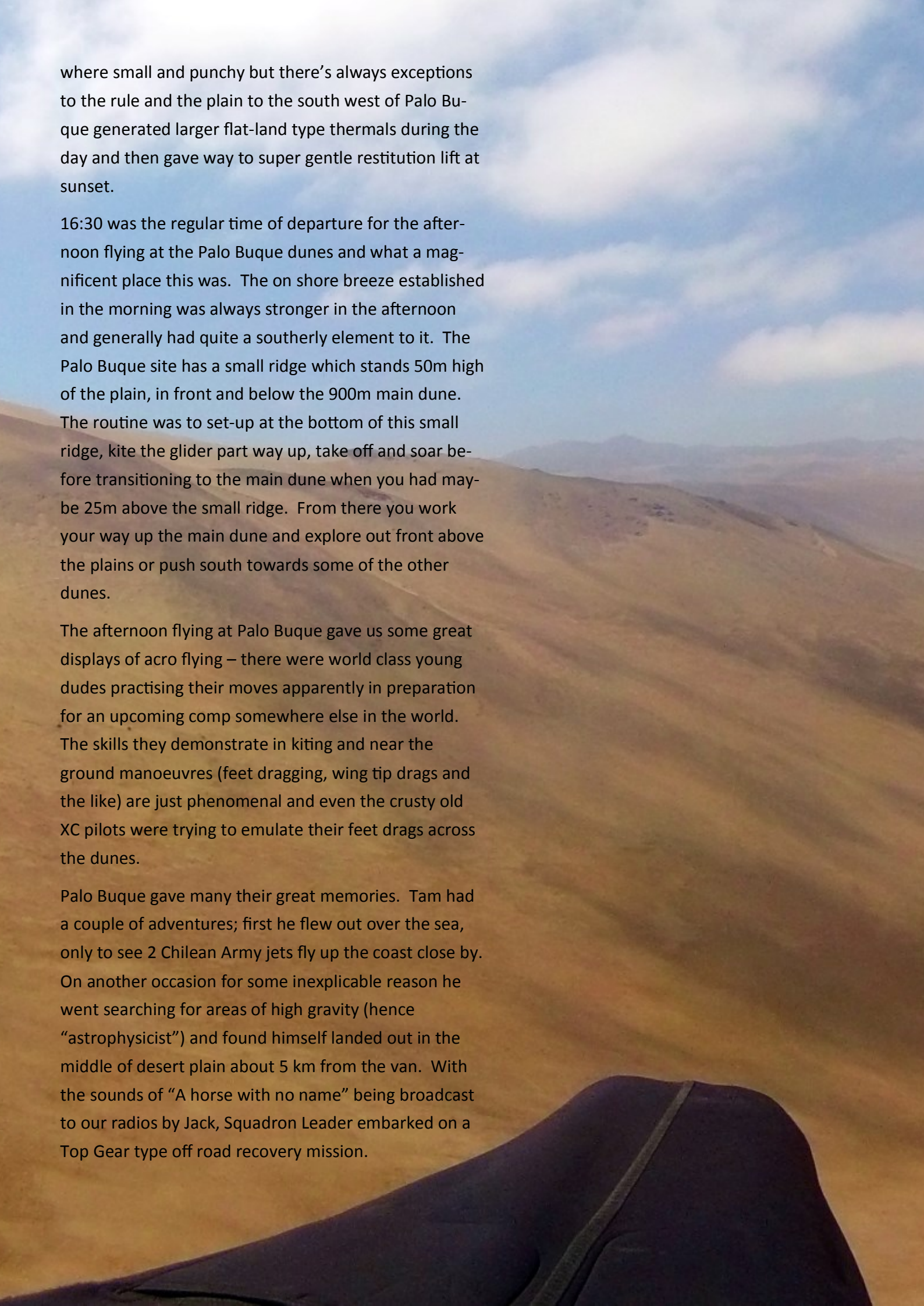


where small and punchy but there's always exceptions to the rule and the plain to the south west of Palo Buque generated larger flat-land type thermals during the day and then gave way to super gentle restitution lift at sunset.

16:30 was the regular time of departure for the afternoon flying at the Palo Buque dunes and what a magnificent place this was. The on shore breeze established in the morning was always stronger in the afternoon and generally had quite a southerly element to it. The Palo Buque site has a small ridge which stands 50m high of the plain, in front and below the 900m main dune. The routine was to set-up at the bottom of this small ridge, kite the glider part way up, take off and soar before transitioning to the main dune when you had maybe 25m above the small ridge. From there you work your way up the main dune and explore out front above the plains or push south towards some of the other dunes.

The afternoon flying at Palo Buque gave us some great displays of acro flying – there were world class young dudes practising their moves apparently in preparation for an upcoming comp somewhere else in the world. The skills they demonstrate in kiting and near the ground manoeuvres (feet dragging, wing tip drags and the like) are just phenomenal and even the crusty old XC pilots were trying to emulate their feet drags across the dunes.

Palo Buque gave many their great memories. Tam had a couple of adventures; first he flew out over the sea, only to see 2 Chilean Army jets fly up the coast close by. On another occasion for some inexplicable reason he went searching for areas of high gravity (hence "astrophysicist") and found himself landed out in the middle of desert plain about 5 km from the van. With the sounds of "A horse with no name" being broadcast to our radios by Jack, Squadron Leader embarked on a Top Gear type off road recovery mission.





"Scrap Heap Challenge", Palo Buque, Chile
Nov 2015

..evenings offered the chance to share flying stories from around the world..

Palo Buque also provided some of the most memorable sunset flights with DJ and Chawaller enjoying respite conditions with gentle lift everywhere.

There was however a darker side to Palo Buque. On the second visit there, the Chawaller, flushed with confidence from the morning's XC flying attempted to fly northwards back to the Flight Park. Things started well with good height being made as he headed north towards Punta Groesa. Soon after rounding the Punta Groesa point he encountered massive lee side rotor and was fortunate to have flown out of the sink on a 1 in 1 glide to make a safe landing. This same route also caused problems for other pilots. On another day a group of North Americans encountered similar tough conditions; one ended up landing in the sea, another draped their wing over some power lines. Happily they were safe but it made the whole group even more respectful of that area. One of the many German pilots also took a trashing rounding the Punta Groesa corner and went in with a heavy landing cracking a couple of ribs along with cuts and bruises. To be fair he seemed quite chipper about it the next day and although he wasn't seen flying again he continued to enjoy the ambience of the place.

So we've established the flying routine (Alto Hospicio in the morning and Palo Buque in the afternoon and

evening), the other routine we soon fell into was the domestic. It was soon realised that Mark Baker was far and away the most competent in the kitchen and with his penchant for foul language there was more than a passing resemblance to Gordon Ramsey. The food he served was absolutely magnificent and as everyone knows a well fed pilot is a happy pilot. So upon returning from the dune at about 8 – 8:30 pm, the Chawaller would race back to make the G&Ts and "Gordon" would complete the meal which he'd usually got prepared in the afternoons. Some evenings the group would eat together and on others, particularly when barbecuing, would decamp to the main outside dining area for the whole of the Flight Park. These evenings offered the chance to catch up with the other pilots and share flying stories from around the world. Mostly the older XC pilots would chat amongst themselves whilst the young Acro dudes would be crowded around their laptops reviewing GoPro foot-

age to repeated and more energetic exclamations of "what the f*!?". One of the Acro dudes published a great film which shows the scenery and flying sites - have a look at <https://vimeo.com/147745659>

There are numerous other flying sites along the ridge and during the second week the group headed north for a day trip to Pisagua – apparently so named because the bird guano accumulated over thousands of years permeated the ground water making it smell of urine! Pisagua is 50 km north of Iquique but the lack of direct roads

makes it a 170km drive through the middle of the Atacama Desert. The trip gave some great sightseeing and you could really understand why NASA came to the area to practice for their missions to Mars – the landscape truly does look out of this world.

The flying at Pisagua presented different challenges to Iquique the most immediate being the inaccessibility. Squadron Leader drilled into the group the implications as part of the site briefing. If one landed out (at



the bottom of the ridge) there was no vehicle access for recovery, it would be a long hot walk to the tiny port of Pisagua no doubt to be greeted by ridicule and much guffawing. On a more serious note, any incident here would be more serious as recovery would be much longer so a degree of caution was required.

There are a few flying sites around Pisagua and, similar to Iquique, the group flew one site in the morning and different one in the afternoon. Upon arrival conditions were light and Dean was the first off, taking a little while to get high. With conditions improving the rest of the group launched in turn and followed Dean for an out and return flight. In strengthening conditions the group returned and landed between 12:30 and 13:00 then drove into the town of Pisagua itself.

Lunch was taken in a small family run cafe and the fish was the freshest it could possibly have been. Two Chilean divers, still in their wetsuits, walked in with their catch of fish in a large bucket and sat down for

their lunch.

The afternoon flying site in Pisagua was another awe inspiring dune which followed a similar approach to Palo Buque; set out at the bottom, kite the glider up a bit then soar up a thousand metres.

The group left with dozens more memories to cherish; our Chef insists to this day that he's found a meteorite, Chawaller is not fond of getting his lines caught over unexploded grenades, and Tam's swim in the Pacific on his birthday.

The entire group would like to extend a huge thank you to Dean for introducing them to such a fantastic part of the world and organising such a memorable trip.

Hope this article has been fun, informative and triggers others to enjoy a trip.

RM





Iquique Nov 2015



Christmas Prize Competition!

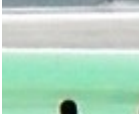
The answers!

1.



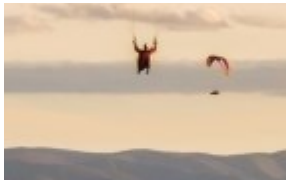
September , Page 8

2.



Feb p 11

3.



April p14

4.



Oct p7

5.



Mar p17

6.



Feb p 21

7.



Nov p10

8.



Jul p 14

9.



Oct p20

10.



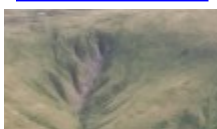
June p10

11.



May p 24

12.



Sep p1





The Dales Club

Farmer's Dinner on

Saturday 5th of March 2016



The Devonshire Arms, Cracoe (01756 730237)

www.devonshirecracoe.co.uk

Dress code smart casual, 7:30 for 8pm

Following the success of the last few years we are again at The Devonshire Arms in Cracoe. As usual we'll meet in the bar for drinks from 7.30pm where there will be a free tab for the farmers. At 8pm we'll move through to the dining room to tuck into a scrumptious 3 course meal. During coffee the Chairman will thank the farmers for their continued hospitality, followed by presentation of flying awards and then we'll launch straight into the raffle. Oh and there may be the odd balloon/helicopter as well...

We plan to run the minibus service for the farmers around Hawes again - if there is sufficient interest. We may even be able to squeeze a few members on board. The function room only seats 50 and so everyone will be strictly limited to 2 tickets.

The Devonshire Arms has limited accommodation so if you want a room there, book early (mention the club when booking and the staff will give you a discount on the advertised prices). There are also a number of B&Bs within a short distance if that is more your style. You could even consider camping...

The club will be paying for the farmers and their guests. The cost for members is £25.00 per person.

The Devonshire Arms, Cracoe

Menu

***Please select the menu of your choice from below (by 21st Feb) – one starter, one main and one pudding for each person
– see booking form on next page***

Starters

Garlic mushrooms with salad and toasted ciabatta

Smoked salmon roses served with salad, tartar sauce and lemon

Stuffed camembert on a bed of salad served with tiger bread and cranberry chutney

.....

Main Courses

Belly pork, served with black pudding mash, mixed vegetables and apple puree

Creamy mushroom stroganoff served on a bed of rice with fresh naan bread

Slow cooked lamb shank served with creamy seasoned mash, mixed vegetables and mint

Vegetable lasagne served with chips and garlic bread

.....

Desserts

Spring cheesecake

A cheeseboard selection with 3 different cheeses, biscuits, grapes and celery

The all-time favourite Victoria sponge and custard

.....

Tea or Coffee

The Dales Club Farmers' Dinner 2016

Booking Form

.....	Starter			Main course			Sweet			
First name & surname	Garlic mush-rooms	Smoked salmon	Stuffed camembert	Belly pork	Creamy mushroom	Slow cooked lamb shank	Vegetable lasagne	Spring cheesecake	Cheese-board selec-	Victoria sponge &

Contact Name: _____ Email: _____ Tel: _____

Please enclose a cheque made payable to 'DHPC' and post to (**deadline 21st Feb**):

DHPC Farmers' Dinner, c/o 51 Granby Drive, Riddlesden, Keighley, BD20 5AU (Tony Pickering – 01535 662846)

I enclose a cheque for £_____ for _____ people (£25.00 each).

Please note that tickets are not being issued. A reminder of menu choices will be available on the night.

We will be organizing a minibus for the farmers. It is likely that there will be a central pick up (Market Hall in Hawes) at 6.30pm, and it will leave the pub for the return journey at 11pm sharp!

I would be interested in using the transport provided: Yes/No. Preferred location _____

EYE CANDY FOR CLOUD LOVERS



Aiguille de Bionnassay, Mont Blanc Massif. 24 Nov 2015

ALAIN TOWNER

Mt Etna, Pyrocumulus

4 Dec 2015



Photo: Giuseppe Famiani, via Meteoweb.eu