

Skywords - December 2022



The newsletter of the Dales Hang gliding and Paragliding Club

Chairman's Chat

Over the years I've written on every aspect of hang gliding and paragliding from 'cleaning your helmet' (which Kate Rawlinson found hilarious) to reporting the death of fellow club members. After 144 Chairman's Chats, even I have run out of things to say about our sport, especially since I haven't been an active participant this year due to injury.

When I invited committee members to take turns at producing a guest edition, I was knocked over by the force of the tumbleweed blowing in my direction. So, what to write about? The British tradition when stumped for something to say is to talk about the weather, but at this time of the year, the less said about that the better.

A couple of years ago I strayed off topic and wrote about a near miss that happened when a driverless Landover tried to destroy my helicopter. That seemed to go down pretty well, so I thought that you might be interested in some other flying related stories – from the military.

Episode 1 – Sycamore Seeds

I suppose that the story should start from when I was a young transport officer serving in Germany. Those were the bad old days when Russia posed a threat in Europe! We shared a base with a flight of helicopters and lived in the

same Officers' Mess (hotel) as the pilots. I remember returning from a hard day's graft and comparing notes with them. My day had probably consisted of muster parades, disciplinary problems, an accommodation inspection, report writing, stores inspection, exercise planning, vehicle inspection, and an 8-mile march in full kit. A pilot would typically respond that he had had a hard day too – flying a General down to Bavaria and back. And they got extra pay for it!

Bored pilots get up to mischief. One day, when we are all away on exercise, no doubt bolstered with some Dutch Courage, they climbed onto the roof and painted, in enormous white letters, something derogatory along the lines of 'Truck Stop'. It made them chuckle every time they flew over, knowing that we had no idea that it was there. Eventually they came unstuck when our Commanding Officer got a helicopter flight to an important meeting and saw their handiwork – the cat was out of the bag, and paint stripper and elbow grease were the order of the day.

My first boss was a tyrant. At close of play each day he would have his young officers line up outside his office and, one by one we would be called in to be grilled on what we had (and hadn't) done during the day, and given direction on what to do tomorrow. When he got excited it turned into ranting and finger pointing. Unfortunately, his second in command was a typical 'yes man' so there were no checks and balances. One day 'yes man' was posted. His replacement was entirely different. He was a pilot who had just returned from a flying tour. He was well built, but with a very relaxed and confident manner. I think that the boss only tried one rant on him: it washed over our hero like water off a duck's back, and was deflected with a smile. He was a very positive influence and I suspect that he was one reason why three out of five of the young officers in that sub unit went on to become pilots.

(The tyrant was later promoted, but eventually got his comeuppance. He got caught having an affair with the wife of a subordinate who was away for 6 months on a tour of Northern Ireland. He'd promised the subordinate that he would look after his wife, and I suppose that in a way he did! It made the front page of the Sun and he was forced to resign.)

Next time – throwing myself out of a perfectly serviceable aircraft.

Fly safely,

Martin Baxter

Chairman

Social - Club Night/AGM Tomorrow

It's the club night tomorrow; Thursday December 1st

Horse & Farrier (LS21 1BQ) 7.30pm for an 8pm start

[The Horse & Farrier](#)

Coaching

Pete Logan, Chief Coach reports

The Pennine club is organising a coaching course for April next year. There will be a few spare spaces available if any of the Dales members wish to attend.

The venue has now been booked and the BHPA have confirmed. The venue will be Chipping village hall (near Parlick) and the date is April 1st - 2nd 2023.

The cost will be £40 for coaching renewals (BHPA members who have previously attended a coaching course) and £50 for those attending for the first time. This cost includes venue hire and lunch supplied by a local caterer on both days). I also believe there will be tea and coffee facilities. Importantly the Dales club will pay the fees (£30) of any members who attend to become a coach or to renew their coaching qualification.

The maximum participants are 26, and currently we have 21 firm PSC reservations. They will also run with a list of reserves should paid delegates drop out at short notice.

The course has now been published in SkyWings, but we will try and prioritise places for local clubs if we can.

If you are interested, please contact Simon Ballie (chiefcoach@penninesoaringclub.org.uk).

Pretty much all pilots who have taken the course agree that coaching has the benefit of improving your own flying and safety as well as being of help and encouragement to those around you. I'm happy to talk you through what's involved if you have questions.

Last call for any Club Pilots wishing to take their exam this winter. We'll be holding some revision sessions in the Otley area and online through December so that you can get your exam out of the way before '23 XC season is upon us. Contact coaching@dhpc.org.uk or me on 07795 426 748.

AGM Reports

All reports are also available on the [club forum](#) (club members only) where you are most welcome to comment or ask questions.

Chairman

Martin Baxter reports

[Committee](#)

The first casualty of the year was David May who concluded that the best way to escape committee duties was to emigrate to France. He left in July but, in a seamless transition, was ably replaced as Safety Officer by Clive Sury. In August, having missed a couple of editions, Carl Maughan finally accepted that pressures of work prevented him from editing Skywords. There was brief excitement when Ed Cleasby suggested that he might be willing to re-join the committee, but that quickly faded when he sobered up! With no other volunteers, Joseph Edmunds agreed to take on the role. That is far from ideal since Joseph is already the club librarian: taking on 2 roles, when we have so many members doesn't seem fair. We'd really like to recruit a new librarian. It's one of the less onerous jobs on the committee, and ideally suited to a novice pilot: it requires no experience, and you get full access to all the material in the library. It would be ideal if we could get some female representation on the committee again.

[Farmers' Dinner](#)

Traditionally we treat the farmers to a slap-up dinner rather than paying site fees. This year we used the facilities at Knight Stainforth near Settle. Two members of the committee paid the price for hosting, catching COVID-19 in the process.

With the success of the club social weekend, combined with the Hike & Fly competition, we thought that we might try something different next year. Instead of a formal dinner in early spring, we intend to invite the farmers to a BBQ/Hog Roast as part of the social weekend at the end of the summer. Awards and trophies will be presented at a club night rather than at the dinner. It's a high-risk strategy since we're at the mercy of the weather (and the farmers). If it doesn't work then we'll revert to the traditional dinner.

[Leeds Bradford Airport](#)

The LBA [Airspace Change Proposal](#) hasn't gone away, but it's a lengthy process. We have registered our interest and commented upon the design principles. It won't get 'exciting' until they bid for new areas of controlled airspace.

[Other Responsibilities](#)

I continue to sit on the BHPA Executive Committee as Sites Officer. I also represent the club (and other local clubs and schools) at the [Regional Airspace User Working Group](#) – a 6 monthly meeting held at RAF Leeming. At the last meeting I delivered a presentation on Hang gliding and Paragliding.

Safety

Clive Sury reports

There were 3 incidents reported either involving DHPC members or on DHPC sites in 2022. Are these the only incidents experienced on our sites or by our club members anywhere in the world they have flown in the past year? All reports help others learn and provide guidance on safety matters with the potential to reduce injury for all of us. Therefore, members are reminded and encouraged to report all incidents on the BHPA incident form here: <https://contact.bhpa.co.uk/incident.php>. Plus, please send a copy of the report to Clive Sury for the club to benefit from any lessons learnt – email address: safety@dhpc.org.uk

If people would like to know the details of each incident reported on our sites within the last year, then these and all others reported can be found on the BHPA incident report log here: https://www.bhpa.co.uk/documents/safety/informal_investigations

Interestingly, you may notice that this report uses the term 'incident' in lieu of 'accident'. This is deliberate and in accordance with the BHPA terminology that they are all 'incidents'. In industry some parties have the distinction that it is an accident if it involves injury or property damage and an incident if not. The emphasis on regarding all these events as incidents is to encourage reporting of instances that could have led more serious outcomes e.g., near misses, equipment failures or narrow escapes from injury. In this way, by reporting such 'incidents' wider learning can be made and hopefully more adverse outcomes avoided in the future. Therefore, re-iterating the point in the first paragraph, please submit incidents when they occur and help yours and others safety knowledge.

Separate to the reports from club members there was also a fatal crash from a paramotor pilot whom was not a member of the club or BHPA. The incident was outside Bradford with an investigation by the BHPA due to be conducted.

Of concern are the two AIRPROX Reports this year and one near miss.

The first relating to an incident on 14th April 2022. The full report can be read here: <https://www.airproxboard.org.uk/Documents/Download> In summary at Whitstones 4 F-35 jets were in the same airspace and close proximity to several paragliders and flew under one. A NOTAM had previously been submitted via the CANP system and this will have been available to the pilots and relevant authorities. When flying during the working week all pilots are strongly advisable to submit a CANP: <https://canp.logans.me.uk/>

The second AIRPROX was on 28th May near Gargrave between a paraglider and light aircraft with the report available here: [Airprox Report 2022090.pdf \(airproxboard.org.uk\)](#) It is not clear cut in how to interpret the report's findings. However, it would be reasonable to read into it that to reduce risk, care should be taken when flying near controlled airspace (LBA) and when sighting other aircraft take avoiding action (as in this case by the PG and reportedly by the light aircraft pilot too).

For completeness, there was also another near miss by jets at Tailbridge on 16th December 2021 by a pair of Swiss F18's. A formal AIRPROX was not conducted but Martin Baxter raised the matter with RAF Leeming with the message that hang gliding and paragliding NOTAMS indicate that a site is likely to be active.

Please note that the Reserve Repack Day has been booked for Saturday 4th February 2023 at Ilkley Grammar School. Full details and guide notes can be found on the forum.

Thank you to everyone who has submitted reports and I wish you all safe flying for the next year.

2022 (3 incidents)

- Feb 27 – Reserve Repack. 30 pilots attended
- Feb 26 – First Aid Course – PSC organised – 1 Dales Club member attended
- Oct 19 – Incident on Gregareth (PG)
- Jun 2 – Incident on Windbank (**PG**)
- Feb 11 – Incident on Stags Fell

Chief Coach's Report

Pete Logan reports

We hosted a BHPA Club Coaching Course in February at Knights Stainforth near Settle. Attendance was full at 26 and there was a wait list too. It's a good venue for future training events. Six attendees were Dales members and the total of Club Coaches now stands at 22. That's a good number, but don't let that stop you if you're thinking of encouraging your fellow fliers. Let the Chief Coach, Pete Logan, know if you want to become a coach - even if you're a newish CP - and we'll get you qualified. In fact there's a Coaching Course due in April '23 over at the Pennine Club. Details above.

Chief Coach Pete Logan took the Senior Coaching Course in Spring and qualified. Its certainly recommended as a way of expanding knowledge of your own flying, attitude to safety and coaching style.

So far this year we've had four members become Pilot rated. Congratulations to Darren Goodlad, Tom Shuttleworth, Stephen Craven & Jacob Aubrey. We'll see you at cloud base no doubt. Exam revision sessions will be held for any more CPs wishing to get their Pilot rating in the close of the year.

In the spring, Dave May and Pete Logan started a group called the 10 to 100 Academy with the intention of equipping pilots to as much as possible to fly futher and higher as they progressed in XC. This was successful with ~50 joiners on Telegram, resulting in an initial session with 20 live attendees and ten or more online who could not travel. The Dales has had a record year fo the number of people logging XC flights this year. Hopefully this effort contributed to that. It stalled by the summer due to Dave emigrating and Pete's job taking him away a fair amount during the year. The material remains in place to restart this next year.

Library Report

Joseph Edmonds reports

We've bought a couple of new books as discussed in Skywords. They are both rereleases of existing books, but well worth a read. Best way to get a copy is to come to a club night, but let me know beforehand if there's a specific one you are wanting so I can make sure I have it for you.

Newsletter Report

Joseph Edmonds reports

Hopefully you've all seen the new format newsletter. The focus is on keeping it simple and allowing us to push out a regular newsletter without too much fuss. It's working really well so far and hopefully you have received and been able to read the last three editions.

Anyone looking to contribute, please get in touch - regular or one off contributions are very gratefully received.

Hang gliding

Trev Birkbeck reports

Not been a stunning year for me. Our second British Open Series (BOS) was a weather wipeout with no tasks successfully completed. Next year, I'm not competing in the BOS - I don't really feel I'm up to par anymore. But I may still go to help out.

The weather station, which has been a great success, needs a couple of things fixing so I may be helping Simon with that.

Colin Rider (who was always out on the hill) has gone down the Sub 70 route and is alleged to be selling his WW HG and harness. Tony Fillingham has his full NPLA now and is going down the microlight path, poss also a 3 axis microlight, ie Eurostar. Andy Hetherington is on the Sub 70 route with his Atos/trike. Kev Gay and I are looking into the Sub 70/SSDR scenario.

But I will still be out on the hill (top axis only, mind).

Financial Report

Dave Bradwell reports

We don't publish details of our financial situation on the open internet but members can view it on the forum [here](#).

Social Report

Stef Sykes reports

The main purpose of the social secretary, as I understand it, is to distract us from the poorer weather throughout the winter months.

We meet at the Horse and Farrier pub in Otley at 8pm on the first Thursday of the month from September to April inclusive. The pub welcomes us by not charging a hire fee, so we tend to have a meal there alongside some warm pints, in order to offset their losses. We meet in Otley as it seems to be the most central location to a large geographic area of member's homes, which are spread out from Wakefield to Teeside.

This last period has seen my first full year as Social Sec in which we've enjoyed some superb talks and presentations from club members, authors, experts from other clubs and full on silliness with auctions and film nights.

Generally, the evenings aim to be instructive, educational and fun. The nature and content of the nights rely on me to organise them, but I'd be delighted to be furnished with ideas for future night's content; be it persons from whom you'd like to hear or topics for education or inspiration.

Lastly, working with others, the role is looking to build up the XDales Social weekend in September to bring the XDales hike and fly event firmly together with the social and to bring in the Farmer's Dinner. We will test this tripartite event next year, so book your ticket early!

Secretary's Report

Tam DHPC Secretary

Another busy year for the committee. Looking back on the meeting notes, it's amazing the breadth and range of issues that hit the agenda. From aligning club comms to try to ensure that anyone flying our sites is insured, to wondering about responding to the Rewilding Ingleborough project, to considering the impact of the sale of the official Dodd Fell take off to The Woodland Trust, to wondering about where the club harness hanger is, to deciding the way forward when the club DropBox account is at full capacity and they now want paying. Never a dull moment on the committee! Amidst the flurry of activity migrating everything to the new GoogleDrive and Youtube channel to keep up with the digital age, the committee decided that all future meetings would be face to face rather than alternating with remote Zoom meetings. Proper order.

We have an exciting year ahead, a revamped club social (to include entertaining "our" farmers), potentially the start of a drive to get more younger members involved, not to mention watching our sky gods set more records, and the rest of us develop further.

Have a safe year everyone.

You see it's not just about keeping the Chairman in order!

Sites North Report

Simon Tomlinson reports

Weather Station - This has survived another year (nearly) with a maximum gust of just over 100 mph recorded. A visit is being scheduled over the next few weeks to replace the rain gauge & temperature/humidity sensors which have now failed.

The parts are on order with Holfuy.

I think the station has proved to be very useful since it was initially installed 18 months ago.

Dodd Fell - The Woodland Trust now own most of the Snaizeholme Valley in front of launch & up to the Pennine Way track.

Our two official launches are now owned by them & following a discussion with their Project Manager a while ago there shouldn't be any issues.

The unofficial triangular launch area we normally use is run by a different tenant farmer & so should be business as usual.

Stags Fell - We have a very good relationship with the Game Keeper over using the site. Please lets keep it that way by not landing on the top moor under any circumstances.

Semer Water - The option to park in the top corner field on busy days seems to have helped reduce the road congestion in the area. Please avoid parking in any layby / passing areas as this upsets the locals.

Fremington - A very under used site provided an excellent wave day for a few pilots earlier in the year. Don't forget to check with Ronnie before flying.

Farmers Dinner - see Martins report.

Booze Run - Scheduled for early December (200 mile trip over 2 days)

Sites South Report 2022

Shaun Pickard reports

Christmas drinks were delivered in person again at the end of last year. A few of the farmers were in and were all happy to see pilots back in the air again post COVID. An issue brought up on the doorstep relating to gates being left open on Cow Close fell was acknowledged unlikely to be caused by pilots. A reminder was issued in Skywords at the request of the farmer. The wording relating to the max number of pilots allowed on Cow Close was also clarified and amended on the Site Guide.

The use of Windbank as a possible site for a round of BOS Hang Gliding Competition was requested and permissions given by the landowners.

At the same time it was requested by the landowners that pilots avoid using Windbank on the morning of 15th June as permission had been given for the area to be used as a filming location. Notice of this was published on the club Forum and WhatsApp. The site turned out to be flyable on the day.

This years Christmas Drinks round is planned for mid December.

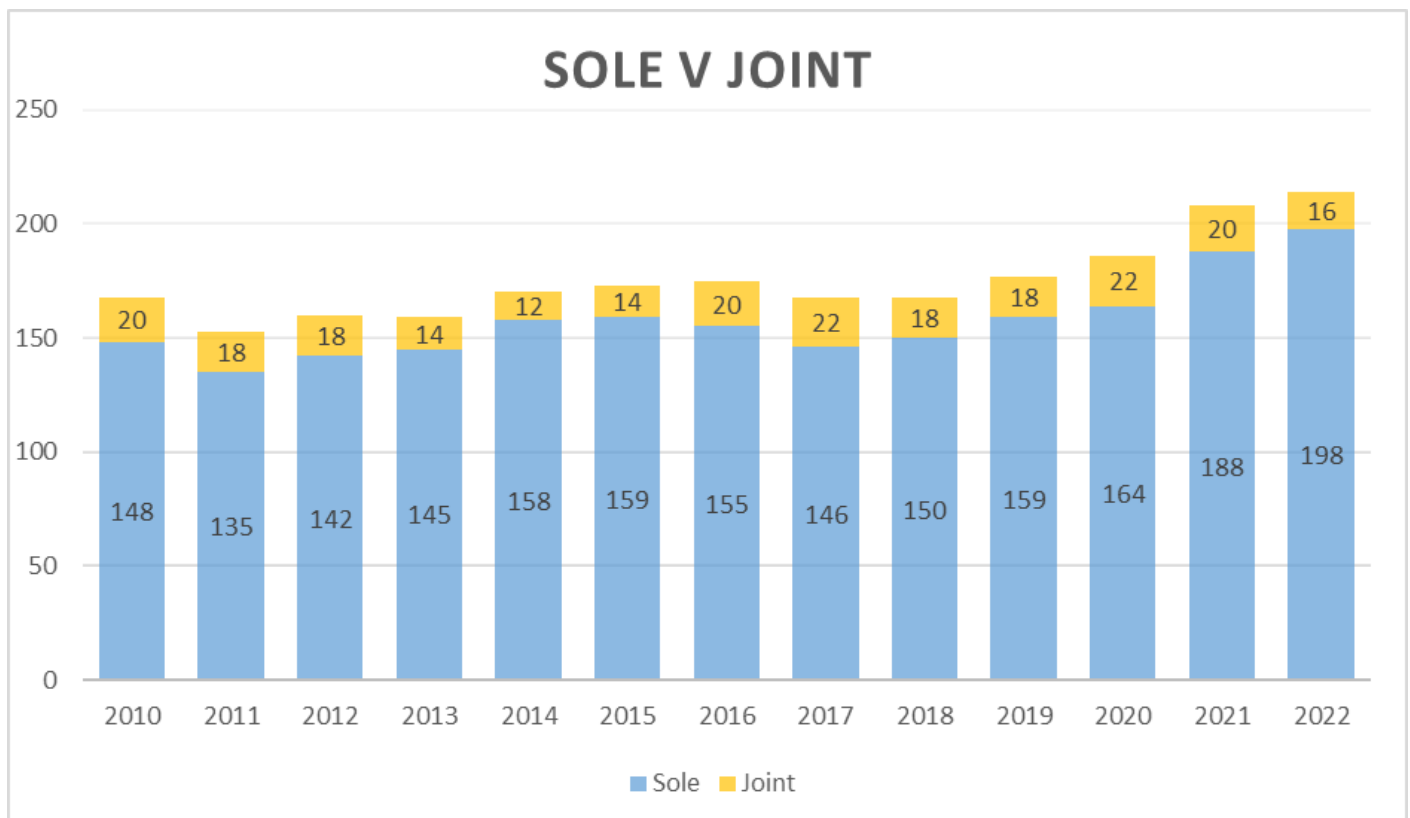
I am happy to continue as the Sites South Officer, but having been in role for 5 or 6 years I would be more than happy to step aside if anyone else fancies a go.

Membership Secretary Report

Rahul Basu reports

2022 Highlights

- ☆ 214 paid up members, an increase of 6 from last year.
- ☆ Just under 80% of members renewed from last year.
- ☆ 82% of members renewed or joined by the end of February to take advantage of the 10% discount for prompt payment.



Best of the Internet

Joel Rosengarten reports

Sat in my recliner chair in my front room, another weekend off, looking out the window at the tree up the road swaying 90 degrees in the wind, rain and cider bottles blowing sideways along the street I decided I best do something productive in the house.

I wandered into my spare room and went ass over tit, the culprit, a MASSIVE bag. . . . WTF? Why would I have a bag that size I wondered whilst watching: <https://youtu.be/BPbUH4rdKPo> all sorted I opened the bag and pulled a weird looking tent thing with strings on it and a chair attached to it , my course of action was obviously ask YouTube <https://youtu.be/uhPmqOrZ8hg> whilst pondering the flying tent I had a distant memory of paragliding. I remembered that I have some how managed to learn to fly a paraglider, to see things others won't, feel the freedom a bird feels. . . . walk up massive hills and eat sandwiches, brie and bacon cos I'm a classy guy.

I remembered meeting <https://youtu.be/KqexC2GHCDY> and agreeing with <https://youtu.be/D2rekzSytQk> to write this. Watching <https://youtu.be/1Mk5Pkh1EiA> videos for a site guide. I read <https://youtu.be/xIT8AWnHCiE> adventures each month in skywords .

I remembered a WhatsApp chat about females not getting enough exposure so here's my contribution to the cause <https://youtu.be/VLaPY1Ftzt4> sponsored acro and paramotor pilot. https://youtu.be/TRx_Olo5ZBM a red bull x-alps pilot. This lass who organises a yearly event for women to get together and set world records <https://youtu.be/uXwX5-T-VYI>

So I decided the theme of the month will be 'what to do with my gear' when not flying as I aired my wing in the front room, then folded it and put it loosely back in the massive bag with the harness still attached outside of the bag so it doesn't put weight on the folds and rods, turns out it's not the worst thing I can do when space is limited.

As per usual the internet has loads of good ideas that contradict each other so I'm not going to put any videos here just suggest you consider how and where your gear is stored.

I was also advised by a pilot in the nysc to check batteries on my radio etc , just remembered this is meant to be about the internet:

[Creedence Clearwater Revival - Lookin' Out My Back Door \(Official Video\)](#)

[Ankle Sprain That Never Healed? \(TRY THIS\) - YouTube](#)

Photo Submissions













CONTENT ENDS AT THE LINE ABOVE HERE