

The Dales Hang Gliding and Paragliding Club

CLUB RADIO FREQUENCY 143.850Hz



# Skywords

[www.dhpc.org.uk](http://www.dhpc.org.uk)

Nov 2014





## Chairman's Chat - November 2014

September was kind to us. But the winter storms have started to roll in off the Atlantic and as I write we've been battered by the remnants of hurricane Gonzalo. Some of you will escape to sunnier climes to get your fix, but the rest of us will be limited to some occasional winter soaring.

But if you want to reminisce, dream and speculate what better place than the club forum? We were recently approached by a member who wanted feedback from someone flying an Ozone Rush 4. That would have been a good topic starter. There are commercial adverts from companies advertising trips abroad and at least one group (non-profit making) organising a trip. But even if you just want advice why not post it on the forum? We like humour too.

For those of you that missed my presentation at the last club night, my top tip when using the forum is to sign in, even if you don't intend to contribute. That way all new posts are highlighted in red, saving you the onerous job of trying to work out what's changed since you last looked.

You don't have to sign in to use the shoutbox (yet). We encourage members to post when and where they are going flying. It's not easy for even the most experience pilots to make a commitment: the weather changes, plans change and we simply get it wrong. If you are a novice it's even more difficult: but resist the temptation to ask open ended questions such as 'Is anyone going out?' It sounds just a little bit desperate. Better to assess the forecasts and publish your decision confidently. If someone thinks they know better that will probably trigger them into posting, and we all benefit.

Some people have the shoutbox linked to Twitter so try to minimise your shouts. Gloating is most definitely allowed after the event, but save it for the flight log on the main forum.

Fly safely,

Martin Baxter

Chairman



Martin Baxter—Club Chairman

Regional Airspace Users Working Group (RAUWG)

I attended the 6 monthly Regional Airspace Users Working Group (RAUWG) meeting at RAF Linton on Ouse last Thursday. I'll pass on the minutes when I get them but in for the time being:

**Leeds/Bradford Airspace proposals.** LBIA are in the process of applying for a change to their airspace. It sounds as though this will involve extending the class D east towards Sherburn in Elmet, but giving up some class D to the west between them and Manchester. I couldn't see the detail from the PowerPoint slides shown but I've asked for them to be included with the minutes. Although the process hasn't yet reached the full consultation phase (Jan 15) Andy Rackham (andy.rackham@lbia.co.uk) the ATC manager seems keen to engage. Tom Hardie from the BHPA will be taking a keen interest and I'll keep you abreast of developments. If approved the changes will take place by 2016.

**Wombledon (6km east of Helmsley in the Yorkshire Moors).** Watch out for increased activity as [Swift Aircraft](#) are now being built there with plans for expansion.

**Topcliffe.** Short story: it's going to get busy in the New Year. Long story: the gliders and Grob Tutors based there were taken over by the RAF earlier in the year. The whole fleet was grounded in order to bring the paperwork, servicing and inspection regime up to RAF (MAA) standards. All the instructors went uncurrent but they plan to start re-training, with avengence, in the New Year. Most flights will remain within 25nm of the airfield.

**Dishforth.** The Army Lynx helicopters will be leaving within the next couple of years and Dishforth will probably cease to be an active airfield.

**GASCo.** We had an excellent Flight Safety presentation from Nils Jamieson of the General Aviation (that's includes us!) Safety Council. I wasn't sure how relevant it would be to us but soon changed my mind when he showed the clip of a PG on a tow line being underflown by a light aircraft and then a HG/PG mid air collision. He's touting to give presentations (about 2 hours with a break in the middle) to all sorts of aviation groups - sounds ideal for a club night? They also produce a useful free monthly e-newsletter. If you want either see their [website](#).

**CANP.** I was approached by pilots from both Leeming and Linton on Ouse after the meeting. One in particular was concerned about encounters that he had had flying through the Dales (especially Wensleydale and Ribblesdale) seeing paragliders above him. Our pilots might have blind faith in the big sky theory but the RAF are more concerned: mid air collision is one of their top concerns. Please encourage your pilots to use CANP.

Next meeting at RAF Leeming on 16 April 2015.

# Noticeboard



## Club Nights

*Club nights are always the first Thursday in the month—  
except January (no club night)*

*Always 7.30 for 8pm, or you could come early to eat with your flying  
buddies first (6.30pm).*

**So, the next one is**

**Thursday 6th November, 7.30 for 8 pm**

*Come and hear:*

*Pat Dower*

*On Pilotage and new developments in that area.*

*Pat is a long time friend of the club, top pilot and coach and al-  
ways gives insightful and engaging talks.*

*A night not to be missed! (unless you're in Spain or Morocco flying!)*

**Don't forget—coming up:**

**Annual General Meeting**

Thursday 4 December 2014 at the [Horse and Farrier](#) in Otley.

7.30 for 8.00pm

As well as setting membership fees for next year all committee posts are up for re-election. Please feel free to stand for any post - I promise you that no-one will be offended. All you need is a little spare time and a willingness to put something back into the club. If you want to discuss things without making a commitment please get in touch with club chairman Martin Baxter at: [chairman@dhpc.org.uk](mailto:chairman@dhpc.org.uk). Oh, and there'll be free beer on the night!

# The Drones are Coming!

Home - Dales Hang Gl... Facebook

UK Paragliding XC news

Like Comment Share

Write a comment...

**Neil Furmidge**  
October 2 at 6:20pm · Sheffield

Had a great afternoon on Rushup today (02/10) but had a worrying incident with a remote controlled quadcopter. The quadcopter was small but with four fast spinning rotor blades in each corner, I wouldn't like to think what could happen if it collided with thin paraglider race lines.

We were flying in strong winds and relatively high at over 150ft above ridge height when I noticed the drone descend to around 20ft above my glider. It was quite hard to see against a grey sky, even with a row of green and orange LEDs on the underside, so it would have been almost impossible to see from the ground. I couldn't see anyone on the ridge or in the fields below and assumed the drone had a camera and was being flown out of line of vision using a remote screen to monitor the 'view' from the drone.

Each time I changed direction the drone tracked my change and whilst quite interesting to watch, the hazard of a collision with my lines started to concern and annoy me. I flew the length of the ridge a couple of times looking for someone with a remote control transmitter but couldn't see anyone. The drone was directly over the copse of trees in the middle of the ridge when it got too close for comfort. After I landed, another pilot told me they saw it fly down to the road and a guy load it into a black hatchback car before driving off.

These things are becoming very popular and produce some great video footage but it's a worrying development when unknown, remote persons are flying their toys dangerously close to paragliders and hanggliders on busy flying sites.

Would be interested to hear about any videos with a top down view of a purple and white Omega 8 that show up on the internet.

Neil

Like Comment Share

15 people like this.

**Pilots urge drone rules**

Strict rules on operating drones need to be introduced say pilots, who predict some will be as big as a Boeing 737 within a decade. The British Airline Pilots Association wants larger unmanned machines as piloted craft. This includes being controlled by operators with pilot training and measures to safeguard the guidance system being taken over by hackers.

NEWS ENGLAND

Home World UK England N. Ireland Scotland Wales Business Politics Health Education Sci/En

News Sport Weather iPlayer TV

23 October 2014 Last updated at 12:06

## Drones flown in London and Liverpool despite CAA laws



The footage was shot from drones over Anfield, Nottingham's Goose Fair and various parts of London

**Drones which could seriously injure or kill are being flown over cities and towns across England, despite laws designed to protect the public.**

Dozens of YouTube clips show the aircraft, which can be bought for £300, over populated areas including London, Liverpool and Nottingham.

The Civil Aviation Authority (CAA) prohibits the flying of drones over or within 150m of built-up areas.

But there have been calls for it to do more to raise awareness of the law. Videos uploaded to YouTube show the remote-controlled aircraft, which have become cheaper in recent years, being flown above bustling areas of London, Liverpool FC's Anfield stadium and towns including Margate and

### Related Stories

- Footage shows drones over cities
- Concern raised over UK use of drones
- Man held over football match drone

Syma X500 with 2MP HD Camera

£39.00

6-Axis Gyro Dron

# Safety First - Deep Stall

This is the ninth of Nigel Page's safety articles from his website <http://www.50k-or-bust.com>. Nigel is a senior paragliding coach, and has been a member of the national team. We are indebted for his permission to reproduce his articles in Skywords. They originally appeared in the Derbyshire Soaring Club Magazine.

Nigel prefaces his articles as follows:

These articles are my best shot at covering some of the safety issues which seem to be poorly understood by some pilots. Most were written in response to serious accidents or incidents. I am conscious that they are only my own view of issues I have been able to identify. They do not constitute a comprehensive safety manual.

Some pilots fiercely condemn any attitude which appears at all negative. However, by their nature, safety articles tend to take this form and I make no apologies in this respect. Some also say such articles are just stating the obvious. This may be so, but pilots keep crashing. Perhaps the obvious needs to be stated.

## Deep Stall

### What is deep stall?

A deep stall, sometimes known as a parachutal stall, is a stall from which a paraglider will not automatically recover when the brakes are let off. Forward airspeed is lost and the canopy descends rather like a parachute and usually remains inflated. The rate of descent may exceed six or seven metres per second, faster than an emergency parachute. A modern certified glider will only deep stall if it is faulty, usually porous or with some stretched or shrunk lines, or possibly if it is wet.

### What makes a susceptible glider enter deep stall?

Depending on how we fly and air conditions we may sometimes stall or almost stall our glider briefly without being aware. If our glider is susceptible to deep stall these brief or incipient stalls may become deep stalls.

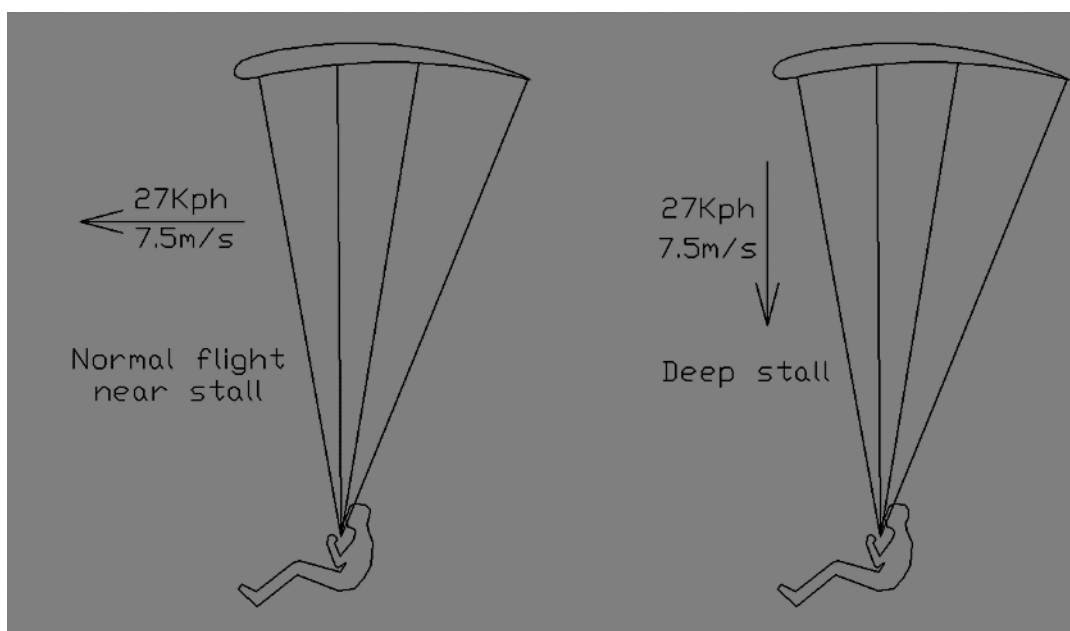
One culprit is thought to be big ears in which the surface area of the wing is reduced, effectively increasing the sink rate and angle of attack. With increased angle of attack comes increased risk of stall, and hence risk of deep stall too. Using speed bar with big ears reduces the angle of attack and risk of stall. Some pilots recommend avoiding big ears altogether. I feel big ears is sometimes useful

## Safety First - Deep Stall (Cont)

but avoid using it near the ground. I am also careful to re-inflate the tips one a time to reduce pitching and I check my wing is flying properly afterwards.

### Recognising deep stall

One thing which makes deep stall especially hazardous is that it can be difficult to recognise. A paraglider in deep stall will fall at a speed of the same order as its forward airspeed in normal flight.



The pilot may 'feel' the airspeed but not recognise that it is in the wrong direction. Vertical! The give-away is that serious sinking feeling, the ground coming up and the scream of the vario, but it may still be mistaken for badly sinking air.

### Action in deep stall

If you are low and think you are in deep stall the safest action may be just to PLF or throw your emergency parachute. If you have plenty of height you might attempt a recovery. Your paraglider manual may have a specific recommendation on how to do this. Otherwise first check the brakes are fully off which may be sufficient to recover normal flight. If this does not work other methods are pushing the speed bar or pushing forwards on the front risers to pitch the wing down. Bear in mind that all attempts at recovery may fail and be prepared to use your emergency parachute.



Dales' pilots get everywhere—some more than others. Jan Tempest is one of the “some”, and was lucky enough to be at the Coupe Icare in September.



The 41st Coupe Icare took place over the 18-21st September. Hundreds of free flyers from around the world - paragliders, microlights, gliders, balloonists took over the little village of St Hilaire just south of Chambéry.

Flying was allowed Thursday and Friday from the two launches so I got some practice at alpine nil wind launches - after queueing with about 50 others. Not very lofty but even top to bottoms were fun and regular free buses brought pilots back up.

The highlight for many is the annual fancy dress comp which takes up all weekend. Dragons, Roman chariots, stilt walkers, burlesque, giant goldfish, wine barrels, a skateboarding reindeer, lego men, lots of tandems, Victor and Tweetiepie. There are several videos on youtube for anyone interested.

When tired of this there was a trade fair and secondhand market, acrobatix, glider displays, some stunning acro, balloons drifting across the





## Coupe Icare



valley, lantern workshops - 700 lanterns drifting into the night sky is an unforgettable sight.

The cinema tent ran continuously with both informative and entertaining films. Lots of food and drink was consumed and each evening local bands fired up and filled the dance floor. Keeping up his Baildon Sod form Kerim was a late take off in the Finesse Comp and soared/plummeted to victory.

A huge fun weekend and a great starting point for a flying trip in the Alps.



The dress in the pic is made from an old glider. The girl makes wedding dresses and so on from them!

## Safety First - Quiz

Imagine you had the opportunity to take this photograph during a flight.....



...assuming you survived the encounter, what do you think you should be saying to yourself?

- A) ..but according to the Big Sky theory...
- B) Wait till I tell the boys in the pub I've been in a dog fight with a Tornado
- C) Aren't I lucky, my wing only cost a 4 thousandth the cost of his machine and here we are in the same airspace
- D) I knew I'd forgotten something, I must pack spare underwear when I come flying
- E) Maybe I really should learn how to publish a NOTAM, and make sure I do it in good time when I'm going out flying midweek.

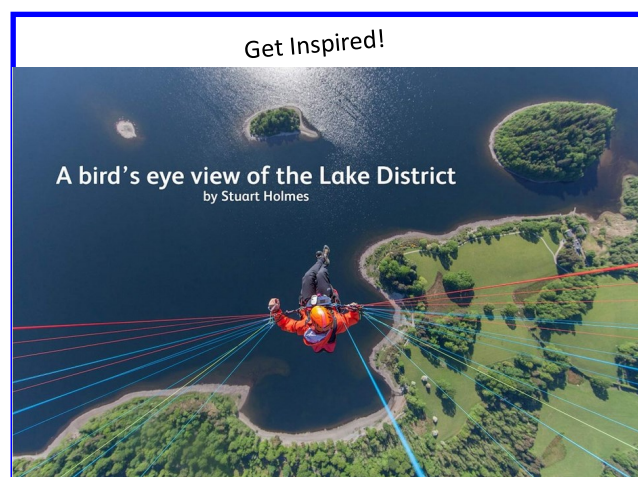
### Future Club nights

Dec: AGM

Feb: Quiz / Photo Comp

Mar & Apr: Major national talent

May: No club night—Go fly!!





# HIGH SIERRAS

Guided XC and thermal coaching in Southern Spain, for novice and experienced pilots Fly with Chris Williams who has been flying and guiding in the area for over 20 years.



Stay in the quiet mountain village of La Muela at the foot of Sierra de Lijar  
Limited to small groups of 4/5 for a higher quality of service  
We also offer mountain bike guiding and bird watching tours  
Taking bookings from September 2014

**Limited offer of £250 per person based on group booking of a minimum of 4 flyers. Price includes accommodation and guiding. Book early as only limited places at this price!**

Contact: Chris Williams  
UK: 00447973222713  
Spain: 0034608598083  
Email: [chris@paraglidespain.com](mailto:chris@paraglidespain.com)  
[www.paraglidespain.com](http://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 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 free. 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. Our prices start from €490 euros each per week, discount for group bookings and a one week per month special offer of £250 per person based on a minimum of 4.\* Taking bookings from September 2014.

\*Offer finishes March 2015.

See website or call for details.

[www.paraglidespain.com](http://www.paraglidespain.com)

mailto:[chris@paraglidespain.com](mailto:chris@paraglidespain.com)

UK:00447973222713

Spain:0034608598083

**Club Coaches.** This is an up to date list of Club Coaches.

## Dales Hang Gliding and Paragliding Club – October 2014

### Hang Gliding Coaches

Name	Availability	Location	Email	Contact Telephone Number
Trevor Birkbeck	Various	Ripon	trev.birkbeck@gmail.com	01765 658486
Steve Mann	Weekends	Kirkby Malzeard,	steve.andbex@btinternet.com	01765 650374
Kevin Gay	Various	Ripon	kgay@talktalk.net	07794950856

### Paragliding Coaches

Name	Availability	Location	Email	Contact Telephone Number
Ed Cleasby Chief Coach	Various	Ingleton	xcflight@gmail.com	07808394895
Rob Burtenshaw (senior coach)	Sun+various	Oxenhope	burtenshaw@fsmail.net	07747721116
Peter Balmforth	Weekends	Leeds	peter.balmforth@ntlworld.com	07714213339
Steve Mann	Weekends	Kirkby Malzeard	steve.andbex@btinternet.com	01765 650374
David Brown	Various	Ingleton	d.brown208@btinternet.com	07757333480
Alex Colbeck	Weekends	Harrogate	alexcolbeck@hotmail.com	07717707632
Kate Rawlinson	W/e schols	Colne	katerawlinson@hotmail.co.uk	07976510272
Kevin McLoughlin	Weekends	Lancaster	kevin-mcloughlin@hotmail.com	07767 652233
Martin Baxter	Weekdays	Wetherby	mrbaxter@hotmail.co.uk	07775785479
Toby Briggs	Various	Pateley Bridge	tobybriggs@btopenworld.com	07582156471
Fred Winstanley	Various	Higher Bentham	fredwinstanley@sky.com	07770741958
Richard Shirt	Weekends	York	rshirt@advaoptical.com	07786707424
Simon Goodman	Various	Leeds	simon.goodman@talktalk.net	07720061200
Andy Bryom	Weekends	Keighley	andy.active@unicombox.co.uk	07796 421890
Dave Couthard	Weekends	Leeds	d.couthard2@ntlworld.com	07595895149
Sean Hodgson	Various	Haworth	sean@ogi.me.uk	07999606084

*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 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 need to undertake some coaching each year to retain their rating.*

*They are there to help you – please use them.*

Ed Cleasby

Chief Coach/Senior Coach

October 2014