

The Dales Hang Gliding and Paragliding Club

CLUB RADIO FREQUENCY 143.850Hz



Skyywords

www.dhpc.org.uk

October 2015

So what have the BHPA ever done for us?

Find out at the Horse and Farrier, Otley.

Thursday 1st Oct, 7.30 for 8pm

If that's Tam behind us, we must be at the wrong site. Let's get out of here



Martin Baxter

CHAIRMAN'S CHAT – October 15

It's that time of year when I have to ask, nay beg, for your support. At the AGM in December the whole committee will stand down, and somehow we have to find people to run the club for another year. To my huge relief the majority of the committee have agreed to stand again. But three have declared that they won't, and we need volunteers to replace them.

Safety Officer. This is a key appointment and one that we are mandated to fill in order to remain a BHPA registered club. It requires a responsible and knowledgeable pilot whose main duties revolve around disseminating safety information and organising the annual reserve repack.

Sites Officer. Without flying sites the club would not exist. We need someone to look after our southern (south of Kettlewell) sites. The job consists mostly of liaising between members and farmers so that any problems can be nipped in the bud. Our farmers are mostly a very supportive bunch and, since you get to give each of them a bottle of whisky just before Christmas, it's a good way to make new friends. I've done the job before and can confirm that it's quite an adventure!

Social Secretary. This is a really easy job that requires you to organise an activity or visiting speaker for our winter club nights.

But, as mentioned above, all the posts are up for election so if there is another job you fancy please don't be afraid to volunteer. I promise that not a single existing committee member will hold it against you - in fact I suspect that they will buy you a beer!

We may have to adjust posts depending on who volunteers and obviously we will try to fill the key posts first. If we don't have enough volunteers then it may be that we'll lose Skywords or club nights until someone steps forward.

The committee meets between 7.30pm and 9.30pm on the third Thursday of alternate months at the Horse and Farrier in Otley, but you don't have to attend every meeting. We pay travelling expenses. As well as your specific role you also have a responsibility for steering the club in the right direction, and preventing the Chairman from becoming too much of a dictator!

I have a more detailed job specification for each post if you would like to know more. If you feel that you can put something back into the club then please get in touch, even if you don't want to make a commitment at this stage. mr Baxter@hotmail.co.uk

Fly safely,

Martin Baxter
Chairman



Club Night
Thur 1 Oct
Horse and Farrier, Otley
7.30 for 8



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 (March 2014)

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	kgay@talktalk.net	Various
Ed Cleasby SC/CC	PG	Ingleton	7808394895	xcflight@gmail.com	Various
Rob Burtenshaw SC	PG	Oxenhope	7747721116	burtenshaw@fsmail.net	Sun and various
Peter Balmforth	PG	Leeds	7714213339	peter.balmforth@ntlworld.com	Weekends
David Brown	PG	Ingleton	7757333480	d.brown208@btinternet.com	Various
Alex Colbeck	PG	Harrogate	7717707632	alexcolbeck@gmail.com	Weekends
Kate Rawlinson	PG	Colne	7976510272	katerawlinson@hotmail.co.uk	W/e & school hols
Kevin McLoughlin	PG	Lancaster	7767652233	kevin-mcloughlin@hotmail.com	Weekends
Martin Baxter	PG	Wetherby	7775785479	mrbaxter@hotmail.co.uk	Weekdays
Toby Briggs	PG	Pateley Bridge	7582156471	tobybriggs@btopenworld.com	Various
Fred Winstanley	PG	Higher Bentham	7770741958	fredwinstanley@sky.com	Various
Richard Shirt	PG	York	7786707424	rshirt@advaoptical.com	Weekends
Simon Goodman	PG	Leeds	7720061200	simon.goodman@talktalk.net	Various
Andy Byrom	PG	Skipton	7796421890	andy.active@unicombox.co.uk	Weekends
Dave Coulthard	PG	Leeds	7595895149	d.coulthard2@ntlworld.com	Weekends
Sean Hodgson	PG	Haworth	7999606084	sean@ogi.me.uk	Various
David May	PG	Ilkley	7928318219	dav.may@gmail.com	W/e & various

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
February 2015

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

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

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



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

Congratulations!

Huge congratulations to Jake Herbert and Dave Smart who came 1st and 3rd respectively in Serial Class, and 1st and 2nd in Sports Class in the British Paragliding Championships after the 2 rounds in Krushevo, Macedonia and St Andre, France. Stellar performance guys!



Algo trip

“There will be a club trip to Algodonales with Baz & Sam at October half term that’s Sat 24TH Oct to Sat 31st Oct. 2015.

Tony, Zena & Mrs Rawlinson are already booked. We only need one more to get the group discount and free airport transfers.

There are 4 places available over & above the 3 already booked.

Deposit to secure a place is £150. Please contact Tony Pickering on 07474 387773 or 01535 662846 to book. (Do not leave messages on my mobile.)

(Your place is not assured until I have received your deposit, contact me first though & do not book the flights until I have that deposit.

Flight available with Jet2 from LBA at 7am on 24/10/15 approx £310 return + baggage.”

Tony Pickering

Library Amnesty

Please return any books / DVDs etc to the library. No penalties for overdue items!!



September Club Night Pat Dower—a review of 2015

Pat is an old friend of the Club, always willing to come along and have interactive sessions on our winter club nights. They are always informative and fun, and our first night of the winter 2015/16 was no exception. Whilst many of us have had frustrating years with crap weather, not enough flying and not enough opportunity to fly, Pat gave us a review of his year which even for such an experienced pilot had seen a number of firsts for him:

- First UK 200km + flight
- First PWC (for 21 years)
- Biggest upset caused
- First Reserve throw in 25 years of flying

With so many new things happening for him, Pat demonstrated that for paragliding, as with life, you never stop learning, and sometimes the lessons you learn are neither earth shattering, or new. From his entertaining talk, and lovely slide show, I noted down a few of Pat's observations.

200k flight

- It doesn't need to be a really booming day to have an epic flight, just consistently good
- The power of the gaggle, but don't allow distractions to interfere with your navigation. With new instruments, in new territory and significant radio chatter, Pat lost concentration enough to bust airspace, so the flight was disallowed on the XC League.

PWC

- These guys are REALLY good at flying! Flying fast, and close in the early rounds in good conditions. When the conditions deteriorate, they still fly just as fast and just as close.
- The power of the gaggle and some fantastic pilots are just awful at ground handling!

Biggest Upset

- Local sensitivities about sites may not be fully understood from conversations with some local pilots, or the local population. Always get as much information as possible before flying a site, even if you think you know it.
- Clubs should consider how far they need to go to keep landowners on side—is it always worth it, if they put more and more stringent conditions on?

First reserve throw

- Always concentrate on actively flying your wing, getting feedback from it, and keeping an eye on where it is and how it is behaving.

Some photos from Pat's year are reproduced overleaf.



Approaching Weymouth, and Portland Bill, after 200k!

Photo: Phil Wallbank

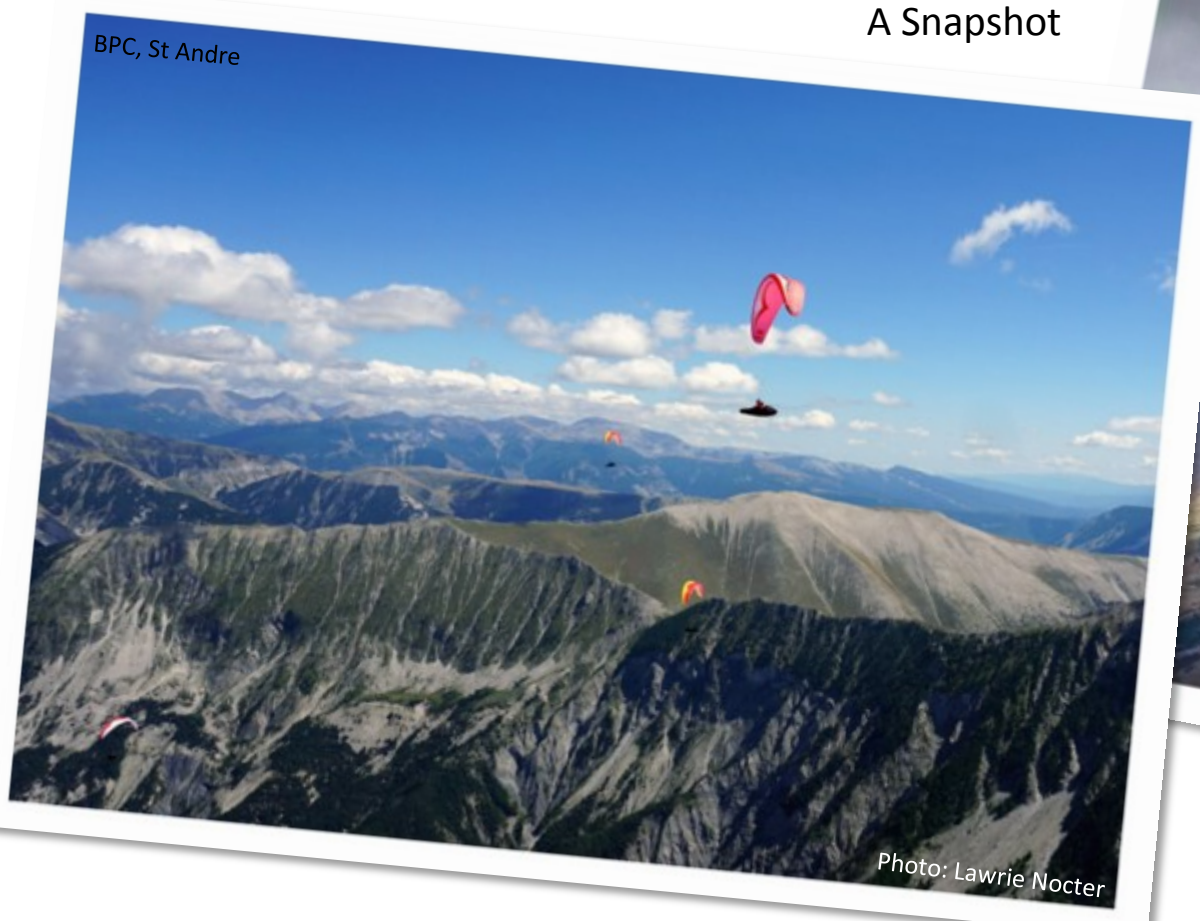


Launch, Mont...

Pat Dower's Year - A Snapshot



Macedonia for the British



BPC, St Andre

Photo: Lawrie Nocter

Magre, Portugal. PWC



Photo: Malin Lobb

Winners Podium, BPC, with Jake Herbert



Photo: Lawrie Nocter

h Paragliding Championships

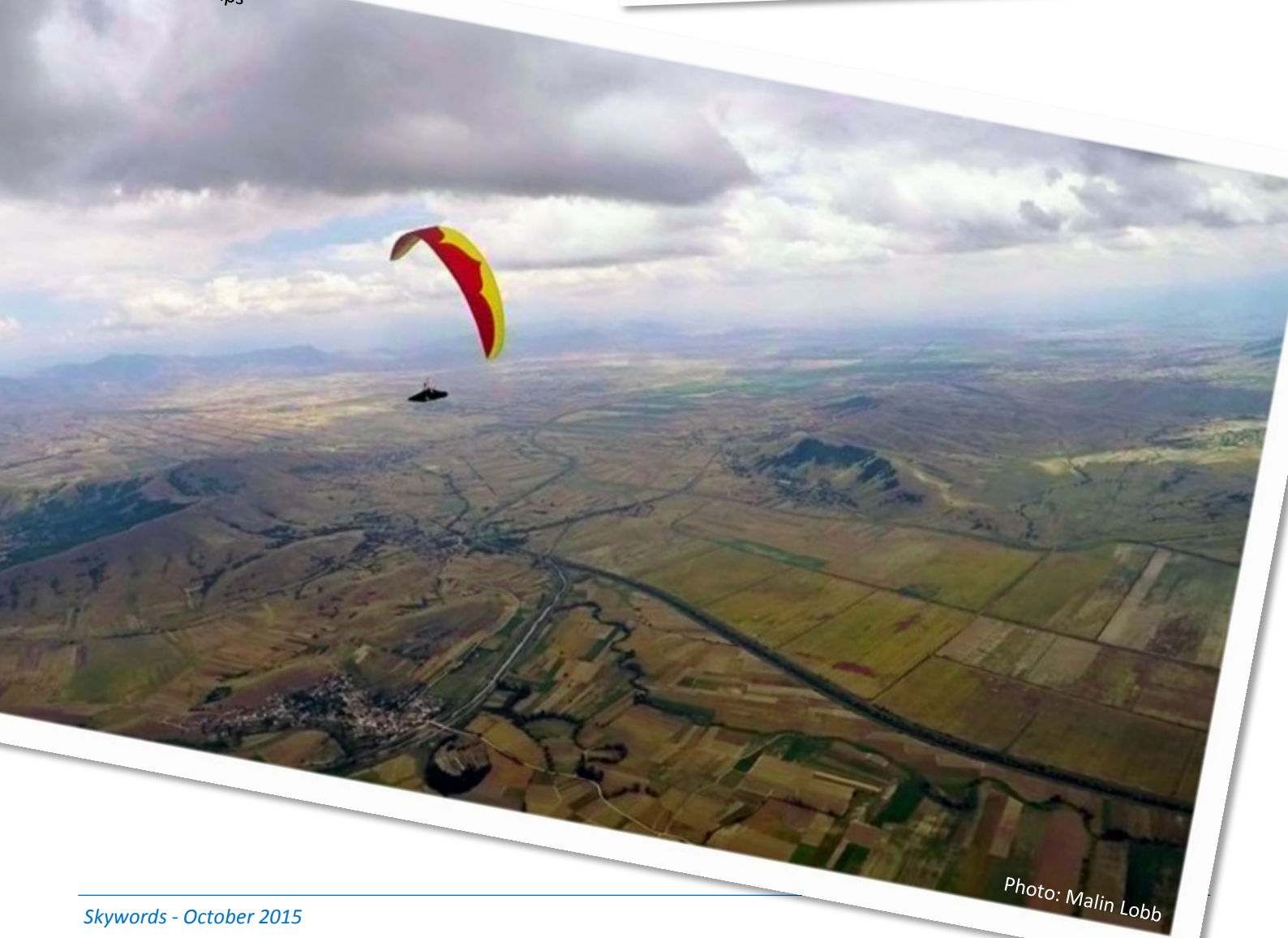


Photo: Malin Lobb



David Brown Sites Officer – North

This year has turned out to be a very quiet year with no adverse contacts from land owners/farmers. This may be due to the weather conditions being poor for the Yorkshire Dales with strong winds for much of the Spring and Summer and subsequently limited flying!

The one thing that did concern me was the model gliding contest on the 6th September. I don't have an issue with the model flyers and see them as kindred spirits. I myself did some radio controlled soaring before I even knew about HGs and PGs. My concern was that other members might not feel the same way and there would be some conflict during the competition. I'm pleased to say that everyone I've spoken to has told me that it went off without incident. I have been liaising with Mark Redsell, the organiser and who lives in Baildon, and can report that he sought all relevant permissions and it was my fault that the event was not publicised in better time. I'm grateful that our pilots were not inconvenienced and also had a decent days flying to boot. Mark wants to be able to arrange a similar competition next year and if this is the case, I will try to let you know sooner. It may turn out that they find another site that would be unsuitable

for us but one that they could fly and run their competition there.

Following my last article in Skywords, I asked for comments regarding Bishopdale. I have had a couple of comments in person but no other contact so I propose to write to the land owner regarding the NE face and remove the NW face from the site guide. Perhaps the land owner would allow the model flyers to use it since they would not disturb any grouse shoots by going XC over the moors which has consistently been his main concern!

One final thought, more an observation. The coaching day on Brant Side saw a lot of pilots having a good time during the afternoon. For those not familiar with the site, I gave a site briefing with an emphasis on landing above the wall (top landing) and the easy routes back to launch or the vehicles. It was pleasing to see that the information was used, especially using the gap in the wall at the south end of the ridge, and all in all we had a cracking day.

Here's hoping for a few more thermic days soon.

www.paraglidespain.com

From £250 per person *

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

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

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

Chris and Lynn Williams of "High Sierras" are offering guided paragliding, mountain biking, bird watching and trekking holidays. Staying in the quiet mountain village of La Muela de Algodonales at the foot of Sierra de Lijar in Southern Spain. Come along for a paragliding holiday and if you wish take part in the other activities. We offer for these free if you are on a guided week. We specialise in small groups of around 4 to 5 for a higher quality of service, XC guiding and retrieve, coaching including task setting, waypoints

for circuit flights entering your flights into the UK league and all you need to set you up for the UK XC season. Discount for group bookings offer of £250 per person based on a minimum 4. With 15% off individual full price for club members only.

Speeton Update



The Sir George Cayley Sailwing Club has decided to WITHDRAW the request to NOT FLY Speeton issued on 21st April 2015.

The SGCS Club would like to thank all pilots who have observed the voluntary ban. Paragliders have not flown Speeton all Summer, since April.

However, with the nesting season now drawing to an end and a complete absence of progress on a voluntary code of conduct, the Club feels that there is no good reason to continue the 'ban'.

The situation now reverts to how it was prior to 18th April, when paragliders were accused of disturbing nesting birds, threatened with prose-

cution, and the SGCS became involved in an effort to mediate an amicable solution.

The Speeton take-off and area of cliff to the South of Speeton is NOT (and never has been) a SGCS 'official' site. If you fly the cliffs at Speeton you do so as an individual.

The SGCS will continue to monitor the situation, and if you have any information/news, please let me know. I continue to hope that some constructive progress can be made through discussions with the RSPB and Natural England, with a view to adopting and administering Speeton as a SGCS Club Site.

In the meantime, to avoid possible

future accusations of disturbance to the bird colony, if you choose to fly Speeton, it would be sensible to observe some 'informal' guidelines including:

Keep a reasonable height and distance above and to seaward of the cliffs.

No acrobatics or paramotors.

Avoid trespassing on private farmland.

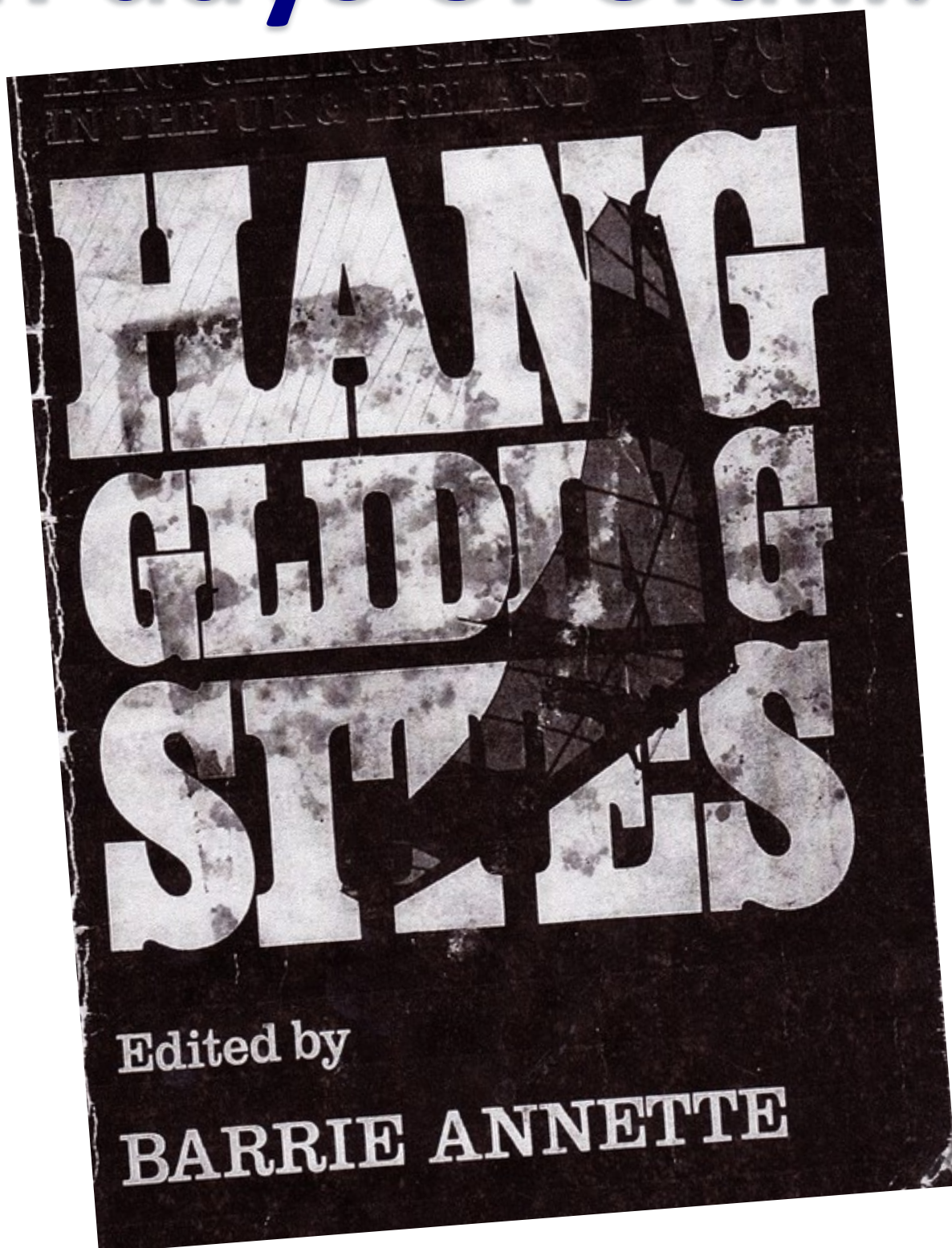
Do not fly South of the trig point (or above the Bempton bird sanctuary).

Many thanks,

Anthony Dew
Chairman, SGCS



In days of old....



Back in the days when Boycott still played cricket, when people only had 1 “TV set” and it might have been black and white, and when the average cost of a house in the UK was a bout £20,000, the Dales Hang Gliding Club was formed. A enterprising chap from London, Barrie Annette, collated information on all the Hang Gliding sites of the UK and Ireland, and produced a 56 page book! The entry for the Dales is reproduced opposite. The full booklet is available [here](#)

Rules: Pay 50p per glider per day to Mr. Critchlow, Moss Car, Longnor, the farm on the R of the B5053 towards Buxton.

Amber 1 at 4,500ft. ASL.

Telephone: Longnor.

Hospital: North Staffs Infirmary.

SHINING TOR SW-W
SJ995735 Near Buxton

A good soaring site, 400ft. x ½ mile, with good top and bottom landing. The top is 1834ft. ASL, less obstructed than other Peak sites.

5 miles W of Buxton on the A537. Park in the field N of the track to Longclough Farm, NW of the N elbow of the road, walk up 400ft.

Rules: Notify Macclesfield police prior to flying.

Pay 50p to Longclough Farm, or to Mr. Nixon at Field Head Farm, ¼ mile to the S, depending whose land you use. The boundary passes midway between the farms. Split the fee if you take off and land in different areas.

Max. height 3,000ft. ASL.

THE YORKSHIRE DALES

This is an area flown by the Dales Hang Gliding Club. The sites lie between Wharfedale and Wensleydale, in a north to south direction, and so, for quick reference, hills on O.S. map sheet No.98 (1:50000 series) "Wensleydale and Wharfedale".

This area offers valley flying on valley sides, ranging from 200ft. to 800ft. Valley sites are fine in good conditions, but in strong winds create extreme turbulence, coming from the other side of the valley or from valleys several miles upwind. However, valleys have their good points also, inasmuch as they can produce wave lift in certain conditions of atmospheric stability. The full potential of wave flying in the Dales has not yet been fully explored, but a lot is being learnt from chance encounters.

Thermals do not always come through in the same predictable way as on normal ridge sites, as their points of origin vary throughout the day with the angle of the sun to the hilly terrain. The land-use can also affect the growth of thermals, as elsewhere. Being in the Pennine range, the Dales region can sometimes experience its own local weather characteristics.

XC potential is rather good in the Dales, with flights of 17 and 20 miles being recorded in 1978, which, in the area is generally considered to have been a bad year. Towns of any significance are no real problem for flights from most of the sites. However, most of the area is on the edge of a military low level flight training zone, which is a serious problem.

Midweek flyers must use the NOTAM freefone procedure and ring them a second time if the first call does not keep aircraft away. Several near misses have already occurred.

Most of the sites in the dales have no absolutely

safe bottom landings, but they can usually be handled by all but novices in all but windy conditions, when a flight down can mean a really rough ride through valley turbulence. Narrowness of valleys and restrictions on the use of landing fields are two problems for those with bottom landings on their mind.

Take a physical fitness course before going to fly in the Dales, as all but one of the sites are bottom access only, and that is not always from the base of the hill. Local flyers, however, find that the splendid views alone are often worth every last gasping wheeze.

You will note a lack of site details in this section. The Dales Hang Gliding Club produces an excellent site booklet for members. Unfortunately the situation changes so frequently with regard to site rules affecting access, parking, landing, etc. that the only way to ensure that visitors are kept up to date with changes is through personal contact via a mailing list. Hang gliders play second fiddle to the big business of grouse shooting and as the Dales National Park is one big haven for the paying huntin', shootin' and fishin' brigade, the club's continuing concessions to the use of grouse moors depends upon them having efficient control on flying activities. Visitors to the Dales then who wish to fly must therefore make contact with the club first. Visitors who wish to fly in the Dales on more than a one-off basis will be given all the latest site maps and information sheets at virtually production cost (associate membership scheme). They will also be put on the mailing list for any revisions. All visitors are given all the help they need.

A few rules may be of value to be mentioned here. If you must bring dogs, exercise them only around your car, and then on a lead. A dog can destroy thousands of pounds worth of sheep and lambs when let loose in this novel and exciting countryside, even if he "doesn't normally bite". Farmers lose sleep at the mere sight of dogs. He need not see the animal - someone will tell him about it - and if any sheep die for any reason. Sheep, like humans, suffer from heart attacks. Never argue with farmers, even if you feel you are in the right. The club has mapped out access routes to sites using gates and stiles. Dry limestone walls were not designed to be climbed over, and when they cannot fly, the Dales flyers sometimes spend time re-building walls which they think may have been damaged by spectators.

If everyone adheres to simple rules, they will always be welcomed and accepted by landowners, but if they don't then the club's work over the years has been in vain.

The people to contact are: Peter T. Anstey, Secretary DHGC, 82 Rastrick Common, Brighouse, W. Yorks. Tel: Brighouse 716069. R. Noel Whittall, Chairman DHGC, Tel: Leeds 584044. Trevor J. Birkbeck, Tel: Ripon 5540. Eric Rowley, Tel: Grassington 752444. Brian Dobson, Tel: Ilkley 607338 (a mid-week flyer), and Harry Unsworth, Tel: Bradford 630494.

Associate Membership: £2 p.a. (For full members of other BHGA clubs).

Full membership: £3 joining fee, and £5 p.a.

SAFETY

Dear Fellow Aviators,

RAF Linton on Ouse is holding a Military-Civil Air Safety Day (MCASD). The event is being organised in partnership with GASCo to promote a safe operating environment for all users within our shared airspace in the Vale of York and beyond. The MCASD will take place Saturday 10 Oct 15.

The attached letter and poster provide further details and can be placed on notice boards or copied for distribution if you so choose. Also feel free to forward this email and attachments to your membership as appropriate.

Paper copy has been posted today to CFIs of your respective clubs (except Dales Hang Gliding, North Yorks Sailwing and Yorkshire Owls for whom I don't have postal addresses).

Of note, in addition to the informative briefings there will be the opportunity to:

- Get up close to the Military aircraft that live at Linton and Leeming.
- Win a chance to fly the Tucano Flight Simulator.
- Visit the Station History Room.
- Discuss the environment with those present.

GASCo are providing wider GA community promotion and are also handling registrations for the event.

Further information and registration details can be found at <http://gasco.org.uk/news/general/news.aspx?p=1037230>

RAF LINTON-ON-OUSE MILITARY CIVIL AIR SAFETY DAY

Saturday 10th October 2015
1000-1530

Fly your aircraft to Linton
Or come by car.

Selection of briefings & discussions:
RAF Tucano, Hawk, Tutor and VGS
Static ac to look around
Visit the memorial room
Draw to visit to fly Tucano Simulator
Local ATC services
Electronic conspicuity
UAV risks and equipment
CAA future airspace

Visit GASCO.ORG.UK for more details
and apply to attend.



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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


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Civil Aviation Authority



SAFETY REMINDERS

August 28, 2015

Though not strictly Dales related, the article reproduced below contains many applicable messages, no matter what you fly, or where you fly. It is particularly relevant to experienced pilots, and was sent through by ex pat Brit, Bruce Kavanagh, from the States

Safety Reminders in Light of Recent Fatalities

Dear Fellow Free Flight Pilot,

There are some recent trends in fatal hang gliding and paragliding accidents that you, as a pilot, should know, so that you can make better decisions managing the inherent risks of our chosen pastime.

First a few facts to add to the graphs below showing fatality trends:

- From 2005 through 2014, combined hang glider and paraglider fatalities per annum have ranged from five to nine, averaging about six.
- In 2014, we experienced nine total fatalities in the US.
- Since the beginning of this year, we have experienced *fifteen fatalities*: 8 Hang Gliding and 7 Paragliding. The 2014 fatality rate was high. The 2015 rate is already **more than double** the annual fatality rate for the last decade-and the year is not yet over.
- There have been twenty-four pilot fatalities since the beginning of 2014:
- Of the sixteen pilots flying hang gliders or traditional paragliders (not mini-wings), almost all were experienced pilots, with only two hang glider pilots at novice level or below and two paraglider pilots at novice level or below. Lack of pilot experience was not a common factor in these incidents.
- Of the seven pilots flying mini-wings, three were novice pilots that were not mini-wing rated, one was not a USHPA member, two were advanced mini-wing pilots, and one was an advanced paraglider pilot without a mini-wing rating. The fact that over 70% of the pilots involved in fatal accidents flying mini-wings were not mini-wing rated suggests inexperience on that wing type is a factor.
- Problems with conditions, equipment or intentional maneuvers that arose while flying in close proximity to the terrain was present in all nine hang gliding fatalities and at least fourteen of the fifteen paragliding & mini-wing fatalities. This represents almost 95% of all fatal accidents.
- Loss of control of the wing due to encountering turbulence was involved in almost half of all the fatalities - and all of those occurred in close proximity to terrain.

While digesting the above facts, please consider the following suggestions:

Your Personal Flying Risk Management

Flying a hang glider or paraglider is not a safe activity. Debating which type of ultralight is safer misses the point- neither are inherently safe. Active risk management can improve the chances of not being hurt, but can never make flying safe.

You can make decisions that have a tendency to improve your safety margin in a flight. "The overriding determinant of pilot safety in hang gliding is the quality of pilot decision making." That quote is right out of [Why Can't We Get a Handle on This Safety Thing?](#), the excellent risk management analysis written by Mike Meier almost two decades ago, and yet so relevant today. Mike also pointed out: "Just because you got away with it does not mean it's safe".

Two other excellent resources on the topic are Paul Voight's [The Target on Your Back](#) and Irene Revenko's [Risk Management in Paragliding](#). Michael Robertson's [Charts of Reliability](#) is another valuable resource for evaluating the decision to launch.

Please take a break from your flying and re-read the excellent articles that your fellow pilots have penned on this topic over the years. The USHPA web site has a collection of these articles at <http://ushpa.aero/safety.asp>. Think about what has been written on the subject. Discuss the topic with your local pilots and make your personal flying risk management the first priority on every flight.

Although we have not seen fatalities from use of "GoPro" style video cameras, we have seen incidents where pilots were distracted, fiddling with their cameras, or appeared to fly more aggressively, and with less of a margin of safety in order to capture the "cool" maneuver or dramatic shot on their video. Those safety margins often involve altitude, proximity to terrain, complexity of the maneuver, and weather conditions. While the value of such videos in training, marketing and just fun cannot be argued, please prepare by thinking through the risks involved and make a list for yourself of the margins of safety that you will not cross while using the video camera.

A closing thought about risk management is the value of backing up our fellow pilots' decision making and pre-flight by offering our opinions and oversight. Don't be the pilot that has to wonder what might have been if they had offered their input before our friends launched on their accident flight.

Complacency

Complacency can lead to the deterioration and loss of safety margin. There are many areas where complacency can creep in. Our equipment, the weather conditions we choose to fly in, deviations from standard procedures, how well the flight is going compared to how we thought it should go, the potential wind/turbulence conditions that we deem acceptable before we launch, and other decisions are all subject to complacency.

By its very nature complacency grows with repetition. The worst type of complacency comes from the repetition of getting away with higher risk events, but it also comes from just repetition of flights. You lose the fear, the hyper-vigilant edge, the immediate reflexive response to dangerous conditions or developments (throw chute now!!!). That hyper-vigilant reflexive stance is replaced with the misguided confidence that "I can handle this" based on the repetition of flights in circumstances where the pilot did handle it - or perhaps better stated "got away with it". That complacency erodes the margin required to deal with the almost inevitable (if you fly long enough) circumstance where only decisive, immediate and efficiently executed action leads to survival.

Before each and every flight, remind yourself that flying is inherently unsafe and ask whether you are satisfied with what you have done to minimize the risk so that this flight will not be your last.

Altitude and Turbulence

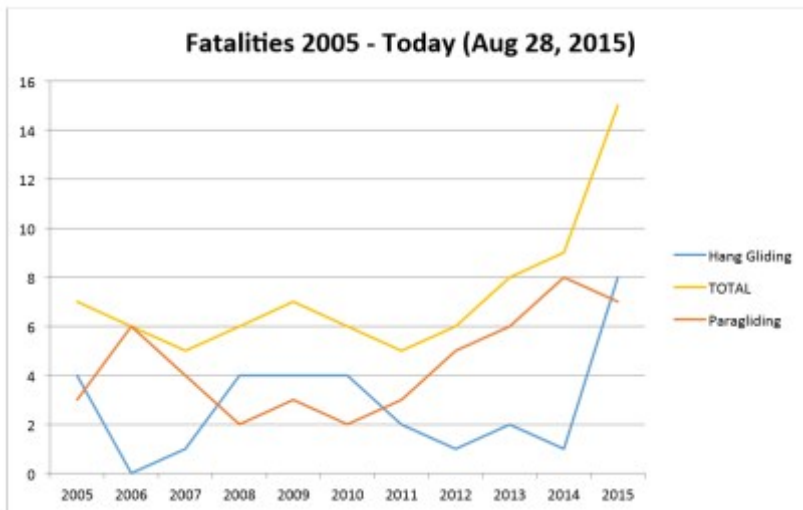
A pilot's ability to survive the inevitable unforeseen circumstance (be it weather change, turbulence, equipment failure, preflight error, etc.) is a direct function of safety margin. The amount of altitude you have above terrain is perhaps the biggest determinant of your safety margin, as higher altitude usually gives you more time to deal with the issue. Low altitudes inherently have less margin. To mix low altitudes with likely turbulence (thermic, mechanical, shear/wind - there are many sources) has cost the lives of many of our fellow pilots. As Jim Lee once said to me "If we could see the air we fly in, we wouldn't". Many of us fly in conditions (time of day, good lapse rate, low humidity, good tail wind, etc.) and around terrain (mountains, ridges, etc.) that makes it likely to encounter turbulence strong enough to make our aircraft uncontrollable for at best a short period of time and at worst forever

(tuck, fold, wrap and break). None of our free flight aircraft are adequately controllable in some of the turbulent conditions we often fly in, so we better be flying with sufficient margin to deal with it.

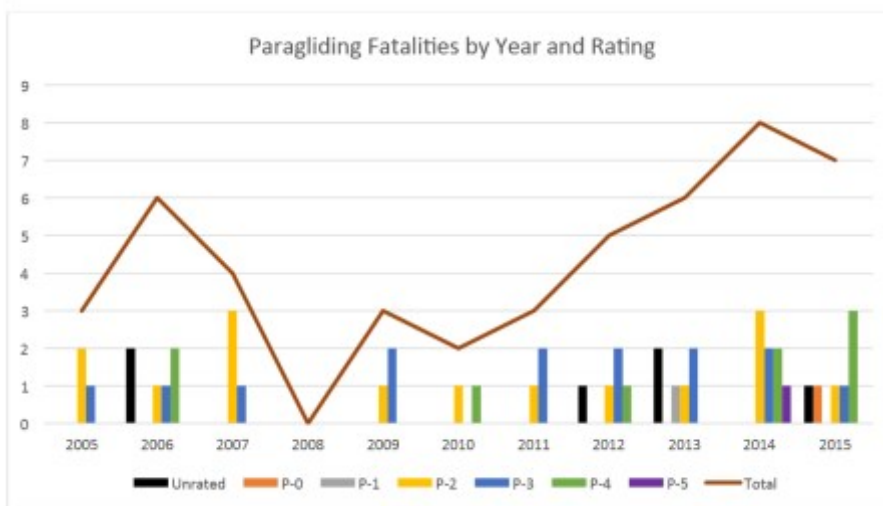
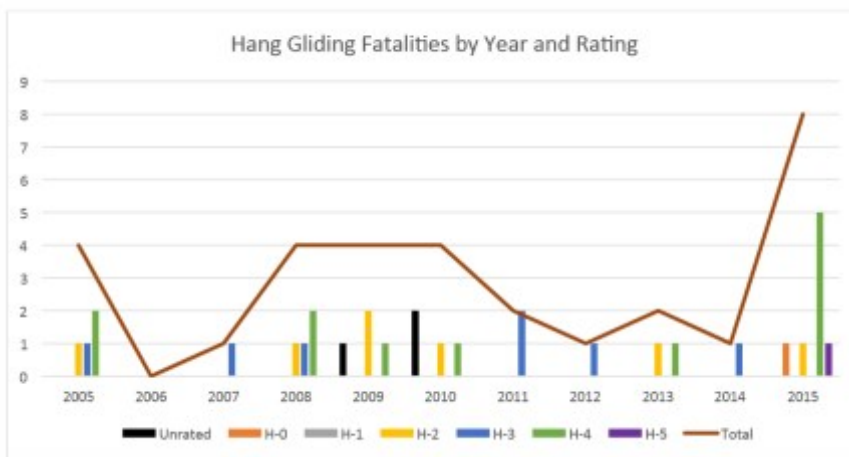
The scientific framework explaining how all these facts cognitively come into play with regards to how you manage your margin of safety is described in Frank Drews' article [Human Error](#), also available in the Safety section of USHPA's website.

Here is to hoping we fly together for many years to come.

Mitch Shipley, Accident Review Committee Co-Chair (HG)



USHPA Safety Reminders





Ed's Coaching Column

The Need For Speed

Regardless of which paraglider you fly, its age or rating, it probably has a speed bar of some description. But how much do you use it? Do you understand its purpose and how it effects the wing both in terms of performance change and probably more importantly - safety? Or is it more a foot rest?

The speed system has been around since almost the first paragliders. I know my first paraglider (circa 1991) had one. The idea is quite simple and little changed – to decrease proportionately through the risers the AoA (Angle of Attack or incidence) on what is basically a fixed AoA aircraft. This in turn leads to a poorer sink rate but an increase in speed and – to a point (see your polar curve) an improved glide. Everything in aviation tends to be a trade-off in some way or other. On modern gliders it can open up the performance envelope a lot – especially on higher rated wings (roughly 20% - 30% on speed and 10% on glide). If you are considering moving up to a higher rated wing then safe and effective use of the speed bar is essential if you want the extra performance benefits. **If you aren't going to use it effectively then moving up a glider is really wasted** – trim and sink rate will stay about the same, you may gain a little on top speed and glide, but nothing like what is available and possible.

This article can't delve into the geometry and set-up of differing harnesses, riser ratios, ease of use and the like – just touch on why it's useful and when it's prudent to use. For years I was a very 'light' user of my speed system and I'm still not a pulley to pulley man. Way too cowardly! I'm quite careful and about where, when and

how I use it – I know doing some mid-level comps over recent years has been of great benefit and because comps seem to be all about speed then to do OK you're almost forced to push and keep pushing. So you do and so you learn. I'll touch on my own simple technique at the end – I say simple because I don't think it's complex but I do feel it's subtle.

Briefly, with more speed bar you go faster but your glide gets much worse so whilst you may arrive at the next thermal lower you do get there sooner. Sometimes, however, the thermals are so strong that even though you arrive lower the earlier arrival means that by the time your non-speed bar using friend has arrived, you've already climbed higher than him! McCready did all the maths to work out just how much speed bar you should use to be at your most efficient – but, he was thinking more along sailplane lines. With modern hang gliders, especially rigid wings, it's still fairly applicable, but less so given paraglider flying parameters and I think we do it more by instinct/feel and less by figures on an instrument. If the thermals are strong then it's often best to use lots of speed bar, arrive low, but confident the climbs are there. If the thermals are weak then it's better to fly slower - close to best glide, which is normally at or near trim speed - and so arrive higher, but later. There's also a special case when you want to reach a point on the ground as quickly as possible (e.g. crossing a goal cylinder) - do you leave the thermal early and glide well but slowly, or do you climb higher and then glider faster but less well? What height do you leave at? If just ridge soaring then speed bar will be most useful in trying to push upwind to contact lift or to make for the first signs

of thermalling gliders. Mostly the rules are fairly general and you learn to figure out what works best given the conditions, your glider and what you are aiming to do.

Many factors depend on how your wing performs, and it's critically important for sailplanes and hang gliders that glide like demons. For paragliders it's a little less clear cut and any discussion will garner a variety of theories and differing practice.

On a good XC day in the mountains, say Scotland when it's booming and you're confident that there will be a thermal waiting for you, then as you get the hang of it, you'll find that a lot of your time is spent gliding and using lots of bar.. Flying faster - using more speed bar - reduces the amount of time that you spend waiting between thermals. How much bar will often depend on what you're comfortable with given the air you're flying through.

So how much bar to use?

- If you're on an EN A then only use speed bar to escape sinking air. Its polar curve is such that you'll probably lose more than you'll gain in terms of performance.
- On an EN B, you should use the first 1/2 of the bar as much as you use the first half of the brake range, i.e. some brake in thermals. A little speed bar between thermals. Some modern EN B gliders (against traditional, older ones) do have the ability to use the full speed range to great effect though.
- By the time you're flying an EN C, you should be gliding on at least half bar all the time unless you're in lift or have a tail wind.
- EN D and Competition pilots consider the speed bar as just part of the glider controls, to be used all the time, just like 3rd and 4th gear in your car.

And to be clear: you don't *need* to use your speed bar. If you're flying in good conditions and are not too bothered about flying long distances or competing then it

simply doesn't matter. At the same time, it is the key to unlocking the other half of your glider's performance. Learn to use your speed bar in normal, good conditions and unlock this potential and discover another side to your glider, fly further and faster, and have a spare margin of speed and performance ready in case you ever need it.

I mentioned earlier my own technique. I use speed bar a lot more than I used to – and I do notice the benefits the more practiced I get. I rarely go beyond ¾ bar as I feel the glide just drops away too much, and being mostly an xc (not comp) type flier I begrudge giving up hard-won height without benefits. When applying bar I ease it on slowly, a sudden hard push tends (this is a personal view remember) to cause a pitch back (following a pitch forward) as a reaction and this leads to a slowing down – the opposite of what we are trying to achieve. In my mind the idea is to try to keep all pitching out of the wing and to do so by working the bar as one might a car accelerator. to maintain a steady new AoA and speed. Although our instruments are good enough to detect this dolphining effect, it's most effectively controlled through feel – if the glider feels like it's pitching back I apply more bar, then ease off to in anticipation of the pitch forward. Put another way it's pretty much a leg action similar to what you would do when actively flying on the brakes. Speed bar use should be smooth, controlled and having a consistently benefit effect on performance.

I think many pilots, new to using their speed bar are rightly careful and occasional in its use. You do need to build up confidence and explore what it will do for you. Trying to stay on the bar for periods instead of coming off at the first hint of roughness also takes confidence remember also that brakes are not to be used at the same time - as the name implies they slow you down, but it can also be dangerous. I confess to having a

big advantage in that my glider gives me not only effective rear riser steering, but feel – I can tell what's going on without brakes to inform me. It seems quite natural now to move from brakes to bar and rear risers. I love my Ozone handles!

A few caveats.

Avoid using speed bar when low as you are lowering the AoA and could be more prone to a frontal. With the modern 'sharknose' profile it does make the wing more solid (which is mostly good) but personally I'd rather be feeling and piloting the wing through the brakes near the ground (applies up to a traditional END - three liner). Very experienced top level pilots on two liners may get that feel through rear riser steering. I couldn't comment.

Using big ears. This is now something I rarely do being on a cravat prone EN D and prefer simply speedbar (not yet even spirals) to escape lift or nasty areas. I did find big ears plus speed bar quite useful when flying EN B and C for a reasonable rate of descent – although forward speed increase is negligible as drag cancels it out.

- * Always apply the ears BEFORE the speed bar; release the speed bar before the ears and DON'T use any brake when in big ears.
- Take care if choosing to land with ears, either release in good time or carry on to touchdown. Don't use at all if the glider is wet!

If anyone has anything to add please email me and I'll print it next time.

Useful reading:

http://skynomad.com/articles/s2f_basics.html

A short safety reminder

We are fortunate in having large hills, overcrowded skies are rarely a problem. Even if we have the odd comp or an exceptional day the skies soon revert back to their fairly quiet state as the masses depart over the back. BUT just occasionally and this time of year is prone to it, we do get a lovely Autumn day and a large turnout. The thermals are weaker, the lift band narrower and things can start to get congested.

When it's crowded you need to be ever vigilant from the minute you launch to the point you are safely landed. We mostly launch with our back to the slope check before actually committing. I saw one take off during our coaching day on Brantside where a pilot took off very close to a passing glider. I don't think there was any collision danger, but he did take off into potential glider wash which could have given him a scare. Once airborne a constant lookout is essential by ALL pilots if you are low airtime and find it all a bit much, wear a red ribbon and other pilots will often give you a wide berth. Look left, right and behind BEFORE turning we are all moving in a 3D environment, things can happen fast and are constantly changing scanning the air is a constant activity. Do not sit in a pilot's blind spot for long – directly below, behind or above and know the blind spots for hang gliders as well. Beware of any aero modeller activity and the nature, area of operation etc. If possible talk with them first to avoid confliction.

A few weeks ago Tailbridge had a busy day with limited separation at times – it's not a problem if people are sensible and most were, but we did have the odd rogue pilot rather doing their own thing.

So the message is keep a good lookout at all times and rather than shouting at people it may be better to have a diplomatic word in their ear later.



David May No Passport required

I've been flying since 2009,

mostly in the West of Ireland and topped up with trips to Spain, France, Canary Islands, Bulgaria, anywhere really that has cheap flights and the sun shines more consistently than back home, which meant I was never stuck for choice. For the most part I've been quite content to soar, doing what I could with any thermals that may come through but always returning to the hill and I generally flew without instruments, not by purpose mind, it just happened that way and after a while momentum took over.

But in the last year or so I've started to get more interested in the idea of XC so I got a vario and GPS, changed wing and bought a pod harness. Yes I know, besides the instruments it's not necessary to change your wing or use a pod harness in order to go XC but I was flying a 9 year old Chili and it was as good a time as any for a change. As for the har-

My best XC had been a 23Km flight in the West of Ireland.

ness, well that was mainly for psychological reasons - I was all too aware how easy it would be to fall back into old habits so I figured the pod would act as a visible reminder each time I took off that XC was now on the menu. It turns out I quite like the pod. I like the neat and tidy lines and it is warmer. Does it provide any performance gain? I don't really know, at least not that I have noticed. And on the

minus side, there is some compromise in the amount of back protection and having brought it out to a SIV with Flyeo last October, I discovered just how much more prone a pod is to twisting.

With 2014 a bit of a write off for me flying wise I decided to expedite matters this year and booked a week in April with xTc Paragliding, marketed as a 100km XC week in the Julian Alps. xTc Paragliding is based in Slovenia and is run by British pilot and multiple world record holder Brett Janaway. Among his many accolades, he held the fastest 100km tandem out & return record from 2011 to 2013 on the very same route we would be attempting so he was perfectly suited as our guide. Coming into the week my best XC had been a 23km flight in the West of Ireland a number of years earlier, more a matter of luck and extraordinary conditions than anything to do with pilot skill, so I felt that 100km was unrealistic. But I had been out with Brett before and I knew



what to expect and I headed off with the hope to at least improve on my personal best and who knows, it's no harm to dream a little.

Landing in Treviso airport I was greeted by a cold, grey, rainy day that brought the mood down. No matter where you go, weather is always the big unknown and at this point I feared the worst for the week. I immediately recognized Bruce who arrived with the retrieve bus – his full head of ivory white hair unmistakable and if anything, it had only be-

It's no harm to dream a little

come whiter since we last met. I was the last to arrive and together with a Scottish pilot he had just picked up at Venice airport, we headed north to Gemona where the rest of the group were already settled into the hotel and waiting for us to arrive before dinner. As we got closer to the mountains the sky cleared and hope returned – I could see the line of the Julian Alps rise up in the distance and disappear east towards Slovenia, a route I hoped to become more familiar with in the coming days.



We were a group of five – two Scottish pilots, a French pilot, myself and an American who had just flown in from Mexico where he lived. A similar mix of wings – a Gin Carrera, a Gin Bolero, a Niviuk Peak 3, a Nova Mentor 2 and my AirCross U Fly 2. Over pasta and Italian ice cream, Brett gave us an overview of what to expect from the week and a weather update – as luck would have it there was a blocking high sitting over the UK (bringing with it some very nice weather back home) that was throwing unusually unsettled weather our way. Strong north winds were sweeping down over the Alps and affecting the more normal southerly thermal induced airflow. In short, he felt we would not be attempting the 100km route until mid-week. But not to worry, there were plenty of other options– Meduno, Aviano, The Dolomites and Bassano were all within striking distance on the Italian side of the border and there were also plenty of flying options to the East in Slovenia so he was hopeful for a good week flying.

Sure enough, it wasn't until Wednesday that we lined up on Gemona launch with Slovenia in the cross hairs. On the Sunday we went to Aviano which is about an hour and a half west of Gemona. Brett set a 37km task that would take us east to Meduno and then out into the flats a little to land by Coopers Restaurant – if you like beer and chicken then this is the place to go. None of us made goal but I managed a very satisfying 26km, beating my personal best by all of 3km and Coopers chicken tasted all the better for it.

Meduno, Aviano, the Dolomites and Bassano were all within striking distance, and there were also plenty of flying options to the East in Slovenia

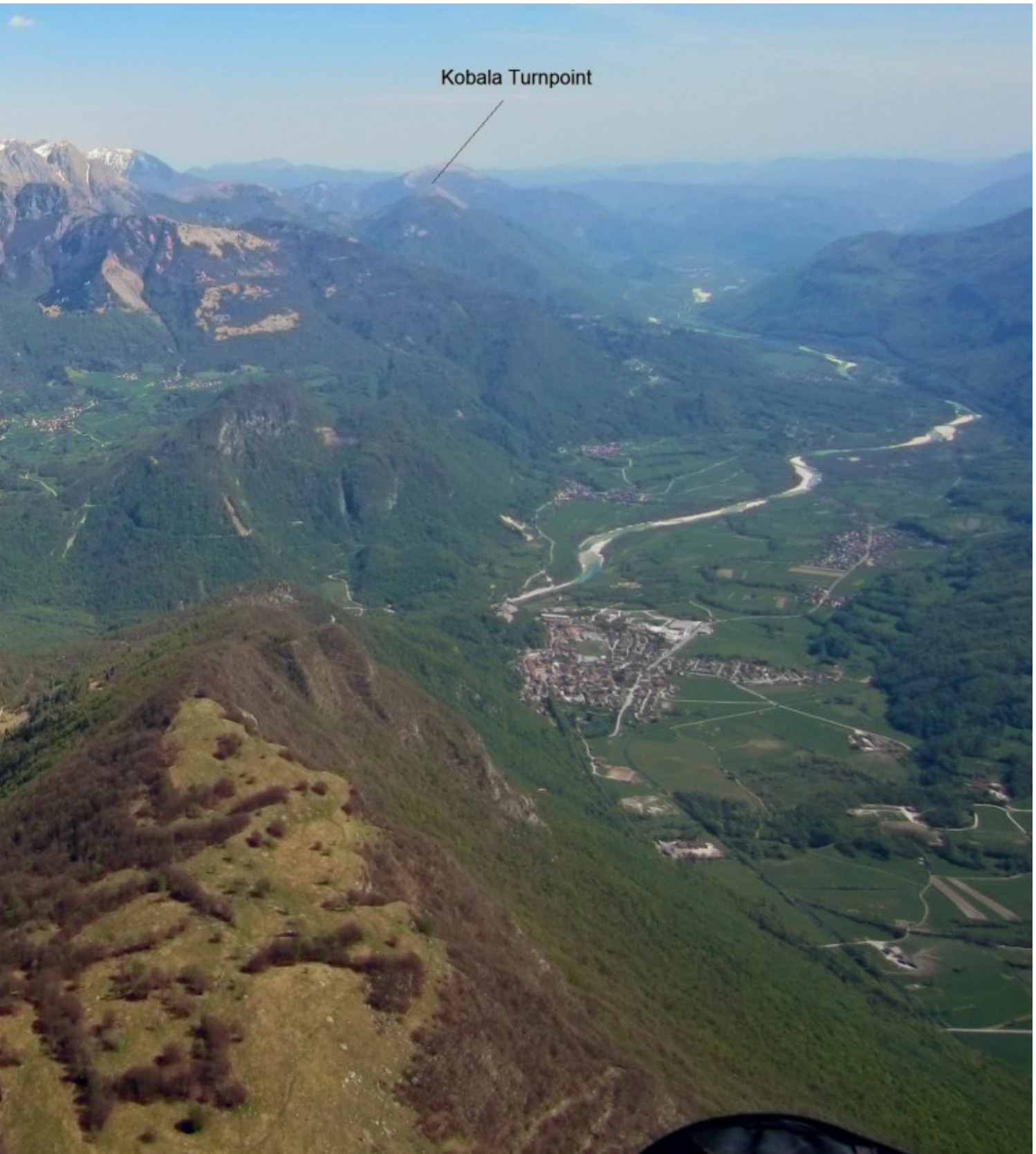
On Monday, with the weather deteriorating everywhere we spent a few hours boating around Gemonna.. Conditions began to improve on Tuesday from the South so we travelled to Lijak just over the Slovenian border where 3 ridges (Lijak, Kovk and Nanos) line up quite nicely and provide for an interesting day flying. There is even a 100km flight available if you use the 3 turn point scoring system though on this particular day it was highly unlikely

as the wind was a little off to the west. Perhaps because I was still on a high note from my flight the day before but I ended up flying too far along the Nanos ridge where the valley narrows significantly and found I couldn't push back against the accelerated wind. So I picked up as much height as I could and flew off the end to land about 5km beyond. Most definitely the fastest 5km I've ever flown and I was relieved to land without incident – eventually



backing into my chosen field on bar. Once safely on the ground and I could take stock I realized I had completed a 37km open distance and beaten my PB for the second time in as many days. Brilliant!!! Apart from the obvious satisfaction of having pushed my own maximum a little further the 2 flights were great for my confidence and I couldn't help but start to think I might have a chance at the 100km.

Finally on Wednesday morning, during our usual briefing, Brett gave us the news we were waiting for: conditions had improved and we would be attempting the 100km out & return today. We already had the waypoints loaded to our GPS and Brett went through the route again describing the various sections, where the difficulties/danger areas would be, the landing options along the way (or lack of) , a



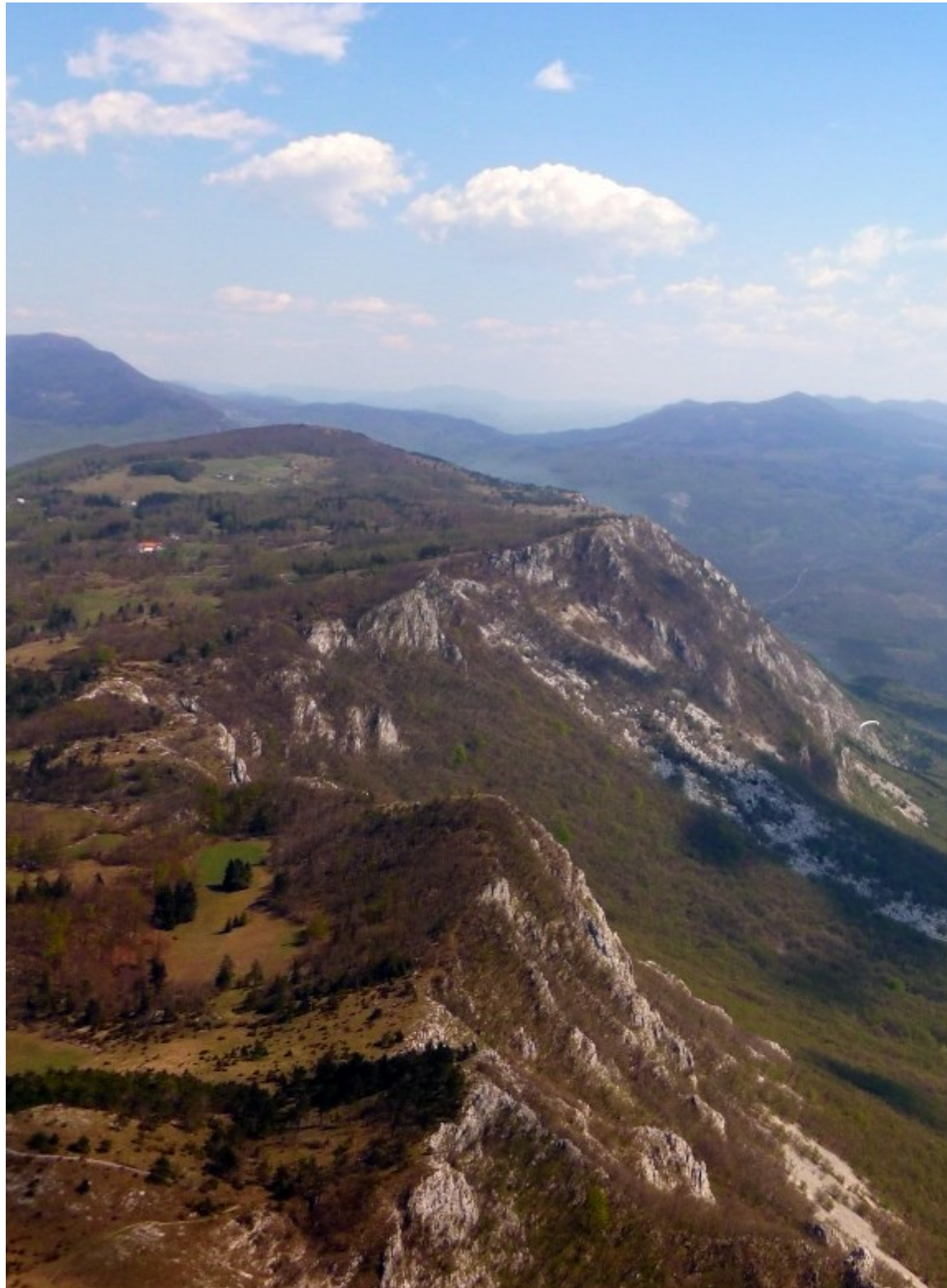
rough idea of timing so we could gauge our progress against the various landmarks with a view to making it back before the day closed down.

The route is relatively straight forward: take off at Gemona, fly out to tag the start point over the Gemona LZ then back to launch, gain enough

height to jump onto the higher ridge behind and follow it east to the turn-point at the Kobala launch site at the far end of the Tolmin valley in Slovenia. To keep you focused from the start there is a 3km transition early on and bombing out here would mean a day following the others in the retrieve bus. The first part is a ridge about 30km long ending at the Stol antenna where it runs down into the Tolmin valley. From here there is another 20km to the Kobala turnpoint: this is definitely the more difficult section technically where you have to pick your route and climbs more carefully: either the shorter and more direct route along the lower hills that line the valley or to drop back onto the high ground of Krn and use it to sling shot round to Kobala. There are abundant landing options all along the valley floor which is a direct contrast to the initial part of the route – less difficult technically perhaps but with sections where there are little to no landing options it certainly requires a greater degree of commitment.

As I was delayed taking off due to tangled risers from my landing experience the day before I ended up well behind the others and had to play catch up

5 out of the six o



My bladder was a

f us made it back



for much of the day. Of course one advantage to being last is you get to see how the others are doing ahead and it makes it easier to pick your line. However as I reached the Tolmin Valley Brett came over the radio to let us know we were running behind schedule and, with only so much sunlight available

in the day, it would be best not to waste time if we hoped to complete the return leg. So I had a decision to make: follow the others onto Krn and the high ground or take the more direct route along the lower hills. I choose the latter - it was a gamble as the climbs would be more critical and I had no one in front to mark the way but it would save time. It turned out ok – I caught my best climb of the day half way along the valley allowing me to dive straight to the turn-point and back, picking up another climb in almost the same spot and before I knew it I was on the Stol ridge again with the border in sight and the realization that 100km were now a real possibility.

There was still 30km into wind to fly but the hardest part was behind me. I felt the tension increase with each step closer to goal – passing the Stol Antenna, crossing into Italy and finally that 3km transition which seemed so much wider on the way back - It would be such a disappointment to bomb out now. When I finally

crossed into the goal cylinder around the Gemona LZ I let out a shout of both exhilaration and relief. Five out of six of us made it back and it took almost 5 hours (a definite contrast with Brett's 3 hour tan-

about to explode





dem world record). I could have flown further as I arrived with loads of height and one of the group did just that - flying on another 20km. But I was happy to land – I was physically and mentally tired from such a long and emotionally charged flight and of a more immediate nature, my bladder was about to explode.

There was great chat over dinner that evening with stories of climbs and saves and even the news that the next day Thursday and possibly Friday would be non flyable couldn't put a dent on the positive mood. As it turned out the front passed through a little quicker than expected and we managed to get up on Meduno Friday afternoon. It was too late in the day to go XC so to keep things interesting we had a competition to see who could fly the longest 3 turn-point route, to land at either the Meduno LZ or the one near Coopers Restaurant further out into the flats. It was an interesting exercise and transformed a casual soaring flight into quite a challenging exercise, pushing the distance on each leg as far as possible without bombing out. The best of the day was 33km, I managed 25km.

So all in all, it was a great week and went way beyond expectation. I flew for 15 hours and broke my personal best XC 3 times, pushing it out to 102km. It was also my best climb and highest altitude and we flew 5 out of 6 days. It has had a hugely positive effect to my confidence and I am looking forward to the year in the UK to see what it will bring. My thanks to Brett and Bruce and to all the group for a very enjoyable week – definitely the best to date.

But hopefully, not the best ever.

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CLUB NIGHTS 2015-6



The last edition of Skywords, and the website were a bit misleading about the series of planned club nights for the winter months. Apologies for that. The good news is that you have more time to prepare for Steve Nash's talk—it isn't until 5 November. Help pass the winter months with a little bit of flying input—come along to the club nights in Otley, every 1st Thursday in the month.

Lots of the events are already planned, so get yourself along to the

Horse and Farrier in Otley

7.30 for prompt 8pm start

Some like to meet at 6.30 to eat first, all welcome

Next up is BHPA Exec Committee member and sites officer Martin Baxter, our esteemed club chairman!

Find out how the BHPA is run, what it does and what it spends your hard earned money on.

Club Nights run on the 1st Thursday of the month.

Nights organised thus far are as follows:

01 Oct 2015 - What has the BHPA ever done for us?

05 Nov 2015 - Steve Nash - Red Bull X Alps competitor.

03 Dec 2015 - Free Beer (also Club AGM)

07 Jan 2016—GASCo Safety Evening

05 Mar 2016—Farmers' Dinner

12 Mar 2016— Reserve Repack (St Mary's Menston)

Ratho Repack :

Provisionally 30th

Jan 2016

Further details on the website. This list will be updated as future nights are added.

DHPC Crossword No.001—Solution



Created on TheTeachersCorner.net Crossword Maker

Across

2. Could be a consequence of 19 down
5. Can be found in the local spar
6. A total compliment of cattle
7. Popular castrated male sheep
9. Usually joins with the aptly Beau
13. A tonic for the ladies
15. Small metal connector for men?
16. Contains all you need to know
17. Highway in the sky
21. Make the crossing for a change
22. Withhold judgement in an emergency
23. Speed to fly theory
26. Strictly a pure triangle
28. To give way could be disasterous
30. Feel the need to put on weight

Down

1. Reptilian take off
3. Heavenly oscillations
4. Be ye ne'er so low you could be so high.
8. A measure of competence not necessarily nautical
10. Nothing like packing to music
11. A guru of the air?
12. Go fetch the bone
14. Noddy's best friend
18. A site for the totally mad?
19. Going over the back - low!
20. A snail shows life's up's and down's
24. High church Roman Catholic service
25. A wing in torment
27. Ever decreasing circles
29. An essential nutcase



CLUB DIARY 2015



February		
5	DHPC February Club Night	Otley
28	DHPC Reserve Repack	Menston
28	DHPC Farmers' Dinner	Cracoe
March		
1-13	World Hang Gliding Champs	Valle de Bravo, Mexico
5	DHPC March Club Night	Otley
7	BHPA AGM	Nottingham
April		
	XC League Opens	
2	DHPC April Club Night	Otley
11-18	PWC Brazil	Baixo Guandu
May		
1-4	British Paragliding Cup Round 1 (Pennines)	Chipping
2-6	British Open Series Round 1	SE Wales
15-18	North South Cup	? Poss Peak District/Shropshire
23	BOS Round 2	Yorkshire Dales
29—31	Lakes Charity Classic	Buttermere
30—3rd May	British Paramotor Open	West Mersea, Essex
June		
4-7	Super Paragliding Festival	Kossen, Austria
26-3 Jul	Ozone Chabre Open	Laragne, France
July		
4-11	Gin Wide Open	Tolmin, Slovenia
11-18	PWC Portugal	Montalegre, Portugal
20 - 27	British Championship 1	Krushevo, Macedonia
25-29	BOS Round 3	Mid Wales
	Red Bull X Alps	Salzburg—Monaco
31—9 Aug	British Paragliding Cup Round 2	Derbyshire & Lancs Gliding club
August		
8-15	PWC Switzerland	Disentis, Switzerland
22-29	British Championship 2	St Andre, France
30—6 Sept	PWC Spain	Ager
September		
3	DHPC Club Night	Otley
	Pennine Parafest?	Chipping, Lancs
17—20 (Estimated Dates!)	Coupe Icare	St Hilaire, France
October		
1	DHPC Club Night	Otley
24-31	PWC India	Bir, India
	XC League Closes	
November		
5	DHPC Club Night	Otley
December		
2-12	PWC Superfinal	Valle de Bravo, M.
3	DHPC Club Night (AGM)	Otley

Want something adding to this?
Just let me know! Tam