

CLUB RADIO FREQUENCY 143.850Hz



I came to win, to survive, to prosper, to rise, to fly. TO FLY.

Nicki Minaj

I have been accused of many things in my time. Sometimes accurately, sometimes not. With very good reason I have never been accused of being artistic, eloquent or in any way a culture vulture. Yet this month Skywords brings you poetry that will have you staring longingly at the sky and envisaging the potential of those long summer days and evenings. It also brings you beautiful prose that will leave you awestruck. We have major writing talent in our club. Kevin Gay's article "God Given Day" will make you wish not only that you were there experiencing his flight, but probably make you wish even more that you had such God given talent to write up your own flights with such powerful and descriptive prose. The fact that Kevin didn't have a camera to record his flight becomes irrelevant, however we have illustrated his tale with suitable images to give you the idea.

We have a review by Martin of a new library addition "Instant Wind Forecasting". Unfortunately I need no real skills for this at present. As I sit in my conservatory I can get a good idea if it is flyable by the time it takes the clouds to drift across the panes of glass. About 2 minutes means it could be ok. Currently they are speeding by in about 15 seconds. Perhaps a tad strong.

Elsewhere, we have some good news re Hughie McGovern, a challenging new competition announced, reports on the PWC superfinal fallout and a further safety article from Nigel Page's writings. If you do nothing else, please read the BHPA advice on overtaking on a ridge (page 19). To ensure I was absolutely clear on the guidance, I got in touch with a senior member of the BHPA, and in my zeal to ensure I knew what I was talking about, ended up with a thick ear! Please ensure it was worth my effort, and read the guidance.

You can feel the flying season creeping closer, let's hope that many of us get our first flights of the year in March. If you do, please heed the annual warning about spring flying when those thermals kick in and you are not very current—page 11. If you need another sign that the season is near: registration for the [Lakes Charity Classic](#) is open.

See you in Otley, 6th March.

T_{am}

Club Night Thursday 6th March 7.30 for 8pm

The Horse & Farrier, 7 Bridge St, Otley, West Yorkshire LS21 1BQ

Informal get together

Plan your year's flying, discuss where you could pick up a cheap Enzo 2.1

Please note: Club nights have reverted to the 1st Thursday of the month from February

Inside this month's issue:

- World News
- Chairman's Chat
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Chairman's Chat - March 2014

Your club needs YOU!

Unfortunately we've had to cancel the presentations on Flying Holidays that had been planned for the March club night. So there is no organised activity this month: just the opportunity to rifle through the club library, meet friends over a few beers and talk about flying.

The April club night will consist of the presentation of awards for 2013 and the photo/film competition. Traditionally we don't have club nights over the summer months (because we're all too busy flying/on holiday/having BBQs) so we'd normally plan to resume an entertaining programme from September onwards. But under normal circumstances we'd have a Social Secretary.

I'm not quite sure what we'll do if no one steps forward to help out as Social Secretary. There will always be the opportunity to meet up for a chat over a beer, but probably no organised activity. And I don't think it's fair to ask Melise to drag the library along if numbers dwindle.

Now would be a really good time to grasp the nettle and pull together a winter programme. It really isn't that onerous - we have a list of willing speakers and all you have to do is co-ordinate the programme. So, you have been warned: it's up to you.

OK, enough nagging about that.

I'd like to thank the rest of the committee, and in particular Trevor Birkbeck, Tony Pickering, Pete Johnson and David Brown for organising and hosting the Farmers' Dinner - saving us all a fortune in site fees. Unfortunately I can't make it this year because I'll be at the BHPA AGM in Nottingham. I was rather hoping that I wouldn't get elected to the Executive Committee (BHPA Exec) but with only 3 of us standing for 3 posts it looks rather inevitable. The ensuing Exec meeting will probably go on late into the afternoon/evening...

More importantly - Spring is here!

Fly safely,

Martin Baxter

Chairman

Noticeboard

Windbank
The limitations on parking and ground handling at Windbank cease on March 1st with the end of the shooting season. Keep an eye on the website for details

Club Nights

Please note that Club Nights are now the **FIRST THURSDAY OF THE MONTH**, at the Horse and Farrier, Otley.

March 6th - An informal session. Please come along, meet club members, get advice, plan your flying season

Would current trophy holders please return all trophies on March 6th in preparation for the April meeting

April 3rd - Club awards, and photo comp results



Congratulations
To: Dennis Marsden
On attaining his Pilot rating in his recent exam!
Well done Dennis!

Photo / Video Competition

Don't forget to enter your favourite photos/videos into the Dales competition. The standard was high last year, let's make it even better this year!

Detail here: [DHPC Photo/Video Comp](#)

Major prizes available!!

Trophy Holders

Did we mention that all trophy holders should bring their trophy to the March club night to hand them in ready for next month's prize giving. A quick polish may be a good idea!



Trevor Birkbeck - Club Secretary

Good news re Hughie McGovern

Hughie, an old friend of mine and many other hang glider pilots, had an unfortunate accident on Tailbridge where he got caught out on take-off and suffered some sort of spinal injury.

He managed to get unclipped and crawl to his car to get his mobile phone and ring for the emergency services. Things were quite serious and he was airlifted straightaway to James Cooke Hospital at Middlesbrough where he was bedridden with a tracheo device fitted to enable him to breathe. This meant he couldn't speak, had to be tube fed, etc – things looked quite bleak.



A bit of history

Hughie started hang gliding about the same time as me or possibly before, 1976, and he ran a glider production outfit with a partner, Paul Maritos, called **Flexi-Form Sailwings** – they had a strong tie up with Mainair Sports and produced wings to be flown with Mainair's microlights.

By the by, further down the line Mainair Sports and Pegasus Aviation amalgamated to become P&M Aviation, a long term microlight producer still going strong.

Gliders that Flexi-Form made included the Spirit (1976), the Vector (1977), the Skyline (1978), the Hi Lander (1980) and the Sea Lander (1981). They also made the Striker series of microlight wings, one of which I had for a time.

Sadly, Paul Maritos was killed in a glider testing accident and Hughie carried on for a number of years but the company was closed a number of years down the line.

Later years

Hughie had a strong association with flying on Skye and produced a video called "Skye High" which you can see on:

<http://www.youtube.com/watch?v=uGGqCyJzSc>

This was a trip which included Andy Wallis, Brian Wood and Angus Pinkerton. Andy speaks in glowing terms of this trip and of Hughie's skills in producing the video for Youtube and talks of returning...."Thinks, could do with a bit of that myself." Here are a couple of pictures from the trip, though to see what the flying was like, you'll have to view the Youtube link.

Latest news

I, as well as many other friends, went to see Hughie at James Cooke and, at that time, progress was minimal. Eventually he was transferred to Salford to be nearer to family and friends but still things did not look good.



Brian, Angus, Andy and Hughie with the Skye mountains in the background

However, Andy Wallis has recently been to see Hughie and reports a dramatic improvement in his condition. Although still on the tracheo device, he can now speak quietly, is walking unaided up to a distance of 1.5 miles. He is working on a tablet PC and planning a new career in landscape photography – this is some amazing turn around and we all wish him continued strength in his recovery.

Anyone reading this who knows Hughie from past years and would like to visit him – he's in Salford Royal hospital on Ward B3 – I plan to get to see him as soon as I can fit it in.

And thanks to Andy for this great update on Hughie's situation.

Trevor Birkbeck



PWC latest

For those that have not been following developments here is a summary. Although it is 'just comp stuff', it is a big issue in the sport at present and there are aspects that affect EVERY WING that is certified, so it's worth a read.

Here are two links to documents released by the PWCA. They make up 36 pages total, but a lot of it is pictures they make good reading. Best read in date order. <http://www.paraglidingforum.com/download.php?id=63323> <http://www.paraglidingforum.com/download.php?id=63322>

If you don't fancy a long read, here's a précis:

The top three brands from the PWC Superfinal had their winning wings sent to the Air Turquoise test-house to be checked that they conformed with the sample held by the testhouse.

It was found that Gin and Niviuk did conform (so of, because there were small problems with the Niviuk, but after 25-50 hours flying they can probably be explained or accepted). The Ozone Enzo2 though had significant changes. The EN norm only calls for controls on lines and risers, not the sail. So Ozone certified the wing with one sail and then sold it with a completely different sail. Longer trailing edge, shorter leading edge, different line attachment pinpoints. This resulted in the wing being faster in trim and with much more effective speedbar. The risers were also modified to allow the pilot to cheat on speedbar, and put it back to configuration before he landed.

So that is the scandal.

Several 'errors' were found in the process by the test house. These need dwelling on. Some were understandable - to aid the process and reduce costs - and were done so in a controlled manner. Others were just mistakes. The test house has stated it will change procedures to ensure these do not reoccur.

So there are problems with the EN norm and there are yet more demands for the end of EN-D for competition. This time from Niviuk; <http://www.xcmag.com/2014/01/paragliding-world-cup-superfinal-2013-niviuk-condemn-en-d-comp-standard/>

Almost as an aside, all pilots flying Enzo2s at the Superfinal have now been officially scored with zero points. That is almost half the field. The Enzo2.1 is banned from British FAI competitions. Ozone have offered to buy them back.

CCC will have tighter controls for comp wings and the PWCA have stated they will continue to employ professionals to check for compliance.



Ozone's apology is reproduced on the next page

The Ozone statement in full:

"To All It May Concern,

I apologise wholeheartedly for the upset we have caused to all pilots, and specifically Enzo 2 pilots. I and the Ozone team understand that many are angry and we will do everything we can to resolve the trouble we have created.

Our aim was always to produce the nicest Enzo 2 we could for all Ozone competition pilots, within the EN frame. But it was a mistake to push the frame so much without prior checks of how our interpretation would be accepted. Within the EN the manufacturers set the tolerances except for the lines and risers, so we believed the Enzo 2 conformed. Any differences were within the tolerances that our testing of the Enzo 2 had indicated were acceptable.

That all being said, we did make a mistake, we went too far, and we apologise unreservedly for that and we accept we have to work hard to repair the damage we have done in the competition world and generally to our pilots.

We are still working to get the Enzo 2 position clarified for competition, but any Enzo 2 pilot who is unhappy should contact their dealer and we will arrange a full refund as a matter of goodwill. Also, however much you might like the wing we are sorry for the hassles you have endured and ask that any that have directly suffered as a result of losing competition results should also contact me directly here: mike@flyozone.com

Mike, and the Ozone Team

Ozone also emailed dealers and industry contacts. That email is reproduced below:

"2014 has not started as we hoped.

For those of you have been involved with the competition side of Ozone, we have been heavily distracted by the Enzo 2 and I have just written an apology on flyozone.com news. We are sorry to all of you, and all Enzo 2 pilots, for any problems caused, and rest assured, we are still working hard to resolve the issues. Please read the news on flyozone.com so you can prepare for any Enzo 2 pilots that may contact you. The issues involved do not affect any of our other wings.

The Rush 4 and the other sizes of the M6 have been delayed due to very poor weather and the Enzo 2 issues. We are working hard on both new wings and hope that sizes of one or both of them can be finished for certification this week. Unfortunately it is never an exact science due to the weather, but rest assure we are working hard to finish them all. We will update you with more news as we have it.

That is all for now, except to hope that the rest of 2014 goes better than it has started, and we all get to enjoy some flying soon.

Cross Country Magazine comment:

Ozone will be hoping the apology draws a line under the controversy which overshadowed the Paragliding World Cup Superfinal in Brazil in January. It was there that the anomalies in glider size first became apparent, which in turn led to the Enzo 2 being banned from the first round of the Paragliding World Cup held in Mexico in February.

The debacle, christened 'Enzogate' online, exposed the limitations of trying to force competition paragliders into the EN system and shone a light on the manufacturers 'arms race' and the lengths that companies will go to to make a winning competition paraglider.

Within the industry other manufacturers have been almost unanimous in their condemnation of Ozone's actions with the Paraglider Manufacturers' Association sacking Mike Cavanagh from its board and expressing its collective "disapproval" in a [statement published](#) on its website earlier in February.

A previous, more strongly worded statement was withdrawn by the PMA. The resulting in-fighting between manufacturers has caused PMA founding member Skywalk to leave. U-Turn have also left the PMA. Other members of the PMA are calling for Ozone to be expelled.

Wave Site

Above the hills, the wave-clouds range
in serried lines across the sky;
Fire-lustrous in the lowering sun,
a sea of colour, four miles high.

Far overhead float cirrus bars,
pale on the wide cerulean stream;
Below them, bright lenticulars,
long salmon pink and golden bream.

Gliders approaching, growing dim,
the last launch on a day of delight;
Earth-shadow rises, purple-grey
with ruby rim, the edge of night.

Resplendent scene, though swift away
go fliers all, for the landing bound;
Within the sky, there lingers day,
but evening gathers on the ground.

The shining symphony of cloud
brings back, in a magic memory,
the joy of soaring in the wave,
and floating in the firelit sea.



Ed's Coaching Column

Coaching and the DHPC coaching structure

The **Club Coach** plays a vital role part in the safe development of pilots fresh from training school through to Pilot level rating. As the title suggests their job is to act as guide and mentor, not to teach or instruct, but to oversee, encourage and monitor the progress of low airtime pilots as they embed into the club scene.

The DHPC is fortunate in having a sizeable number of experienced pilots who have put themselves forward as coaches. They have volunteered to offer their time and skills in ensuring no new pilot should find themselves struggling along on their own. They are there to be used, wherever you are on the learning curve, and to that end we make their names and contact details readily available via the website and each month in Skywords.

Not all coaches are quite the same, but all have undergone BHPA training and been endorsed by the club because we feel they have the right attitude, are approachable and safety conscious. Their experience level and skill sets may vary however. Some could be described as early stage coaches who feel more limited in what they can offer, but may be especially good at empathising with new pilots. They will become the main-stay coaches as some of us get old and fade away. Others more experienced may be able to provide middle order coaching such as thermalling or early xc work. We also have hang gliding coaches -- too few, but very

experienced and enough in terms of the numbers of hg pilots we have coming through. Whatever your particular need we have coaches who can offer sound, professional (unpaid) advice ranging from equipment to more advanced flying skills. If that isn't enough, we also have some of the best schools and instructors in the UK in the area to call on if need be. Many of our new pilots have come through those schools and we know they have had a sound training as a basis for coaching.



A busy August coaching day on Semer Water

As in previous years the DHPC runs a coaching register and the 2014 one can be found on the website under coaching. Not all clubs do it this way ... in fact we may be a bit exceptional and it perhaps seems rather bureaucratic. The idea is simply to gather some basic background information on a new face, their equipment and better assess their needs and aspirations. It also helps to know a little bit about them as people and perhaps put them in touch with a coach near them. I also strongly feel for safety reasons that we/I must know the names and contact details; I'd prefer not to have the 'tap on the shoulder from a stranger' approach. So please use the registration system.

In terms of the actual coaching. We can offer coaching days, talks and outdoor skills activities, one on one coaching and as of this year 'introduction to xc' days. I've come to regard the coaching days

Ed's Coaching Column - Coaching and the DHPC coaching structure – 2

as more networking, making new friends and having fun/learning together. Being able to tie up with a single coach on a more regular basis (one to one) will probably gain you more airtime and speedier progress. Whatever your particular needs we will try to meet them – but you do need to tell us. Although coaching may be regarded as a voluntary activity, it doesn't mean it can't also be professionally undertaken and all coaches should be aware of their responsibilities and carry them out diligently.

Whilst the club can provide coaches and a structure for them to operate in, the onus still lies with new pilots to make the first contact. It may not always seem easy, but we are a very friendly bunch.

For the coming year we have the following in place – some things remain as they were, a few things are new. Just to briefly go over what's on offer:



The ever patient works with the ever enthusiastic

- ◇ Following discussions with the CSC via Dave Ashcroft their CC, all their coaching days are open to DHPC members and vice versa. We will try to keep them to different days where possible. The aim is to increase opportunities to fly on a coached meet and also to allow pilots to experience different areas. Details will be posted on the coaching sections of each club's websites, in the coaching section of the forums and our shoutbox. I will also mail all those on the coaching register (2014) mailing list. So you need to register.
- ◇ Lectures for exam topics don't seem to work, so I hope to provide more broad, generic talks/activities on things such as instrument use, xc planning, groundhandling etc. These may be indoor or outdoor sessions. It will of course depend on the numbers. A minimum of six makes it viable from my point of view preparation-wise.
- ◇ XC days being separate from coaching days. This is driven by the increasing numbers wanting to



Coaching day on Stags

cut their xc teeth. The idea is to get together with a small number of pilots who wish to begin doing xc's and see what we can achieve. Whatever pilots would like me to do. It's not a cop out; sometimes it's better coming from you than me. I can do an introduction to flying in the Yorkshire Dales for those pilots new to the sport/area; but there needs to be a demand. I

can arrange to use the considerable talents of Pat Dower, but again I need to have some indication of need.

By the time you read this the FSC document regarding proposed changes to the training syllabus for schools (homepage of DHPC website) will have reached the deadline for responses to me (unless you get them back to me really quick – 2st March latest.) I will provide a DHPC response to the BHPA, but also write up a synopsis from the returns for the next Skywords.

Coaches: Please check the latest coaches list and that all contact details etc are correct. I have also updated the photos for most coaches, but there are still some missing. Could you send my your most flattering photo please. I can resize, or if you do it make it 130 x 155. Anyone who wishes to drop off the list also let me know please.

Spring is just around the corner (they tell me) and as if to prove it some decent xc flights (88k) were flown during mid-February down south – so it can't all be flooded! Now is the time to check over your equipment, take it carefully after the winter layoff and to set some goals for the coming season.



Spring Thermals—Beware!

Here we all are, champing at the bit to get out and fly. Understandable as that is, please also remember that “Spring deserves special respect”. Rusty non current pilots, warming temperatures, larger temperature differentials and (perhaps) new kit can be an uncomfortable mix. [Ed's article from March 2012](#) is a useful reference point. Please read it before dashing out on the first flyable day without having prepared yourself properly.

Tam

Final Reminder

Still Places available for:

DHPC Reserve Repack 2014

8 MARCH 2014 (10am – 2pm)

St Marys School Menston, Leeds.

Brilliant value, just £10

When was the last time you checked your reserve? Manufacturers recommend repacking your reserve every six months. Bill Morris from the BHPA is coming to do a reserve repack day with the Dales club.

All welcome – no need to be a Dales Club pilot.

To book email Peter Spillett at pete@petensara.com or see details on website under events.



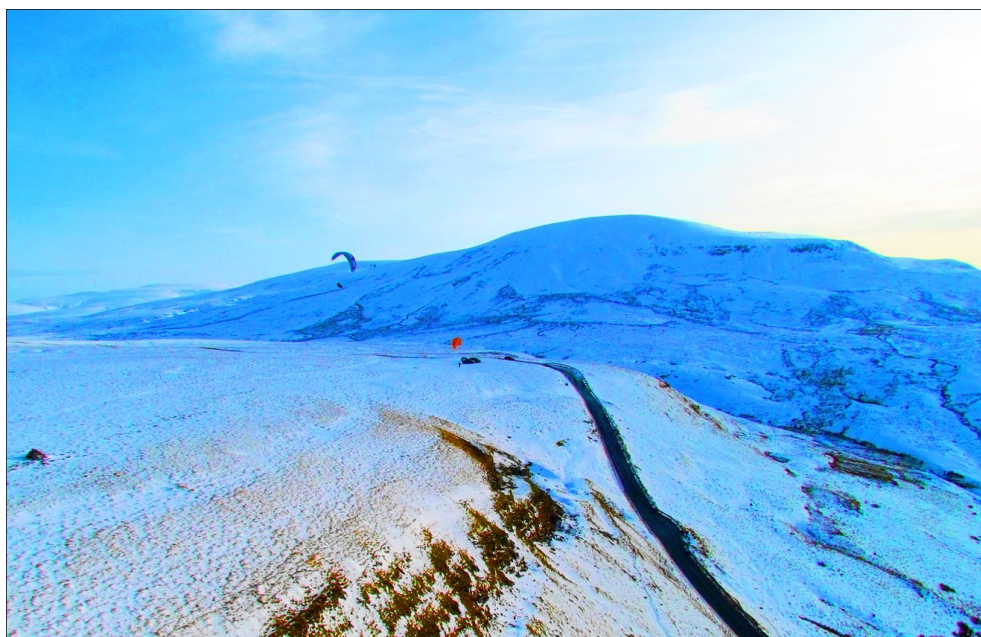
Kevin Gay - God Given Day

(or: evidence on why you should always carry a ***** camera)

Kevin forgot his camera when he chanced upon this flight. We have tried to help out by digging out some appropriate photos, you'll have to fill in the gaps with your imagination. Kevin's prose will undoubtedly conjure up magnificent images.

Forecast WNW going SW at the end of the day, Wether Fell offers the best options for both winter xc and wave. On arrival the wind felt biting cold, low cloud ripped over the top of the hill and Dodd Fell top was in cloud. We imagined the wind was off to the south. Despite all these being indications of some wave, the four of us all decided to take the extra few miles to Tailbridge.

Over looking the Eden valley with views from take off of the Howgill and Lake District fells, Tailbridge is a very scenic and friendly site, massive landing areas, with its own weather distinct from the weather patterns in the Dales.



Tailbridge, with Mallerstang in the distance
Photo: Ed Cleasby

From a long way off we could see paragliders soaring, indicating a much lighter wind or pilots with small wings and large things.

We arrived behind 2 other pilots and stopped as Bob was leaving the hill. "What's wrong?" "The roads iced up you need a 4x4", or in our case a strong desire to fly and some winter tyres. Richard Welbourne had been waiting for the road to de ice and followed us up.

Quite a crowd out with 2 gliders rigged near the trig point and another half way up. The wind dropped and there was a

brief hesitation, but paragliders were flying, all be it low, so rigging began. Andy Hevs off first and obviously happy with conditions as he buzzed launch on full bar. It's worth noting that being Bi wingal has its disadvantages, Steve Mann opted to check out his newly purchase PG, leaving the Combat L on the roof. I launched into lovely smooth air just as a Discovery HG headed for the bottom field. After watching him land safely I concentrated on flying rings round the paragliders and watched as Steve Gill tried to cross the gap onto the Mallerstang range. Usually quite a challenge the crossing can leave you with a long glide to the bottom or frustrated after trying time and again to get over. The reward for achieving the crossing is a spectacular view and a massive height gain. Not to mention the opportunity to ridge run for miles and then thermal down the friendly Wensleydale valley.

After watching Steve flying a long way out from the hill and not get round I gained some height and tried to cross by taking a more direct route toward the old mine workings. I got most of the way but the bottle said "NO!" and I retreated to the safety of Tailbridge. Realising I only needed a few more feet to make it over I gained a bit of height and set off at 500ft ATO. I arrived at the point of no return 20 feet over the ground and half way up the waste heaps of the old mine workings. With sharp rocks on the left and potentially a long walk out if I got it wrong I edged closer and scraped up the steep slope. Clearing the top of the workings I let out a cry of relief and joy. I also enjoyed a brief egotistical moment as I was the only one to get round so far. Clever me! Ahead lay the adventure of the Mallerstang Range, still some way below the top but ridge soaring steadily upwards, I carried on tucked in close to the hill and very conscious of the large hard rocks partially covered in snow that looked like sharp teeth waiting to tear shreds out of the unwary flyer.

Once secure in a good bit of lift I relaxed and settled into a steady climb and progressed along the ridge facing into the sun and blue sky. Coming over the top of the first Quarry I saw not only the whole of the hill, itself spectacular in its frosting of snow, but the most magnificent sky of azure blue and cloud outlining each of the fell tops in Dent Dale and Wensleydale. Through the clouds I could see the sea shimmering through a hazy break in the clouds at Morecambe Bay. Cloud was forming above the top of the Mallerstang, and forming a ridge of white, like a floating hill.

The opposite side of the valley Wild Boar Fell, always dark and scary with its steep edges and many land slips looked even starker than usual with its dark shadows and crests highlighted in sparkling snow.

Looking back into the blue sky I had a brief moment of disappointment as I saw another glider. Who? What? How? Never mind, someone else will be enjoying this day and if he's that high I need to be there.



Wild Boar Fell
Photo: Ed Cleasby

Still climbing steadily the top of Mallerstang exposed the bleak and barren moor behind, a wasteland large enough to make the most ardent XC pilot think about the huge walk out.



Mallerstang
Photo: Ed Cleasby

Suddenly there was cloud! Orographic forming around me, back into auto pilot and pull in hard to push through it and into clear air, then the simple thought, "that was fun" and back for another go at bouncing off the top of the clouds. I was more than half way along the range now and still the other glider was higher than me by a long way and looked spectacular surrounded by clouds and in clear blue sky. I was now half way up the bank of cloud covering the summit of the hills, the sun made it hard to see my instruments, so I looked back the way I had come expecting to see someone else following but was greeted first by a simple rainbow, then as I realised what was happening and let out a (girly) shriek of delight I saw MY VERY OWN Brocken Spectre, I had seen pictures of other peoples but there is something magical about creating your own. I played with the angle of the sun and my small perfect shadow on the clouds, and remembered the sound advice of Ben Philpott, "always carry a camera". Sadly there is no pictorial evidence of my flight but that won't stop me

Kevin Gay - Always take a ***** camera

remembering in great detail every moment.

After playing with the spectres I realised I was drifting backwards and pulled a few more feet on the VG cord. Looking down now onto Gunnerside the last hill of the range the line of sink holes curved like some giant prehistoric spine below me and I pulled on a bit of speed to correct the negative ground-speed. Plenty of time to look around now as the climb continued, I estimated 2000feet over the ground and the lift would have been about 200ft per min. Wild Boar fell now looked less menacing than it ever did, capped with a white shroud of cloud and harsh frosting of snow, the thought came that I might be able to get over it from this height. Pulling on a little more speed I set a course for the highest point of Wild Boar Fell. Looking around I was in awe of the amazing cloud formations now well below me that covered all of the hills in Wensleydale. Hardly a break in the clouds but sitting above them watching the sunlight bounce and shine off the glorious white tops was something that we don't do every day and I do even less. The other glider was Steve Gill he was soaring down the middle of the valley still higher than me, I must have been looking around, still pointing at Wild Boar Fell, but alas no closer than I had been, the line of sink holes were in the same place and I was much higher. I pulled on more speed and realised my hands were cold. The air was totally smooth so I steered with my elbows and tried to get a bit of circulation. I use heat pads in the back of my gloves - normally they are great but it must be a lot colder with a lot of wind chill at this height. Another 15minutes admiring the view and I was only 500 metres further up wind. To fly faster and go lower, or sit here still going up enjoying Gods own country, no contest, this view was too much to pass up on.



Broken Spectre

Travelling back down the ridge I could see the instrument and it looked like 3998 ASL although it felt much higher. The spectres re appeared on the clouds on top of the hill and invited me to come and play. Loosing height seemed a good trade off to watch the rainbows fade and blossom. Still in some kind of childish euphoria I dived at the wispy edges of the clouds and climbed to see the spectre form again behind me. Hands feeling very cold I went back down the ridge and as if in punishment the spectres disappeared and the cloud cleared leaving a view down Swaledale and across to the North York Moors. Would it be worth a hop over the back? Perhaps not, all that nothingness and no roads for about 15kms. I carried on heading back to Tailbridge, cold hands, a bit hungry - maybe time to land? I could see a couple of gliders flying so figured I may as well stay high, and turned for another run along the ridge.



Swaledale
Photo: Ed Cleasby

Now flying almost directly into the sun even with a tinted visor it was hard to look at the sky. The sun was getting lower and the road and stream in the valley bottom glittered like cheap costume jewellery against a darkening velvet background. A ray of sun lit up a small area half way up Wild Boar Fell making an area of green shine out amongst the black silhouetted rock, I flew along the ridge out in the valley. Way above the top the lift was still there, but the clouds above the hills had dissipated.

Kevin Gay - Always take a ***** camera

Now flying almost directly into the sun, even with a tinted visor it was hard to look at the sky. The sun was getting lower and the road and stream in the valley bottom glittered like cheap costume jewellery against a darkening velvet background. A ray of sun lit up a small area half way up Wild Boar Fell making an area of green shine out amongst the black silhouetted rock. I flew along the ridge out in the valley way above the top. The lift was still there, but the clouds above the hills had dissipated. Thinking about it this was a clear indication that something had changed in the air. I carried on till I was over the spine of sink holes and wondered at the amazing landscape. Mallerstang lit up with the sun showed its history from prehistoric, to glacial period to industrial revolution, all leaving scars and remains on the landscape, the piles of jagged stones frosted with snow, the roughest looking sand paper grinding the very air that held me up. Its hard not to feel small and somewhat vulnerable when there is no one in sight and Wild Boar Fell takes on its angry look, precipitous cliffs outlined by snow and frost glinting like the blades of giants knives. Looking into the sun the southern end of Wild Boar Fell was now silhouetted black and foreboding. It was impossible to guess how close it was, but I was still heading in its direction. The lift was solid smooth, my hands cold and my mind thinking more of the views as Wensleydale began to clear of cloud.



Wensleydale
Photo: Ed Cleasby

The glider trembled! Literally shook! Waking me up immediately. Bigger wave? Thermal? Bang! Harness strap thumped tight against my shoulder. Going up fast I let the bar out and quickly pulled it back in as the nose went up 45 deg. Is it Wave? Inversion? BANG! The glider felt like it had been stood on and the nose pitched down hard. Pulling in hard the right wing dropped, I noticed the American flag, "must get rid of that sticker". Correcting left, pulling in and losing lots of height it occurred to me that Mallerstang was enjoying itself. Regaining control I headed back along the ridge toward take off. Still high, but now 1000ft lower the rocks looked angry, the rivulets looked more like gorges. What was benign, wondrous, fascinating, had changed into a terrifying monster. The strap tightened, vario screamed, I didn't look, just turned into the lift only to be dumped another 100 feet, bar in while its smooth and get back along the ridge, the air calmed and the lift returned. The shadow of Wild Boar Fell was following me, slowly, menacing, breathing cold dark air. I wanted to stay to see the sun touch the sea at Morecambe Bay but my bladder had other ideas. Having had an amazing flight and a bit of excitement I checked out how fast the T2C would go. Or rather how fast I wanted it to go. As the bar went further and further down the length of my harness the glider began to sing a high pitched whistling melody that seemed to get more pleasant the faster it went, feeling a positive pressure on the bar I travelled quickly back to Tailbridge and quickly down.

We should all be grateful for the gift of flight, for on occasions it makes us humble and vulnerable, from where we can appreciate the grandeur, beauty and power of .?. God? Nature.?

On this day there were 3 of us, Steve Gill, me and Richard Lovelace that had this opportunity. It was good to see so many others on the hill that were still as excited as me about their own flights on Tailbridge. 12 Pilots out that day is hang gliding coming back? May be.

Safety First

This is the second 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.

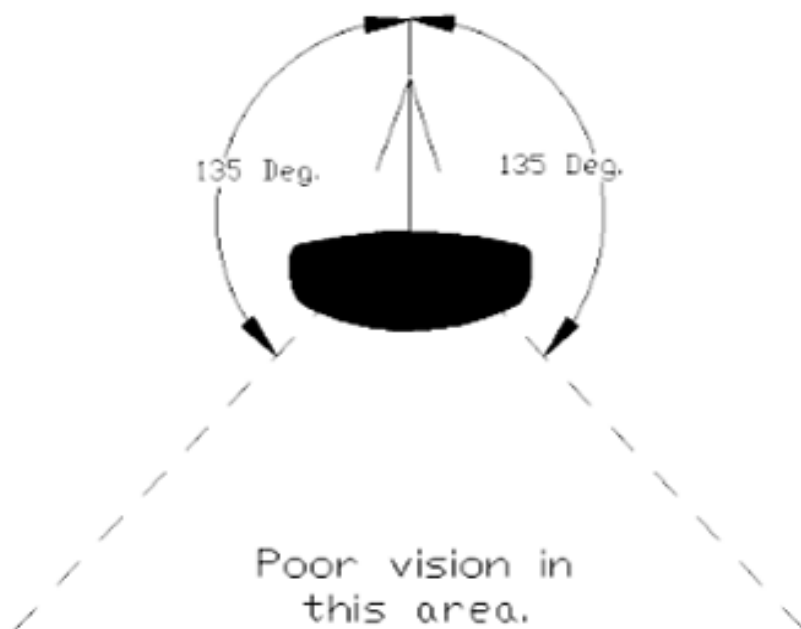
Nigel prefaces his articles as follows:

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.

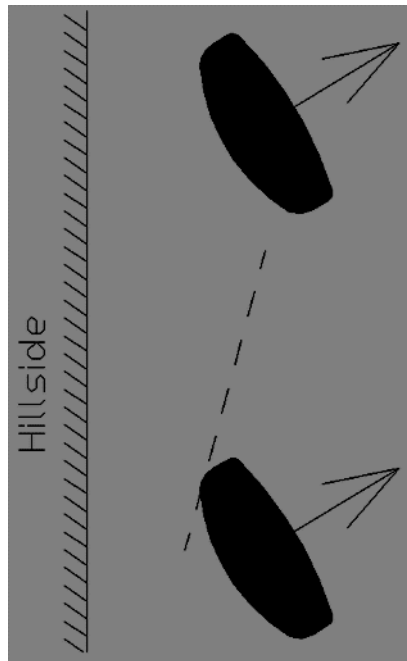
Some pilots fiercely condemn any attitude which appears at all negative. However, by their nature, safety articles tend to take this form and I make no apologies in this respect. Some also say such articles are just stating the obvious. This may be so, but pilots keep crashing. Perhaps the obvious needs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

Following On The Ridge

How far can you turn your head around to see behind you? I think my neck is fairly good in this respect. If I try I can probably just see something directly behind me (at 180 degrees) from the corner of my eye. If I rotate my shoulders from a seated position I can see something behind me a little better, but still not properly. I reckon most paraglider pilots cannot observe properly more than about 135 degrees each side in flight, leaving an area behind poorly observed.

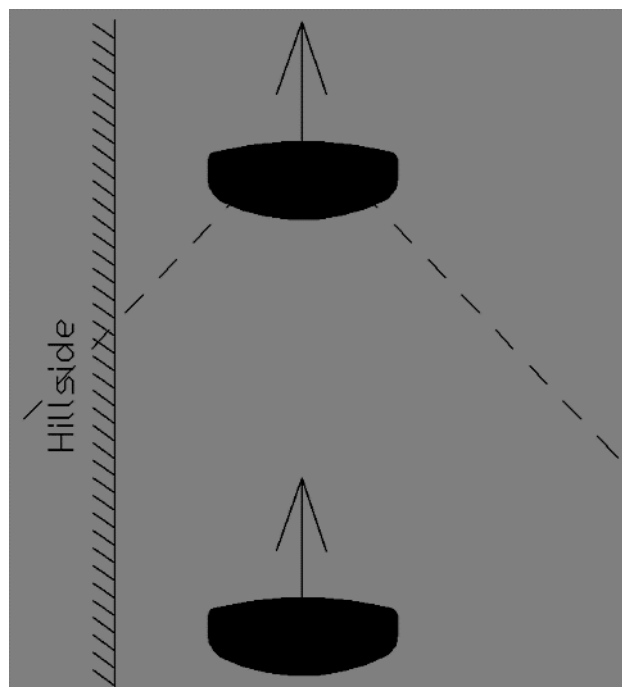


If we are soaring a hillside in a fairly strong wind we will be “crabbing”. Our groundspeed will be quite low and our view along the hill will be good in both directions. We can easily see gliders behind us.



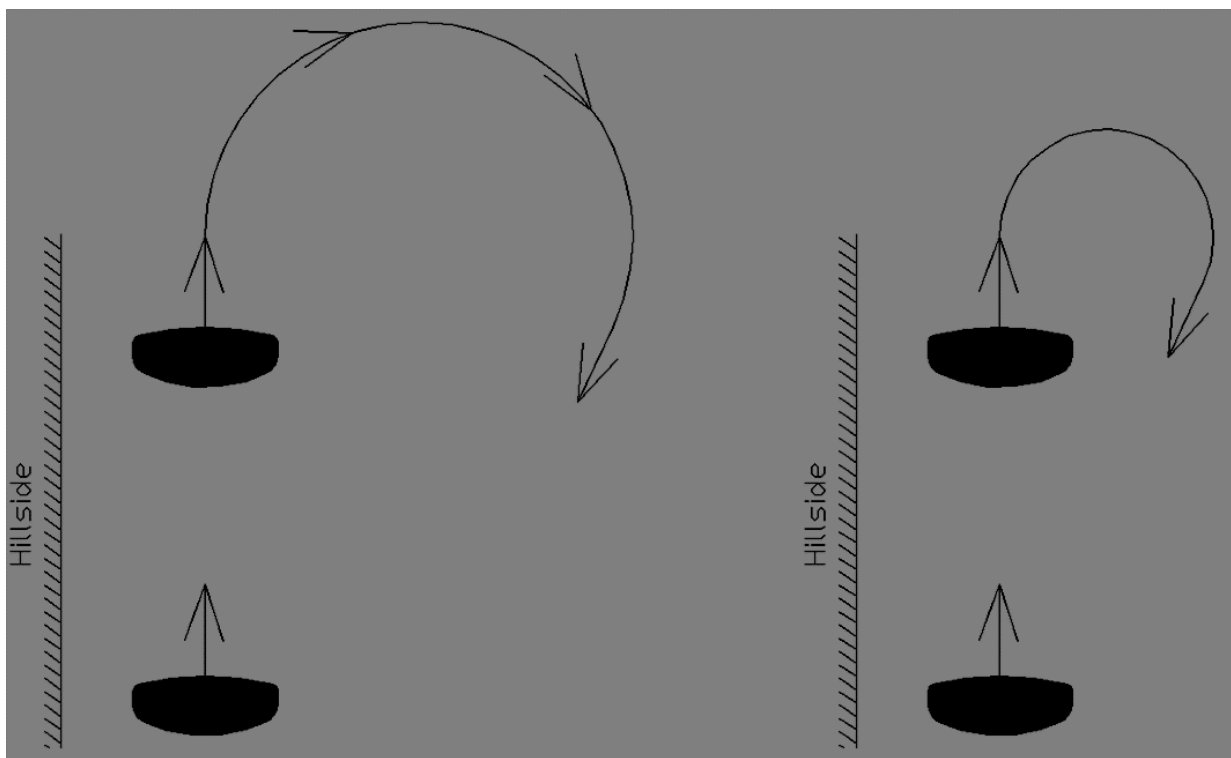
If the pilot in front slows down the pilot behind can easily turn a little more away from the hill which will quickly reduce his groundspeed along the hill. When the pilot in front turns at the end of his beat the pilot behind can usually deal with it easily.

However if the wind is light our lift will probably be mainly thermal lift even though we are soaring the hill. We are no longer “crabbing” significantly.



Our view behind us is now much worse and our ground speed is higher as we are not “crabbing”. When things happen they will happen quicker. A pilot too close behind another now has to make a sharp turn if the pilot in front slows or manoeuvres. It also sometimes happens that the pilot behind finds he cannot easily fly as slowly as the one in front and gradually creeps up behind. Getting too close behind someone is extremely dangerous and we must turn away well before this happens.

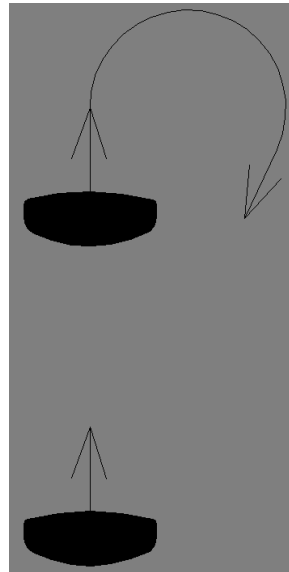
So, our intrepid pair are nearing the end of the ridge and will want to turn back before the lift drops off. They have been flying close to the hill on their left and, believing the lift is strong only close to the hillside, they will want to make the return beat close in too. The pilot in front may well not have the same confidence in the lift extending as far along the ridge as the pilot behind thinks it does, and he decides to turn rather sooner than the pilot behind expects. The pilot in front will probably choose one of two options for his turn.



A wide turn gives the pilot behind the option to pass between the pilot in front and the hill and fly further along. A tight turn will create serious difficulties for the pilot behind. The pilot in front must not make a tight turn into a space he has not been able to see clearly before he turns. If he cannot see properly right behind he must not turn tightly. A third option, if he cannot see behind well, is to start a wide turn and tighten it once he has turned enough to see properly. It is worth remembering that tight turns are not always the most efficient, even on the ridge. Turning wider may very well lose less height and may also reveal that the lift further out from the hill is better than we think.

So does this exonerate the pilot behind from responsibility for what happens next? Of course not. He knows full well that the pilot in front will want to turn at some point and the closer he is the more difficult he will make it for the other pilot. The pilot behind must keep his distance or turn early. Both pilots each have a duty to look out for each other. If there is a collision it is unlikely to be solely the fault of one pilot. If they are both very lucky they can argue about it afterwards from adjacent hospital beds.

Another thing we hope the lead pilot will not be considering even if he is a bit further ahead. He might make a tight turn knowing full well that there is a pilot behind, but on the assumption that getting the ridge on his right will give him "right of way".



As well as being bad airmanship, selfish and potentially dangerous, a pilot intentionally placing himself in someone's way in this manner is in breach of air law.

OK, I hear you say, we've sorted that out. What about when a third pilot is somewhere nearby? Yes, it all gets more complicated. If it seems complicated to you it is getting crowded and you must do something to give yourself more space.

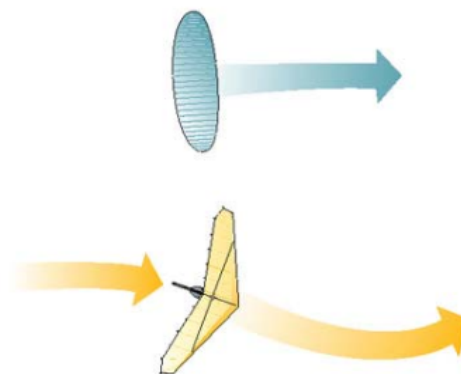
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BHPA Advice - Overtaking

The BHPA advice on overtaking on a ridge changed some time ago. Whereas the advice used to be to ensure that you overtook on the ridge side of the slower glider, it appeared that this advice was rarely followed, and pilots chose safer avoiding action rather than potentially getting trapped. The new advice reflects this—it now reads as shown here.

Overtaking

When overtaking another aircraft you must give way to it and alter course to the right to overtake.



Overtaking (Gliders and distances not to scale – You would never be anywhere near this close!)

In the UK a glider may overtake another glider to either the left or right (hang gliders and paragliders are both considered to be gliders).

When hill soaring the safest course of action is often to turn back rather than to overtake. If you do need to overtake, make sure that you pass well clear of the other glider.



Simon Goodman - Competitions

The Dodd Fell Grid Challenge

Inspired by the Pennine Soaring Club [Parlick Grid Challenge](#), DHPC are proud to present the Dodd Grid Challenge. The concept is simple, take off, and then try to achieve at least one tracklog point in each cylinder, in numerical order. We think most of the cylinders up to about number 12 could just about be achieved with dynamic lift alone, but the rest would need some thermal assistance. Some of the later ones may be tricky.... Cylinders are all 400m except for no.1 at 200m. All cylinders are centred on British national grid squares, so the distance between adjacent centre points is 1km.

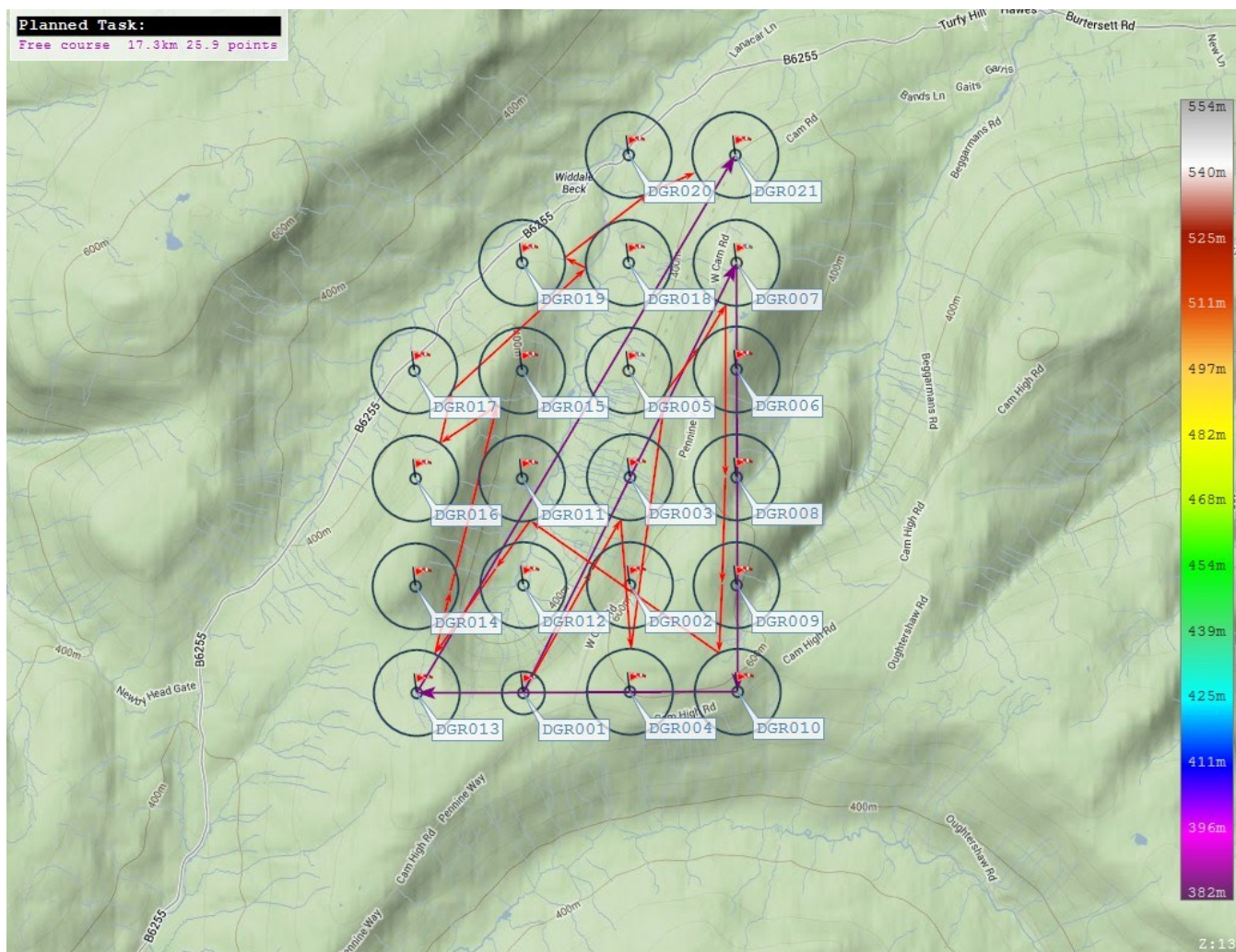
The competition will run over each calendar year, with the yearly winner being the pilot scoring the greatest number of cylinders in sequence. In the event of a tie, the leader will be the pilot scoring most recently... so if somebody beats you, have another go and try to do better.

Waypoints in various formats along with a kml file for viewing in Google Earth will be available from the Comps section of the DHPC website shortly or by sending an email to dhpc-comps@talktalk.net.

Use GPS babelfish to convert formats if required: http://www.gpsvisualizer.com/gpsbabel/gpsbabel_convert

By downloading the waypoints pilots acknowledge that the decision to participate in the challenge, take off and fly, and responsibility for judging whether flying conditions are suitable, is entirely their own.

To score, email your tracklog to dhpc-comps@talktalk.net.





Library News- Melise Harland

The library catalogue and back issues of Skywords are on the DHPC website. To Access them go to the homepage and you'll see the library listed in white lettering on the blue band at the top of the page. If you click on "Library" it will take you to the catalogue so you can have a look, see what we have and have a wish list ready for the next club night.

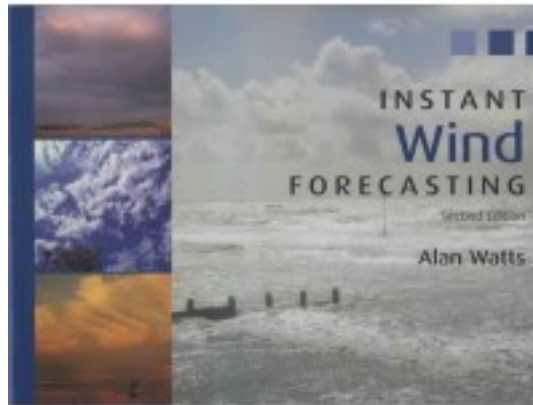
If you would like to pre-order any item from the catalogue feel free to send me an e-mail (Melise_Harland@yahoo.co.uk) and I will reserve it for you. If you have any suggestions for things you would like to see here let me know.

Book Review

Instant Wind Forecasting

by: Alan Watts

2nd Edition 2005 – 112 A5 Pages (colour)



Reviewed by Martin Baxter

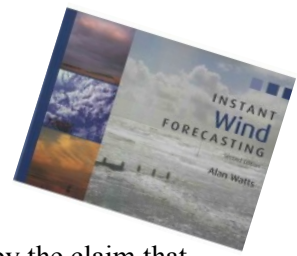
Weather forecasting is one thing, but once you leave the house you need to compare the sky with what you expect. Is the wind going to be stronger than forecast? Will the predicted front arrive early? Will it overdevelop later?

What the blurb says

“Instant Wind Forecasting is a quick reference guide for all who work or play outdoors, whether dingy, coastal or offshore sailors, fishermen, motor boaters, walkers, farmers or pilots. Its revolutionary presentation will help all outdoor sportsmen to make meaningful predictions about what the wind will do based on the look of the sky and the feel of the day.

Alan watts, formerly a meteorologist, has spent many years studying wind changes and short term alterations in the weather. He has written numerous books and articles on the subject including his worldwide best seller for over 20 years, *Instant Weather Forecasting*.”

Review



Frankly I wouldn't bother reading this book unless you are a keen sailor. Initially I was taken in by the claim that the book has something to say to hang glider and paraglider pilots, but there isn't much of relevance. The bits I found interesting were:

Colour photographs of clouds with explanations. (Did I mention that I like photos of clouds?).

A good description of the types of local winds:

- ◆ Sea (and land) breezes
- ◆ Anabatic and Katabatic
- ◆ Föhn
- ◆ Mountain and valley
- ◆ Downdraught
- ◆ Rotating

There is a useful prediction of what time you can expect a sea breeze front 10 miles from the coast with varying (offshore) winds. Useful if you fly at Parlick or Model Ridge:

Wind Strength (kts)	Time of arrival
Calm	1200 - 1300
1-2	1300 - 1400
2-4	1400 - 1500
4-6	1400 - 1700

In 1-4 kts he reckons 1600-1700 if you are 20 miles from the coast; and 1800-2000 if you are 30 miles from the coast (but see my comment at the end about the accuracy of some of the figures).

There is a very good diagram showing all the winds around the Mediterranean, with a description of each wind and what causes it. I found this very interesting, as will anyone who has been grounded for days on end by some 'mythical' wind such as the Bora, Levante, Mistral or Scirocco.

But that's about all that will be of interest to us: it's almost exclusively for sailors. The author likes to display most of his data in tables which I found rather off-putting. I was also concerned about the accuracy of some of his quoted figures. Maximum valley wind of only 5kts? Anyone who has flown in the Alps knows about 'howling' valley winds.

If anyone is into dingy racing I'd say this is a 'must read'. Talk nicely to the Librarian and, for a small donation, she might let you keep it.

This book belonged to the late Dennis Wray. It was kindly donated to the club by his daughter Alex.

We received this from Klemen Sovan, the owner of Huu Huu paragliding.

Hello!

Have you already decided on where to go this summer for paragliding vacation? Huu Huu paragliding from Slovenia has prepared a suggestion that you can find in this year's catalogue "Slovenia paragliding summer tour 2014". You can download it from a dropboxfile that is linked below. In this catalogue, you will find a 27 pages of detailed information about the offer, flying areas, other possible sport activities and trips. Because we designed a few packages for organised groups and because we can adapt them to your wishes, you can really create perfect paragliding experience with this offer. All that we have to do is good organisation, responsible leadership and taking care of unforgettable flying experience in the valley of river Soca, Julian Alps and other areas in Slovenia, Austria, Italy.

Because "Slovenia Paragliding Tour 2014" is meant for organised groups (you cannot apply alone) we are asking you to send this offer to other members of your club.

We are thanking you for reading and forwarding this catalogue, any other questions you might have are greatly appreciated.



Committee Vacancy

DHPC Committee Job Description

[Social Secretary](#)

[General](#)

The Social Secretary is responsible to the Chairman for the club's social events.

[Specific](#)

Organising a visiting speaker or other activity for each club night (Sep – Apr).

Advertise social functions in Skywords and on the website in good time.

Book venue and arrange for presentation equipment if necessary.

Confirm the booking with the pub a few days beforehand.

Introduce, host and thank visiting speakers (drinks can be claimed on expenses).

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

Dales Hang Gliding and Paragliding Club – February 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	xflight@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	alex.colbeck@hotmail.com	07717707632
Kate Rawlinson	W/e schols	Colne	katerawlinson@hotmail.co.uk	07976510272
Tony Pickering & Zena Stevens	Various	Otley	anthonypaulpickering@hotmail.com	01943 466632
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.coulthard2@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](#)
[February 2014](#)