

The Dales Hang Gliding and Paragliding Club www.dhpc.org.uk

January 2013

CLUB RADIO FREQUENCY 143.850Hz

Sites Officer North: Dave Bradwell-01765 698656

Sites Officer South: Pete Johnson-07968 759422

<http://www.facebook.com/DalesHangGlidingParaglidingClub>

Twitter - @dalesflyer

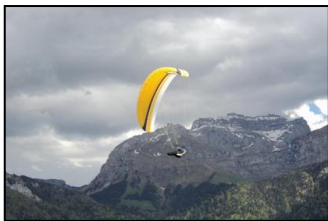
Skywords

email katerawlinson@hotmail.co.uk if you wish to submit anything for next month's mag.

Happy New Year, Katex

Club Night

The Black Horse
Otley LS21 3AS
10th January



Pete Logan XC route advice in the Dales

8.00pm

Plus a selection of short films shown
at the recent

Kendal (Free Flight) Film Festival

Club Night

The Black Horse
Otley LS21 3AS
7th February

**DETAILS
SOON**

Inside this month's issue:

- Chairman's Chat
- Trophies 2012
- Ed's Coaching Column
- Noticeboard
- Dolomites – S Goodman
- Ratho Re Pack Trip
- Club Servicing Offer
- Aerofix
- DVD Review - Manilla Sky
- Membership Renewals
- Coaching Contacts



Chairman's Chat

Well I hope that you all had a very Merry Christmas. When it comes to making a New Year's resolution you could do worse than asking for some decent flying weather.

Those of you that couldn't make it to the AGM will be pleased to know that the club is in safe hands as we transition into 2013. All committee members were unanimously re-elected with new recruits Simon Goodman as Paragliding Competitions Secretary, and Richard Boyle as Trophies officer.

Membership was up by 7: we currently have 161 members.

The club finances remain healthy. Over the last 12 months our working capital reduced by about £800 to £8K. Members present (around 10%) endorsed the committee's long term aim of slowly reducing the working capital to around £5K whilst continuing to contribute to the 'contingency' flying fund. Subscriptions will be held at their previous levels.

The new committee is working hard already. There are 3 opportunities for you to get your reserve repacked, 2 opportunities for an overseas flying holiday, club nights, coaching days, the farmers' dinner and even a new DHPC Facebook page for you to experiment with. If you can't find the details in this Newsletter, it's all on the Website: www.dhpc.org.uk

Fly safely,

Martin Baxter
Chairman

Glider/Reserve/Harness Servicing



The club is planning to offer the same service as last year, namely the provision of free transport to and from AeroFix near Keswick. The deal is that you drop off your glider/harness/reserve at the club night on 10 Jan 2013 at the Black Horse Otley, and then collect it again at the next club night in Feb. That saves you a total of £27 in parcerforce collection/delivery fees, or even more in petrol, simple?

The only proviso is that you need to label you kit with your name and contact details. Payment (by credit card) and any negotiation is entirely your responsibility; if it isn't paid for we won't collect it. Oh yes, and in this horribly litigious society that we live in I probably ought to point out that if my car bursts into flames (or anything) with your glider in the back please don't expect me to replace your pride and joy .

Our experience of Kirsten & Nick at AeroFix is that they provide a thoroughly professional service. Check out their details at: <http://www.aerofix.com/index.php>

My car is only so big, so if you want to take advantage of this service please book a place by email to mrbaxter@hotmail.co.uk **I need to know your name, what items you want servicing and a phone number.**

Martin Baxter



DHPC Trophies 2012

I am collecting back in all the trophies from the 2011 season winners during January, please bring to the January Club Night (10th) or get in touch and we can arrange postage or to meet for a handover rjb.world@gmail.com 01535 665148.

Nominations

We welcome email nominations for the following trophies for the 2012 flying season.



Fairbrother Trophy (Pilots Pilot) – who has been a real help to you with your flying or others this year.

Mark Sellen Trophy (services to the club) – who has given up free time to give something back to the club.

Thanks Richard Boyle

Congratulations to Dave Smart who was the first pilot to complete **The Dales 3 Peak Challenge** and bagged himself a cheque for £300, presented at the AGM in December. We will be awarding a trophy for any pilots who complete this challenge in the future now it has been proved to be possible.



Around the Dales Three Peaks – Dave Smart

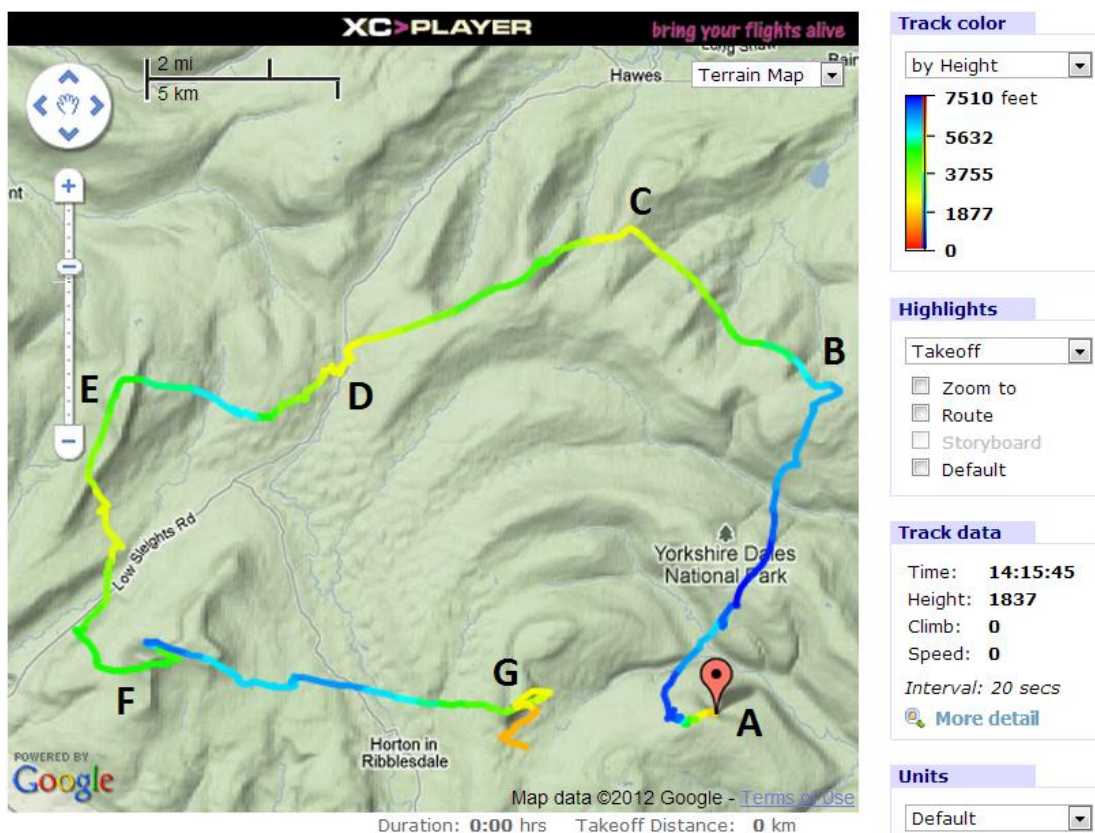
It's June, it's hot, I'm climbing up Whernside, and for those of you who don't know it, it's steep. You climb straight up the front face and because your paraglider is trying to tip you over backwards, you have to grab onto tufts of grass to make sure it doesn't succeed. It is also the case that because you have to counter the paraglider weight by leaning forwards, the ground ahead is often only a couple of feet from your face. Let's say it's just no fun. About half way up the radio pops into life and I recognise Jake Herbert's voice - 'Well I'm glad that awful climb is over, I'm bolloxed.' Chris Fountain replies 'Yes I wouldn't want to have to do that again, it's far too hot.' Then they both burst into laughter. 'Gits' I think to myself and smile; I know they are both stood at the top. We had arranged to meet here earlier that morning and agreed a radio frequency. Still, it could be far worse, they could be climbing out away from the hill and I have definitely been there before.

On arriving at the top Jake and Chris are just about unpacked, whilst I'm dripping with sweat. There is a brief mention of maybe doing the three peaks if there isn't any wind and there certainly doesn't really appear to be very much. The Dales three peaks are Whernside, Ingleborough and Pen-y-ghent and people in the club have talked about flying round them for years, with the club even putting up some prize money for the first person to do it.



Whernside with Ingleborough in the background

I had previously given it a go when Jake had suggested it one day back in April 2011. It was a 'Weather Jack 5 day' and we both walked up Cow Close fell. We sat around on take off (point A on map 1), just the two of us, for ages with no wind and after a couple of hops I was cursing to myself - 'What on earth were we doing on a North facing slope when there was no wind? We should be on any big South facing ridge.' A third pilot turned up to join the wait - it's never the busiest site. Eventually a thermal came through and it was a monster, Jake launched first and we both pinged straight up to 7,000 ft. Frown to huge grin in 5 minutes.

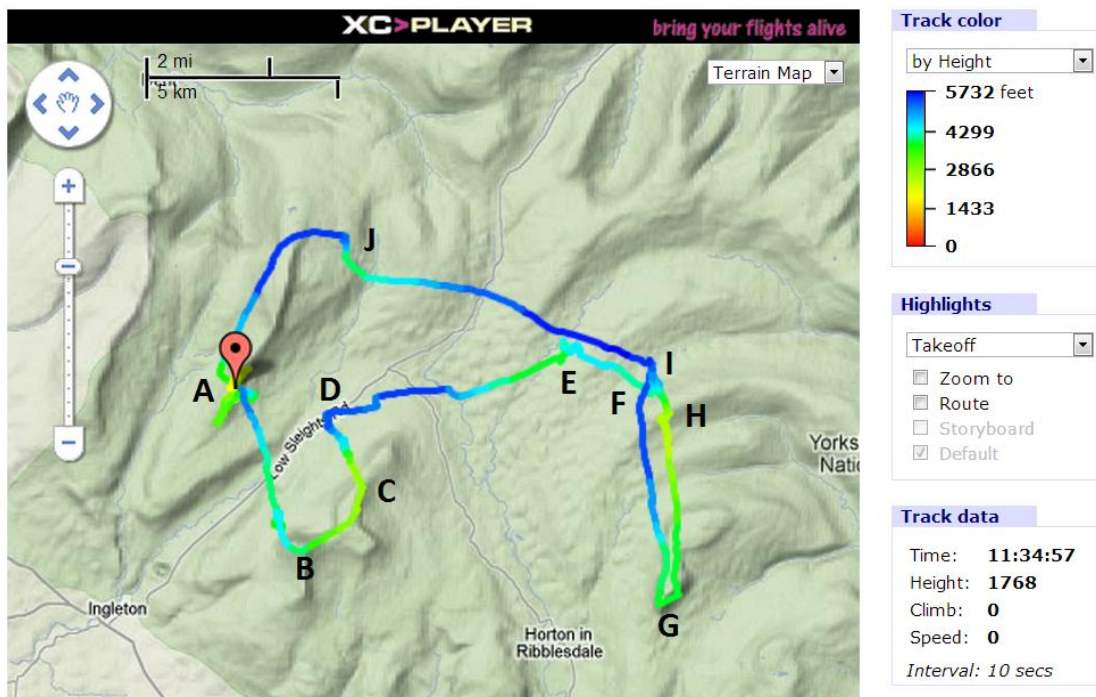


Map 1

We headed NNE towards Semer water in orbit, and then just passed Hubberholme turned left (B) towards Wether fell. We lost height all the way on this leg, arriving low at the back of Wether Fell take off (C) but fortunately found a climb there. It's difficult to describe how weird it was climbing out from a place I have flown so much but drifting in completely the wrong

direction. This slow climb took us over Dodd fell but never really took off and we got really low in the next valley (D). After a lot of scraping around, a weak climb turned into something better and got us to Whernside (E). Heading off South towards Ingleborough, Jake took a much better line and pulled ahead. But soon after I got a really good climb at Ingleborough itself and headed off towards the Ribblesdale valley crossing. This is a really wide valley and as a result quite difficult to cross, but the next climb gave me enough height to reach Pen-y-ghent just above the top, where I was shortly joined by Jake. Now with the difficult valley crossing over, and not far to go, I thought it was in the bag. Just one last climb off Pen-y-ghent and it would be an easy glide to Cow Close Fell. But it wasn't to be. We both scatted around the windward side of Pen-y-ghent slowly losing altitude, and with air turning blue we both landed short. Talking to Jake afterwards he suggested maybe less caution at the end and a straight glide over the top of Pen-y-ghent would have closed the loop, allowing for 'loop gap', and he may have been right. But despite not making it round, it was a great flight - cloudbase was massively high, the views were great and it is always more fun flying an XC with friends. The last time I think I had had this much fun flying was going from Semer water to the Lakes with Ali Guthrie and John Ellison.

So, back to June 2012. Chris launched first straight into a thermal (A on map 2). Jake and I followed soon after and we all climbed to 5,000ft. Heading South towards Ingleborough (B) we all caught a top up climb before reaching the peak.



Map 2

Turning North East we headed off down the ridge and I took sharp left at (C) to join a climb Jake was in. Topping out at 5,700ft (D) we headed West towards Ribblesdale. Now Pen-y-ghent (G) was in SSE direction but it was a bit blue that way. Alternatively there was a big

black cloud way off track on the other side of the valley at (E) and I decided this would be my route. Jake chose the more Southerly track and Chris chose another XC altogether, further North. After a long glide, when I eventually arrived under the big cloud I found no lift, and because it covered a large area there was also sun either. I was a now bit worried about my route choice but persevering I at last found some light lift which gradually improved. The cloud was now working, scooping me up and allowing me to push on easily. I had now lost track of Chris and Jake by this point. I found a good climb to 5,500ft at (F) then headed South towards Pen-y-ghent (G).



Pen-y-ghent

Round the peak I turned back North expecting the same good air but instead found significant sink. With hindsight, and looking at the track, maybe I should have returned on a route further West. I came into a ridge low and a bit concerned at (H), but a very weak climb drifted me over the back of the ridge to point (I) where the climb really took off, straight back up to 5,500ft. Interestingly the track shows this climb was in the same place as the climb on the way out and I had noted at the time it was also under the same cloud which by now was even bigger. Terrain wise, (I) is not really a point you would expect to find a thermal but it was working well and just shows drifting with zeroes or light lift when low down often takes you in the right direction. The glide back towards Whernside was very buoyant under a short cloud street. Another paraglider marked the final climb at (J) followed by an easy glide back to take off. I was ecstatic, landed and had a quick chat with Dean Crosby before flying about for a bit more fun, then going down to land at the bottom.

It was a grand day out with great conditions. Chris, Jake, Dean and I all had excellent flights and Ali Guthrie flew to the lakes too.

Links to XC league flights:

Dave: <http://www.xcleague.com/xc/flights/20121472.html>

Chris: <http://www.xcleague.com/xc/flights/20121498.html>

Jake: <http://www.xcleague.com/xc/flights/20121495.html>

Ali: <http://www.xcleague.com/xc/flights/20121497.html>

2011 attempt: <http://www.xcleague.com/xc/flights/2011599.html>

Membership Renewals

Members are reminded that subscriptions are due in February 2013. Renewal notices will be sent out by email at the end of January so keep an eye out for them in case they drop into your spam/bills to avoid paying folder. If you joined part way through last year then you will qualify for a discount on next year's membership and this will be shown on your renewal. Subscriptions are unchanged at £25 single membership (£22.50 if paying by bank transfer before the end of February) or £40 joint membership (£36 if paying by bank transfer before the end of February).

It is important that your BHPA membership is current when you renew. Unless you have non-flying membership you are required to be a BHPA member to be a member of the DHPC. We have checked with the BHPA and know the BHPA renewal dates for all members. In paying your renewal to the DHPC you are confirming that you are a BHPA member. If you have let your BHPA membership lapse because you are not flying but you still want to remain a member of the DHPC then just change your membership to non-flying - it will save you a few pounds and you can always upgrade it to a flying membership during the year if you start flying again.

Neil Plant
Membership Secretary

SITES UPDATE's

Kilnsey - Site closed until 31st December.

Nappa Scar - No XC flights between Aug - Dec (shooting season).

Stags Fell (Full DHPC members only) - No XC flights between Aug - Dec (shooting season).

Hawkswick / Windbank / Knipe Scar - Please do not park, ground handle or land at Windbank during Nov - Jan due to shooting. You can still access Windbank take-off (or Hawkswick) from Hawkswick where there is car parking and bottom landing. The plantation and adjacent field are particularly sensitive.



DHPC Reserve Repack 2013

9 February 2013 (11am – 3pm)
St Marys School Menston, Leeds.
Brilliant value, just £10
(for more details please see the website)

The Dolomites Flying Circus – Simon Goodman

The Dolomites have a reputation for spectacular scenery of towering rock formations, and strong, feisty conditions, which put the area off limits for all but the most experienced or foolhardy for much of the spring and summer. However, between September and October the conditions mellow enough to make the arena accessible to regular pilots for a month or so before the thermals fade and the lifts close. Pilots mass there from all over Europe to end the season in style and I was lucky enough to be able to join one of Kelly Farinas' (Austrian Arena) trips in September 2012.

I still consider myself a rookie having just a couple of seasons under my belt, so it was with a healthy dose of apprehension, and a hope of learning a little more about mountain flying that I met up with Kelly and the rest of the group in Innsbruck. The other pilots on the trip ranged from a similar experience level to me, through to seasoned XC flyers, including one who had come all the way from California. The 3 hour drive from Innsbruck brought us into the main valley of the Dolomites, Val di Fassa, just in time to catch the formations of Sella and Sass Pordoi picked out in the warm light of the setting sun, and the last handful of pilots drifting down to the landing field by the gondola station in Campitello di Fassa. The indications were base that day had been almost 4000m with lights winds, so it was with lots of excitement we tried to take in the sheer scale of the terrain and get some bearings for the following day.



Launch on Col Rodella

The next day arrived with a similar forecast, but with a slightly lower base, and moderate southerly winds. Kelly thought the initial conditions were looking good and so set us the classic Dolomites circuit via the south - start from Col Rodella, onto Sassolungo, south over Rosengarten, cross the valley, then follow a series of ridges to get on the south face of the Marmolada (the highest peak in the Dolomites), before heading back to Campitello via Sella and Sass Pordoi. If we made that it would be a 70km closed circuit.

A large gondola packed with walkers and pilots whisked us in a few minutes from the valley floor up to Col Rodella at about 2360m. A few minutes walking from the cable car station took us round to the morning take off site, with the Dolomites spread out under crystal clear blue skies, and the first cus just forming over scattered peaks. The rigging area was packed with hang gliders and paragliders from all over Europe making their preflights, and the first pilots were already climbing out front in the house thermal. After setting up GPSs and a final briefing we made our way to the busy launch area. To be honest I regarded the launch with some trepidation – it's on a steep grass slope, with an equally steep rocky slope down the back, so any stumbles are likely to see you in a crumpled, embarrassed tangle of glider and lines. This isn't helped by the impatient queue of pilots tutting behind you, or the continental schools trying to kill clients who can't even forward launch, by lobbing them off at the strongest time of day. This circus on takeoff results in some interesting sights, such as the



pilot who fluffed his reverse launch, got dragged through somebody else's neatly laid out, brand new Cayenne4 and pod harness, before disappearing down over the back taking all with him, closely followed by the Cayenne owner in hot pursuit....

Regular cycles blew through, but with little lift in between, resulting in a scramble to take off with each sustained thermal. Once airborne the scrum continued for the first part of the climb out, as I at

least, found that low down thermals were small, scrappy and not that strong. You had to keep a very careful eye on the whirling mass of gliders about you – mostly everybody was well behaved, but there were frequent attempts by a small minority to kill you, either by flying wide-eyed and grinning straight at you, or by blasting directly into the centre of a previously nicely organised gaggle. Persevering for an interesting 20 minutes or so saw me connect something strong I was able to ride all the way to base and out of the melee below. From then on, things were a little more relaxed. An easy glide saw me onto Sassolungo, arriving high above the rocky towers, regrouping with Kelly and the rest of our pilots.

By this time nice well formed fluffy cumulus were popping everywhere, but base at ~3400m was a bit lower than Kelly had hoped for – we were going to have work hard on the route. After topping up height we set off south towards the barren chaotic lunar terrain of Rosengarten. However, due to the southerly wind, progress was slower than hoped and with more height loss.

Soon we had to make the choice between arriving low over the Rosengarten and limited escape options, or taking a wider line to the valley side which would allow for an easier escape, but would mean having to climb again by surfing up close along the cliffs. Half our group on higher performance gliders took the higher route, while I went for the safer wider line, arriving a few hundred metres below the tops of the



formations. Tucking into the windward rock faces it was reasonably straight forwards to gain enough height to hop from spur to spur along the Rosengarten, working down to the far turn point. Most of the time this was fairly smooth, but interspersed with the odd buttock-clenching bullet that would try to drag you towards the cliff face. Just before the turn point I realised I'd have to push deeper than I was prepared to go into an area of rough air and cliffs to continue, so decided on a retreat to the valley slopes. Flying a couple of km out into the

valley, wondering whether I would be able to make it back to Campitello, I stumbled into a nice big, smooth, 3m/s climb, that gently returned me to base. Here I was joined by Kelly on the way back from the south end of Rosengarten after deciding the headwind was too strong to be able to complete the original circuit. Kelly thought it was worth crossing the valley from our position to check if there was a possible route on to the Marmolada along the ridges from that point. However, we only found weak turbulent climbs and more headwind, so decided to call it quits and opt for a nice easy downwind glide back to Campitello. The headwind meant it wasn't going to be our day, but I was still elated after what had been my longest XC and most challenging flight to date. The rest of the group all made it back safely, and the most experienced of the XC hounds on his M4, had actually completed the planned route, although he admitted it had been one of the toughest flights he'd done, requiring a lot of perseverance to reach the Marmolada.

Over the rest of the week we had another strong inverted day where again we got stuck on the Rosengarten, and an over developed day where we bimbled around the 'Col' and 'Sass'. The weather in the Dolomites deteriorated so we then escaped south to finish off the week with some relaxed flying and magnificent food in Bassano. I can't wait to get back to the Dolomites, it's the most spectacular and challenging flying I've done. It definitely lives up to its billing as a must fly location. From the perspective of somebody who's early in their flying career, I would say it's accessible to a normal, current, pilot with a small amount of prior Alpine experience. It's big, bold flying, a little committing in places, but mostly with easy escapes into the valley if needed. The worst of it is the chaotic launch on Col Rodella, so the key there is to climb out and escape as quickly as possible. Kelly was an excellent guide, and will make sure you get the most out of the trip and stay safe.

BHPA AGM

The Annual General Meeting of the BHPA will be held on Saturday March 2nd 2013 at the [Belfry Hotel](#), Nottingham, NG8 6PY, starting at 11am. Last year's event, co-located with the BGA AGM, seemed to work well and the same format is to be repeated this year. It is hoped that members will take the time to turn up to hear how the BHPA Exec has been working on their behalf, to quiz Exec members on their record and put forward ideas for the future direction of the Association. Voting papers and details of candidates will appear in the February issue of Skywings.

Topics for discussion at the members' forum, held directly after the AGM, should be notified to the BHPA Chairman by February 1st. Voting papers and details of candidates, and the BHPA Treasurer's Report, will appear in the February issue of Skywings. The Belfry is adjacent to Junction 26 of the M1.

The AGM will include the election of the Association's Executive Committee (Exec), from which three current members (Marc Asquith, John Nash and John Welch) will be standing down and seeking re-election. A fourth member, Sites Officer Steve Walsh, has resigned. Any BHPA member considering seeking nomination for election should contact Chairman Marc Asquith or another Exec member to find out what's involved, and contact the Office for the appropriate form as soon as possible. Completed nominations should arrive at the BHPA Office no later than Friday January 18th.

Nominations are sought for BHPA Awards of Merit. These are presented to BHPA members to acknowledge conspicuous service to a club or clubs, or to competitions. If someone in your environment has put their heart and soul into the good of the sport for many years, please consider writing a citation for them for a BHPA Merit Award. Citations should be sent to the BHPA Office by January 31st 2012; awards will be presented at the BHPA AGM or other suitable occasion.

BHPA Liability Insurance & Club Officers

The settlement of a high profile case against a BHPA Recreational club has apparently given rise to concerns amongst Club Committee members in a number of other Recreational Clubs in respect of their personal liability for such claims, such that a number of people have resigned as Club Committee members or Officials.

The first point to make is that because most Recreational Clubs are not registered companies, any claim is brought against all the Club members at the time of the accident. It makes no difference whether you are a Committee Member or an Official. Usually, the Chairman and Secretary will be named in the litigation, but they are only named in a representative capacity on behalf of every Club member. The legal reality is that everyone who was a club member at the time of the accident is a Defendant in the action.

Secondly, this is exactly the reason we have liability insurance. In the high profile case all aspects of the claim were dealt with by insurers and solicitors appointed to act on the Recreational Club's behalf. The settlement has not cost any BHPA member a single penny of their personal money. This total cover is the very reason why BHPA Exec regularly remind Recreational Clubs that all Club members must be BHPA members. Our insurance is there to protect, not just members who fly hang gliders or paragliders, but also others, be they marshals, tug pilots, competition organisers or any other role undertaken under the auspices of the BHPA and that includes being on Club committees and yes, even being on Exec!

We can always potentially get something wrong that needs insurance. Such widely-based insurance is deliberately pitched thus because it is important to the functioning of the BHPA and the sport in general in the UK that people are not scared off from offering their services as Club Officials or other non-flying volunteers because of unfounded concerns about losing their house in the event of a claim.

The terms of the settlement of the high profile claim are confidential and the court order only permits them being described as "confidential and mutually satisfactory". Anyone who engages in discussion of the terms of the settlement risks being in breach of the court order and subject to the laws of contempt.

Recently, it has become more widely realised that a jokey threat to bomb Robin Hood Airport can suddenly result in your emails and social networking messages becoming open to scrutiny by the police, the court or anyone who wants to bring a claim. Speculation about any incident on email or social networking sites may well cause difficulties if the incident becomes subject to an action and your messages are later examined as part of the case. In essence, the old rule that after an accident you must not admit fault, in the new electronic era now extends to all discussions on social networking sites by those who are witnesses or potential witnesses.

If there is anything to learn from this case, it is not that your insurance cover has in any way changed or that your house is at risk, but instead that opinions and speculations should not lead to a case being subjected to a "trial by internet" until that case has been concluded in the more time-honoured and proper manner by a Judge.

If any member has any questions they should feel free to contact Marc Asquith (BHPA Chairman) 07802 525099 or Martin Heywood (BHPA Insurance Officer).

DHPC Overseas Trip - Dolomites - September 2013

Following on from the Bassano trip, DHPC is also organising a trip to the stunning Dolomites with Kelly Farina from Austrian Arena.

This is an Alpine XC guided trip, and as such needs a little more experience than the Bassano holiday. Kelly indicates that a minimum of 50hrs post-CP, a little previous Alpine flying experience, and solid thermalling skills are needed for participation. You also need to be able to hold your own in launching, coping with crowded house thermals, and landing out. More info at: http://www.austrianarena.com/area_dolomites.html.

The trip will be 14th-21st September, which is in the period generally considered to be the best time to fly the Dolomites. Kelly is only running 2 weeks in the Dolomites in 2013 so demand will be high and we are lucky to have the chance to make a group booking. The trip will be limited to 7 pilots.

With a group we can get a 15% discount on the normal course costs (Euro 695) and this will include (partial) airport transfers (depending on where we fly into) and all retrieves should you find yourself going XC. It may be that Kelly will ask us to pay accommodation costs ourselves, but if this is the case the course costs will reduce correspondingly, and the overall cost will be the same. Accommodation is in the very nice Hotel Flora Alpina, which has twin suits, with beds in separate connected rooms, with a shared bathroom. So no worries about snoring pilots.

Other costs to budget for are flights, lunch, dinner, drinks, and a gondola pass (about Euro 25 for 4 days if I remember correctly).

With flights Kelly offers a pick up/drop off at Innsbruck airport. However, flying to Innsbruck from our part of the country in September is either a right faff, or very expensive. I flew Manchester-Munich, and then got a transfer to Zillertal to meet Kelly (about Euro 80 return in a minibus airport taxi). Kelly then drove us onto the Dolomites. If we get a full 7 pilots we may be able to negotiate something on the transfers. I will research flights once I know what the take up for the trip will be.

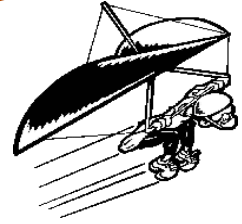
If you're interested in joining us or have any questions then drop me private message via the forum, or find my email on the coaches list.

It'll be a 'first come - first served' approach and you'll need to pay a deposit to ensure a place. I'll send details of how to pay to those interested at a later date.

More info on the DHPC website.

Simon

Noticeboard



DHPC Trip to the Zip-Line SHPF Ratho Repack

2nd February 2013 at EICA, Ratho, near Edinburgh

As well as the usual world class **zip-line dynamic deployment / repack** opportunities, there are workshops during the day and the keynote talk by Julian Robinson and Daniel Gravier presenting their summer 2012 paragliding adventures in Pakistan. They discovered the Hunza valley, flew the North face of the 7788m Rakaposhi, travelled 300km West by paraglider to the border of Afghanistan, thermalled to over 23,000ft and much more.

We will be travelling up by mini bus on Saturday morning early! and back on the Sunday, possibly only fuel money charge, but if we need to pay for the bus £40 each. Re-pack and talk is £30 plus your overnight stop (Travel Lodge have a sale on at the mo). The social do in Edinburgh is a Curry with drinks out and about after, this is £20 each. I have block booked 10 places and have 5 left with 4 interested, first come first served. I need names by 5th January, money soon after, further details will be emailed out to those going once final numbers are in. If you are interested email me at katerawlinson@hotmail.co.uk *Kate*

Schedule

- 09:00 to ~16:30 Zip Line Reserve Parachute Deployments / Re-Packs with zip line operators taking a lunch break probably from 12:00 through 12:30
- Workshops - interspersed during the day
- SHPF - AGM approx 5pm
- Keynote presentation - start between 5.30pm and 6pm
- Ratho doors close promptly at 7pm
- Socialising commences about 7.30pm/ 8pm ish in Edinburgh.

DHPC Facebook page

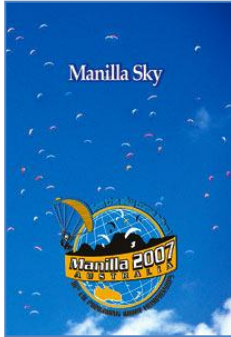
For those who like that sort of thing there's a new DHPC Facebook page at <http://www.facebook.com/DalesHangGlidingParaglidingClub>. The page has been set up to provide an additional route for information, communication, and general banter. It's not intended to replace the club forum, which should remain the main place for discussions and detailed information about club activities. View the Facebook page more as an extended shoutbox. There's no compulsion to sign up, or to miss out if you don't agree with such new fangled interweb things/capitalistic multinational corporations. Click on 'Like' to follow the page. Once you've done that, if you hover the mouse over the 'like' button, it will give you an option to get notifications. If you select that, you'll be notified of posts to the page. Feel free to post something and share with FB contacts.

Simon Goodman

Library News- Melise Harland



The library catalogue is now on the DHPC website! To access it go to the homepage and you will see the library listed in white lettering on the blue band at the top of the page. If you click on the word 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.



DVD Review

Manilla Sky

By: dvd2u.com.au
Reviewed by Melise Harland

This DVD follows the 149 pilots in the 2007 World Championships held in Manilla, Australia. They used six cameras in the air and more on the ground to give a feel of what it is like to be in a world class competition. The duration of the DVD is 1 hour 14 minutes and is one long film split into sections. At the end there are also tables of results for the female, individual and team/country sections.

The basic format is to interview some of the pilots before a task, give a run through of the route and turn points, show footage of the task whilst it's underway, then give the results and an interview with the winner showing a map of their track log. I found that the introduction was cut a bit fast so things flash by but it gave a good idea of what the area was like and the weather conditions to be expected. There are also interviews with some of the pilots. There is a short piece on the opening day parade which also shows a bit of the air show they held as a welcome event. There were five tasks in all, between the thunder storms, most of which were elapsed time to goal with between one and three turnpoints. There was also one (task 4) 61km straight to goal race.

The commentary on this is really nice, explaining what is happening as the tasks are being flown. There is also nice footage from the pilots in the air saying how it is going, what the conditions are like or what they are planning to do. Some of these pilot pieces are overdubbed whilst some have subtitles. There was some very close proximity flying and thermalling in this and I have to say I wasn't at all surprised that there were three mid-air collisions, two on the same day and two of which were caught on film. Thankfully none was killed. I like that the pilots say what they are thinking before the task, give some thoughts afterwards on what it was like and if they bombed out why they thought they did. The smiles in goal say it all really. The results change quite a bit between tasks and it ends with a very close finish. The final section is the presentations giving the top three females and team/countries and the top 10 individuals.

I really enjoyed this DVD even though competitions are definitely not my thing. Melise

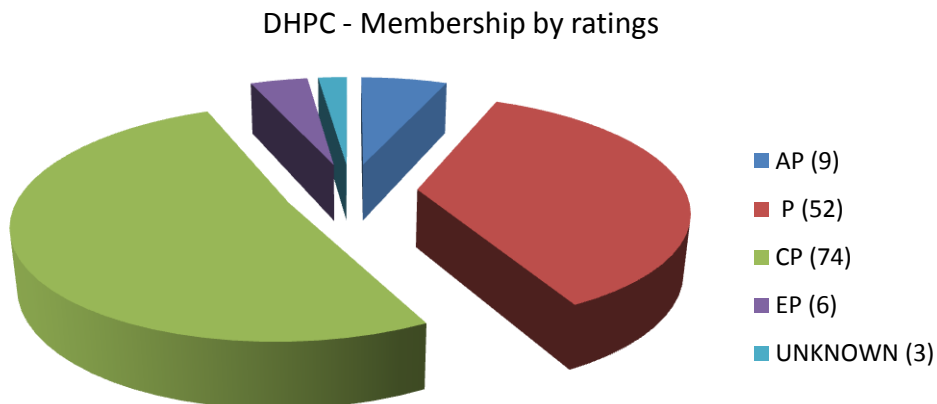


Ed's Coaching Column

I'm writing this on the morning of the 21st December, so if you're reading this, then two bits of good news. Firstly, it didn't happen and we survive until the next doomsayer secondly, we are now past the winter solstice and the days are getting longer. The fact we are looking into spring rather than winter, always cheers me a little. I can have a look back at all those early February photos from 2012 (on forum) and remind myself that in six weeks or so the sun is getting a little higher, a bit warmer and the thermals are beginning. I've only a few things to mention this month.

RATINGS

You'll see below a pie chart of DHPC membership ratings. You can draw what you will from facts, figures and fiddling, but I take the following.



- We are very middle heavy with around 90% of pilots either P or CP rated.
- Rating inertia is both understandable and real
- Maybe as a club we need to persuade, encourage and better support pilot development
- EP rated are the small wedge still under-going school instruction; a few may be new foreign rated pilots
- AP rated pilots are few in number, yet quite a lot of P rated pilots have covered the XC tasks required. The exam is purely Airlaw and should be straightforward for them.
- The figures above are slightly lower than our total membership, which also includes non-flying categories and these are not shown in the chart.

In 2011 we had about 10 pilots who sat exams of one kind or another. Put another way only about 7% of members up rated. This year it was nearer 2%. Pilots enter the club environment with a CP rating and from that point on it is very much up to the individual at what rate they progress and whether they see any benefits in having a higher rating. Most

are more hooked on the flying than the ratings – and that I regard as a good thing. For many the pinnacle seems to be P rating. I can fully understand that as one who sat at that rating for decades! Ratings are only a crude measure of pilot ability and experience at best.

The case for ratings is that they are intrinsically an expanding skill and knowledge framework. In other words they clearly lay out what you must know and do to be a better, safer pilot. Beyond that they bring some incentives – maybe entry to certain levels of competition, you can fly XC if PILOT rated - and way back they got you reduced BHPA fees (please note that met objections and was quickly dropped).

Once we get into the New Year Pete Logan and I are hoping to put on some sessions for those who wish to gain their next rating. So far response has been muted and it would be easier and more worthwhile to work with about half a dozen pilots. Give it some thought as you make plans for how you'd like your flying to progress during the coming year and we'll take it from there.

My new email address is at the end of this column.

COACHES

So that you may be better recognised it has been suggested that your photograph should appear with a very short personal profile/availability statement. I intend to put them up on the coaching page. To that end could coaches please send me a small photograph of their better side with a statement (keep it short please) – no silly hats, dark glasses or comb-overs.

INGLEBOROUGH FLY DOWN and ACCURACY COMP.



This seemed to work quite well last February and there is always a calm winters day on the summit with a potential 1800' top to bottom, even if not soarable. It may be called at short notice from mid-January on and will this year also have an accuracy comp (with DHPC Trophy) to add spice to the landings. I'll post updates on the forum and the shoutbox if a suitable weekend seems likely.

Simon Goodman our new comps person will oversee the comp aspects.

COACHING REGISTER

As in previous years the coaching register will be renewed in Late January/early February. I'll try and make the registration forms available on the coaching page of the website so you can download and return to me at your convenience.

Wishing you all safe and enjoyable flying during 2013.

Ed Cleasby DHPC Chief Coach

xcflight@gmail.com 07808394895

Dales Hang Gliding and Paragliding Club – November 2012

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, Ripon	steve.andbex@btinternet.com	01765 650372
Kevin Gay	Various	Ripon	krGay@talktalk.net	07794950856

Paragliding Coaches

Name	Availability	Location	Email	Contact Telephone Number
Ed Cleasby DHPC Chief Coach	Various	Ingleton	xcflight@gmail.com	07808394895
Rob Burtenshaw (senior coach)	Sun+various	Oxenhope	burtenshaw@fsmail.net	07747721116
Peter Balmforth	Weekends	Leeds	peter.balmforth@ntlworld.com	07714213339
Noel Whittall	Various	Leeds	noel.whittall@googlemail.com	01132 502043
Alex Colbeck	Weekends	Harrogate	alexcolbeck@hotmail.com	07717707632
Pete Logan	Various	ShIPLEY	pete@logans.me.uk	07720 425146
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
Ronald Green	Weekends	Hartlepool	ronaldgreenpilot@hotmail.com	07403068944
Fred Winstanley	Various	Higher Bentham	fredwinstanley@sky.com	0777041958
Richard Shirt	Weekends	York	rshirt@advaoptical.com	07786707424
Simon Goodman	Various	Leeds	simon.goodman @talktalk.net	07720061200
James Watson	Weekends	Leeds	james@primaryictsupport.co.uk	01132 825827
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
Kate Rawlinson	W/e's and school hols	Laneshaw Bridge/ Colne	Katerawlinson@hotmail.co.uk	07976510272

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.





The Dales Club Farmers' Dinner

On Saturday 9th of March 2013

The Devonshire Arms, Cracoe

www.devonshirecracoe.co.uk

Dress code smart casual, 7:30 for 8pm

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

We plan to run the minibus service for the farmers around Hawes again - if there is sufficient interest. We may even be able to squeeze a few members on board. The function room only seats 46 and so everyone will be strictly limited to 2 tickets (although we'll run a reserve list).

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

The club will be paying for the farmers. The cost for members is £22.50 per person.

Menu

Please select the menu of your choice from below (by 28 Feb) – one starter, one main and one pudding for each person – see booking form on next page

Starters

French Onion Soup with crusty bread.

Ham Hock Terrine with piccalilli and wholemeal toast.

Fried White Bait with tartar Sauce, dressed leaves and lemon.

.....

Main Courses

Roast Topside of Beef, with Yorkshire Pudding and Chefs jus.

Roast Fillet of Salmon sat on an onion and potato cake with lemon and black pepper sauce

Roasted Butternut Squash and garlic Tagnatelli, served with a garlic and roast vine tomato sauce

.....

Desserts

Vanilla Crème Brulee, with homemade shortbread.

Warm Chocolate Brownie with chocolate sauce and vanilla ice-cream.

Yorkshire Cheeseboard.

.....

Tea and Coffee

The Dales Club Farmers' Dinner 2013

Booking Form

First and Surname	Starter			Main Course			Pudding		
_____	Soup	Ham	White Bait	Beef	Salmon	Squash	Crème Brulée	Choc Brownie	Cheese
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Contact Name: _____ Email: _____ Tel: _____

Please enclose a cheque made payable to 'DHPC' and post to (**deadline 28 Feb**):

DHPC Farmers' Dinner, c/o 48 The Whartons, Otley, LS21 2AG (Tony Pickering - 01943 466632)

I enclose a cheque for £_____ for _____ people (£22.50 each).

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

We will try to organize a minibus for the farmers if there is sufficient demand. It is likely that there will be a central pick up

(Market Hall in Hawes) at 6.30pm, and it will leave the pub for the return journey at 11pm sharp!