

# WINGS & THINGS



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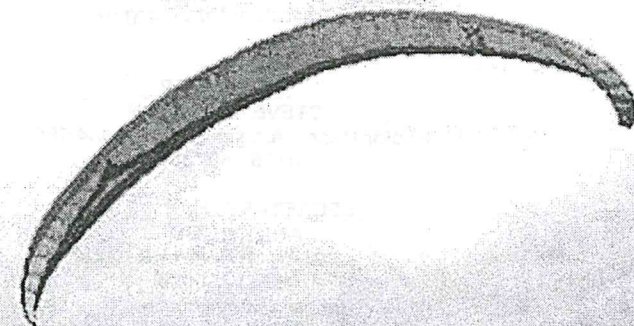
Contact Scott Armitage  
Tel. 01274 668899



# SKYWORDS

THE MAGAZINE OF THE DALES  
HANG GLIDING AND PARAGLIDING  
CLUB IN NORTH YORKSHIRE

**MARCH 2003**





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**COVER PHOTO**

John Callum on Semer  
Water

# WINGS & THINGS

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Graham Laycock	Various	Hawes	07974 151073
Robin Moore	Various	Ilkley	01943 865108
John Callum	Various	Hawes	0797 4171175

The above is a list of good & trusty people, who are club coaches, instructors and observers. They have volunteered to make sure there is a friendly face on the hill for new pilots. New members to the club are advised to make contact with a coach and meet on the hill.

## WHAT'S ON

**MARCH 6th**  
Club Night - to be announced

**MARCH 12th**  
Para Re - Pack (see advert on page 6)

**APRIL 3rd**  
Club Night - to be announced



### Inside this issue:

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# EDITORIAL

**Skywings** is back, and will be regularly published once again on a monthly basis.

May I take this opportunity to apologise for the lack of publications over the last few months, but due to personal reasons I felt that I could not, and in fact, did not feel as though I could put enough thought and time into the job to produce a magazine that would be worth reading.

If members have any articles that would be of interest, either flying related or not, serious or humorous, then send them into me.

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I hope to bring new features into the magazine, for example regular safety features, an updated version of Pilot Profile and hopefully a regular humour page. But once again this can only be done with your input, so please send anything you may have, I can only make the magazine as good as the articles in it.

## **IT'S BACK.**

Craig Richardson  
(Skywords Editor)

# DALES XC LEAGUE

## 2003 Dales Paragliding XC League

Pos	Pilot	1	2	3	4	5	6	TOTAL
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## 2003 Dales Hang Gliding XC League

Pos	Pilot	1	2	3	4	5	6	TOTAL

## D.H.P.C. LIBRARY

### NEW TITLES

#### VIDEOS

**Weather To Fly** — **Basic concepts for flight with Dixon White**

**Around Oz** — **The Movie**

**P.G. Super Fly Hard** — **Starring Robbie Whittall + mates, around the world**

#### BOOKS

**Pilot Handbook** — **The revised edition, by Mark Dale**



### DHPC Cross Country League Rules

- Entry to the DHPC XC League is free and is open to all members of the DHPC.
- All flights must be flown between March 29th and October 31st 2003. Pilots must submit their flight details within one calendar month.
- Trophies and prizes will be awarded at the next Dinner Dance.
- Flights must start from a Dales site. These can include non Guide Book sites such as Barkin Fell and Cautley Spout.
- Only a pilot's six best flights will count. They can be Open Distances, Out & Returns or Triangles.
- Minimum distance is 5km for straight flights and 15km for all flights with turnpoints.
- Completed Out & Return flights score double the flight distance where the majority of the flight is out of ridge lift.
- Completed Triangle flights score three times the flight distance as long as they conform to the FAI 28% rule (the shortest leg of the triangle must be at least 28% of the total distance). However a completed Triangle flight which fails the 28% rule scores double the flight distance when the majority of the flight is out of ridge lift.
- Take off and landing witnesses are recommended, if not essential, in order to prove a flight when challenged.
- All flights must comply with current airspace regulations and restrictions.

To submit entries for the league simply email: [webmaster@dhpc.org.uk](mailto:webmaster@dhpc.org.uk)  
or use the SUBMIT AN XC ENTRY link at [www.dhpc.ukgateway.net/league.htm](http://www.dhpc.ukgateway.net/league.htm)

Or failing this a phone call on 07720 425146

Try to include details like:

Start site

Finish location

Date and Time

Wind Direction

Distance (see rules, points 5 to 8 on league webpage for help with this)

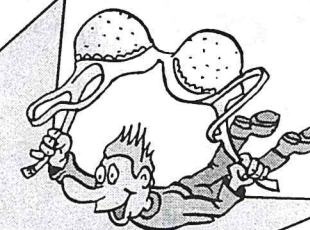
Type of flight (Open Distances, Out & Returns or Triangles)

Hang glider or Paraglider

Any witnesses at take off or landing.

Cheers

Pete Logan



## **PARA RE - PACK** **EVENING**

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# ARTICLES WANTED



**SKYWORDS** is only as good as the material used to compose it.

If you have anything relevant or not, useful tips on flying or equipment, please send it in. If you have a tale to tell about a

trip, send it in. If you have any photographs of anyone in embarrassing situations or any shots of great flying moments, then send them in.

If possible save articles as Word files and add them as attachments to an e-mail also scanned or digital photos. E-mail to; [skywords@dhpc.org.uk](mailto:skywords@dhpc.org.uk)

Those without computer or e-mail can also contribute, send your articles by snail mail to;

**Craig Richardson  
152 Clough Lane  
Brighouse  
West Yorkshire  
HD6 3QR**

# SITES NEWS

SITE NAME	SITE REF.	WIND DIRECTION	PLEASE NOTE
Addingham Moorside	17.050	N-NE (000-025)	
Baildon	8.050	E (070 - 110)	500 ft ato limit.
Bishopdale	17.054	NE & NW (040-050 & 300-320)	Essential to contact Phil Wilkinson 01969 663766 BEFORE flying.
Brant Side	17.057	WSW (230-255)	
Cow Close Fell	17.003	NNE-NE (025-045)	
Cowling and Sutton Pinnacles Hill (Earl Crag)	17.061	NNW (340-350)	Currently closed due to access problem
Dodd Fell	17.102	WNW (270-315)	
Grove Head	17.102	NNE (0-35)	
Humesett	17.101	SW-WSW (220-250)	
Ilkley Moor	8.058	NNE-NE (020-040)	250ft ato limit
Nappa Scar	17.069	SSW (205-225)	<b>(No XC Aug-Feb)</b>
Nont Sarahs	8.012	SW-SE (220-140)	
Pule Hill	8.062	W (080-100)	
Semer Water	17.008	SE (115-155) NNW (330-360)	OK to land in field next to top road. (NO PARKING IN FIELD)
Stags Fell	17.009	WSW-SSE (160-250)	MEMBERS ONLY (12 max) <b>(No XC Aug-Dec)</b>
Tailbridge Hill	17.075	SW-W (225-270)	
Wether Fell	17.017	WNW (280-310)	
Whernside	17.010	SE-E (090-155)	Flyable, but the club does not have parking permission.
Windbank	17.011	S-SW (180-225)	£1.50 per pilot to Mr. Mitton
- Knipe Scar		SW (210-235)	£1.00 per car to Mr. Dibb
- Hawkswick		SW (210-235)	

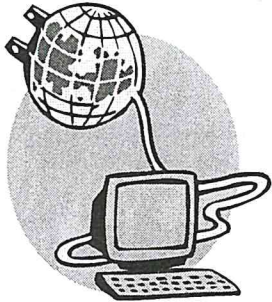


## DHPC on theWEB

To keep up with the latest news log onto

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

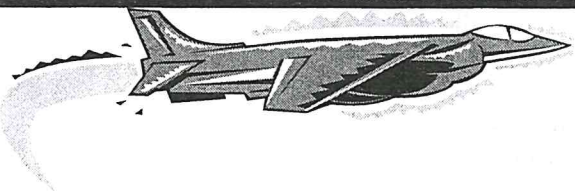
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by Pete Logan



## CLUB NIGHTS

The first Thursday of each month.

At  
The Riverside Inn  
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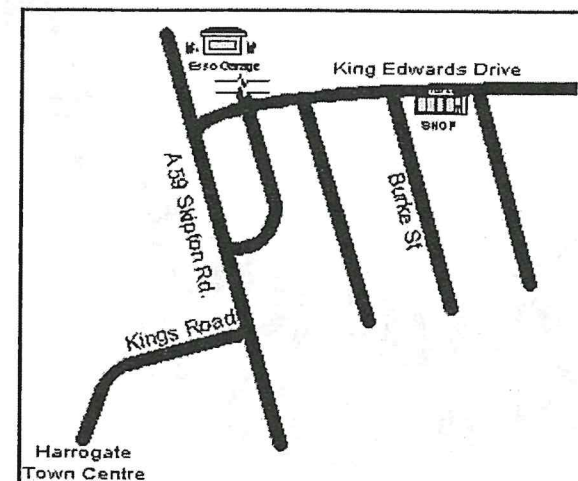


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**CONTACT CRAIG RICHARDSON  
07990 730143**

out, he's had enquiries from potential night flyers. It goes on, and we should see things as they are and not as we would like them to be. Everyone should be aware of both the pleasures and the dangers of this aspect of flying and should then make up their own minds.

I do not deny that night flying is potentially more dangerous than day time flying. It most certainly is. Perhaps the risks inherent in our sport anyway, are enough. It must be remembered that nights fit for flying are very few and far between and have to be selected with care. If you and others consider yourself to be a safe and responsible pilot, if you take double the care you normally take, if you obey the law, night flying under a full moon and snow can be absolute magic.

**Postscript**

Three days after writing this article, I found myself, midweek, on the top of Winter Hill.

Phillip Robinson, Hughie McGoran and Paul Maratos were also there and the four of us stood about discussing the crossed wind, deep snow and complete lack of moonlight. However, after discussing Dunstan Hadley's point about 30 minutes needed for night vision, we rigged a Skyline and a Super Scorpion. Before long, we decided we could see well enough and lobbed off.

The night was slightly cloudy and although we could see enough for safe flying, the sparkle caused by

moonlight was not there. We all had about 10 minutes or so and landed back on top, The city, village and town lights were just as beautiful, but I think we all decided that although a moonless night with snow was light enough to fly, the conditions were nowhere near as majestic.

I'm even more sure now that a moonlit night with snow on a clear ridge are the optimum conditions if you fancy this kind of flying.





(Continued from page 15)

shot off to an even quicker landing - only to hear his gleeful cries as he skied out in the wind. It had risen as soon as my boots hit the snow! Never has a kite climbed so quickly! helped on its way, by Hughie McGordon and Malcolm Dean, two Pennine flyers who came down to help me back up.' As nature would have it, the wind eased shortly after we were back up and I had to be content with a rapid soar around and a tight top landing.

### Warnings

This article may have an adverse effect and cause all sorts of people to take to the darkness, but this would be a serious error. There are many, many things to think about before considering this form of aviation.

Firstly, night flying without the correct glider lighting is illegal (steady red light of at least 5 candels showing in all directions). Not only is it illegal, but also dangerous to other air users. Doing something illegal may also be classed as irresponsible. Unless you are an experienced flyer it would be very foolish to go out at night. This is also true if you do not know the site thoroughly, or if the site is used by other aircraft or is near an airfield. Aeroplanes practice at night



as well you know, and remember the old maxim - *You are never, ever alone in the sky!*

Secondly, I would consider it unwise to fly more than 400ft. above the ridge unless I was complying fully with regulations. I would also want to be with a maximum of 3 other pilots, all very experienced and would agree careful limits on who flies and when. Although there have been a few Pennine members who have flown in snowless conditions. I would have to

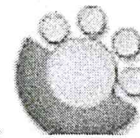
think very carefully before considering this safe. As Gordon implies, visibility is everything and just now I demand at least a half moon and snow or strong ground frost. Clear nights are always cold, and cold is energy sapping. You feel drained the next morning, since in effect

you've done two days work in one, so a careful watch on energy is essential. If you feel tired or cold. go home to bed.

Speaking for myself, the build up and excitement cause my adrenalin to flow freely, and this a thing to be careful of. *Overconfidence can Kill!!*

Always remember that an incident at night would be a disaster for both the sport and for yourself. The newspapers would have a field day with you and make you out to be a complete idiot. They may well be right!

However, as Dunstan Hadley pointed



smartgroups.com

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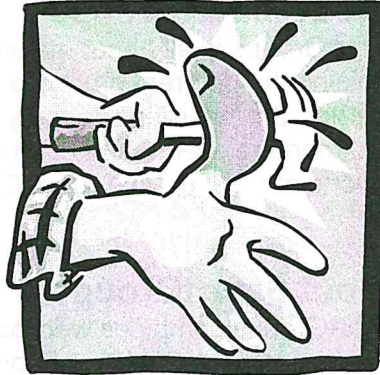
**To join the Dales Smart Group, go to the Dales web site and follow the link at the bottom of the page ([www.dhpc.org.uk](http://www.dhpc.org.uk))**

**Over 120 pilots have joined, why don't you?**



# LIZ'S SAFETY SPOT

The following is an article taken from "GA FEED-BACK" high lighting the danger of mid air collisions in shared airspace, which is obviously applicable to us when flying XC. Be aware of other aircraft, which may not know you are there !!.



*Liz Addy*

## SHARED AIRSPACE

I was towing a glider, climbing at about 700 fpm wings level from AAA airfield in excellent visibility. The climb out route with the strengthening wind led to a planned drop somewhere just north of a nearby Danger Area. As I approached the planned drop point, a twin prop dropped out of the 8 okta cloud base at 2,000' about 500 metres directly ahead of me, my guess was that he was about 1/2 mile N of the Danger Area. At the time of the "spot", I was at 1,800'. The twin was turning at the time of exiting the cloud and was headed towards the approach to BBB, a nearby busy GA airfield.

The reason I'm reporting this

incident is that this is the third time in recent months that I have been surprised by powered aircraft dropping out of cloud cover. The nearest controlled airspace in this area is usually well above any cloud base. In this particular case, it would have been wiser of me to stay further below the 2,000' cloud base and not bow to the glider pilot's perceived wish to get best value! I intend to do so in future. However, the other cases involved parachute support aircraft, the first descending in narrow gaps in a 3,000' layer cloud outside of the Danger Area and diving through a number of manoeuvring training gliders, and a second that dived out the side of a

*(Continued on page 11)*

glowed with a pink translucent colour. The horizon was yellow with the lights of Manchester, Bolton, Blackburn and hundreds of other twinkling lights. Up there on the moors, aside from the backdrop behind me, not a light showed. It was amazing and unlike anything I'd experienced before. The sky was black and perforated with millions of stars and the moon itself, too bright to stare at.

### Visibility

At first we were worried that it would be hard to see another pilot, despite the good visibility. However, there was no danger, since it was easy to see where the other fellow was by his jet black moon shadow on the white ground below us.

Looking down, it was crystal clear and top landing was as easy as in the day time. Looking up, it was hard to keep a flyer in view until he either crossed the moon or you noticed a delta shape where the stars should be. However, the air was very smooth and we all felt safe in our flying. Naturally, this kind of flying just had to be repeated, and during the following months many of the experienced members of the Pennine Club "took the night air". Since the flying this winter has been

so abysmal, I took special interest in the fact that the moon was due to be full on the 13th January. The snow that fell had the opposite effect on me that it had on most people and I looked forward to launching in 1978 and landing in 1979 by going out on New Year's Eve.

This was not to be and although the snow and moon were good from early January until near the end of the month, we only managed to get out on two promising nights.

Keith Cockcroft and Geoff Ball flew one night when the wind was gusting to 26 mph, but I thought over my own limits and fought back a lump in my throat as they flew about. Bob Calvert launched, but a high 28-30 mph forced him down and we left the site around 2.00 a.m., slightly disappointed.

A week later, after a dead calm Saturday on the hill, I tempted providence and a divorce by donning my cold weather gear and

going flying in the middle of Starsky and Hutch.

It was a beautiful evening, but the forecasted 20 mph did not materialise and a fretful 8-10 mph was all nature could muster on Nont Sarahs, one of our highest sites above sea level. In desperation, at about 12.30 a.m., Phillip Robinson launched for a quick scratch around, ending in a landing at the bottom. When he was back up, I

*(Continued on page 16)*





The following is an article on "NIGHT FLYING", starring our very own, Trevor. This article was first published in "Wings" magazine way way back in 1979.  
TUT TUT TREVOR

# THE DAY IS 24 HOURS LONG

by J.A. Hudson

**Dunstan Hadley's article on Night Flying last year aroused John Hudson's interest. Despite the indignant reply by Gordon Murray and suggestions that the activity was irresponsible, John set out with Graham Hobson and Trevor Birkbeck on a winter evening to see for himself.**

The wind was 18 to 20 mph, square on

and dead smooth. The snow reflected back the moonlight with such a brilliance that a torch was a positive disadvantage. It was easy to see the pin holes in my 1/4 in. dia. wing bolts. I just could not believe the visibility. Graham Hobson lobbed off first and soared around for a while before landing back on top with a grin from ear to ear. Trevor followed and, since it was so clear, I too launched from the pristine snow surface.

There is an expression "It blew my mind" - well, it did. I was completely spaced out with the experience.

Winter Hill is a perfectly shaped ridge. An IBA aerial mast rises 1,050ft. into the sky and dwarfs numerous other pylon masts about 150ft. high. The smaller masts are festooned with strangely shaped transmitters and reflectors and although the towers were unlit, the end one was bathed in light from a number of floodlights around the perimeter fence. This gave the lattice structure an ethereal appearance, as though it was some static insect, frozen in motion by the brilliant white light.

Behind me, the monumental main mast stood like a finger pointing at the sky. At 50ft. intervals, clusters of red light warned aircraft of its presence, and these red lights were so vivid that 15ft. at either side the tubular tower

(Continued from page 10)

cumulus cloud and shot across the front of my glider as I cruised between thermals at 3,500' well below the cloud base.

I totally understand what everyone is using to achieve, whether lifting parachutists, launching or flying gliders, or just getting into any of the many airfields in the area, but my gut feeling is that too many of these incidents are being flagged up in conversation by pilots at my club at the moment.

I don't want to start blaming anyone (hence the CHIRP report) - but we (the flying community) do need to wake up when operating in the open FIR.

All powered pilots and the air traffic controllers need to be aware of how far gliders can be from their sites and still be in comfortable gliding range of home (4 miles per 1 000' as a ball park figure!)

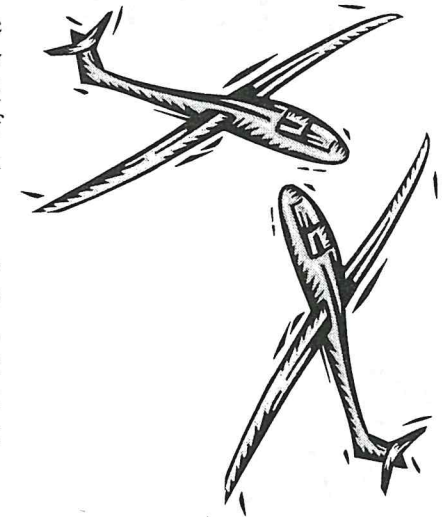
Glider pilots need to be aware of the risks of flying close to the cloud base where aircraft can be expected, unwisely but legitimately, to appear at any time - glider pilots make best progress across country zooming along at just below cloud base.

The parachute pilots also need to get on board that if they are dropping with a lot of cloud around (!!), they need

to-be more careful than normal with their descent route - minimising the airprox risk should be a higher priority than local noise abatement or increasing turnaround times.

*When operating in a relatively busy area of the open FIR, in which several different types of operation are conducted, it behoves all of the airspace users to consider carefully the margins of safety to be applied.*

*Whilst there might be a temptation for gliders, parachutists and para support aircraft to continue to operate to the absolute weather limitations permitted for their respective operations, the inherent risk in relation to the reporter's final comment, is not of an airprox, it is of a mid-air collision.*





HUMOUR PAGE

APPEARING SOON

WATCH THIS SPACE



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