

CLUB RADIO FREQUENCY 143.850Hz

# Skywords

email [katerawlinson@hotmail.co.uk](mailto:katerawlinson@hotmail.co.uk) if you wish to submit anything for next month's mag its **DEFO** my last one December and I want to make it an epic so please send me lots of holiday reviews and pics etc

*Katex*

**Club Night** Wednesday 6<sup>th</sup> November 7.30 for 8pm  
The Horse & Farrier, 7 Bridge St, Otley, West Yorkshire LS21

## Question Time

Your opportunity to bombard the committee with questions about the club, flying, sites, training, exams etc. whilst drinking, great option for a rainy November evening.

I'm new to flying and the club, how do I know when it's ok to go out flying and which site to head for?



How do I get my Pilot tasks signed off and where do I sit my exam?

What does my club do for me...how can I get involved?

### Inside this month's issue:

- Chairman's Chat
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- AGM December
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- DVD Review Ozone
- BHPA Courses
- Club Coaches



## Chairman's Chat

Probably the most important job for me is to ensure that the Club has a Committee to deal with all the niff-naff and trivia that goes into ensuring that you can go flying.

All Committee posts will become vacant immediately prior to voting at next month's AGM, and somehow I have to try to fill those posts. Fortunately a good number of the existing committee have agreed to support the club and re-stand; leaving me just a couple of minor headaches.

Kate Rawlinson will be stepping down as Editor of Skywords; and Pete Logan, who is giving up the sport, will leave a vacancy as Club Secretary. On the plus side Mark Morrison (Tam) has already agreed to stand for either post. But just to throw a little extra spice into the cooking pot Trev's work is preventing him putting much time into the Social side of things. Trev has volunteered to double-hat as Club Secretary and Hang gliding representative, but that would still leaves us needing a Social Secretary.

So we need someone to step forward either as Club Secretary, Newsletter Editor or Social Secretary. I'd prefer to have a Club Secretary (it's quite hard to chair a meeting and take notes at the same time) and it's also a constitutional requirement. The bottom line is that if you want club nights and the newsletters to continue, one of you is going to have to step forward.

If any of you could spare the time to volunteer for any committee post, but in particular one of the jobs above please get in touch ([chairman@dhpc.org.uk](mailto:chairman@dhpc.org.uk)). We only meet 7 times per year and you don't have to come to every meeting.

Fly safely,

Martin Baxter  
Chairman



## BHPA Courses

### Club Coach Courses

Individuals wanting to take a course should contact the host club direct to book a place.

#### 2013

November 09/10 Skysurfing Club

07786 348 864 Paul Cashman

cloudbase10@googlemail.com

November 30/ December 01

Still available for club booking.

#### 2014

January 11/12 Thames Valley HGC

07738 417 671 Simon Payne

simon.tvhgc@googlemail.com

January 25/26 Cumbria Soaring Club

07752 750 869 David Ashcroft

canddashcroft@hotmail.com

March 08/09 Pennine Soaring Club (TBC)

### Instructor / Senior Coach Course

#### 2014

April 01 - 03 Lilleshall

This course will only run if we have sufficient numbers, cut off date to apply and send in a deposit is 16th December 2013.

### Emergency Parachute Systems Course

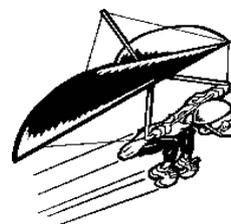
The date for the next EPPS Course is 12/13 October. If you are interested in attending the course please contact Stef Blankley.

*For more information contact:*

*Stephanie Blankley, 0116 289 4316,*

*stephanie-blankley@bhpa.co.uk*

# Noticeboard



Crossword answer; tailspin (anagram of 'alpinist' )

## Annual General Meeting

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

**All full members of the Dales Hang gliding and Paragliding Club are invited to submit formal proposals to [chairman@dhpc.org.uk](mailto:chairman@dhpc.org.uk) before 1 November 2013.**

There won't be an opportunity to raise important new issues on the night and this early deadline allows us to give due notice to all members of any contentious proposals, so that they can be there to put forward their views.

As well as setting membership fees for next year all committee posts are up for re-election. This year we need to find a new Secretary, Newsletter Editor and Social Secretary, but you are very welcome to stand for any post (especially Chairman!).

All you need is a little spare time and a willingness to put something back into the club. If you want to discuss things without making a commitment please get in touch with me at the above address.

Martin Baxter - Chairman



## Ed's Coaching Column

# When the wind blows!

You don't have to fly paragliders for long before you realise that their top speed can soon be eclipsed by the wind speed. The difference between the top speed of EN A and EN D rated gliders is not that great, about 18 kph (10 mph); less at trim, but enough to meaningfully increase the margins for the EN D pilot. Conversely, with smaller margins, the EN A/B pilot needs to keep a more watchful eye on wind speed to ensure their ground speed stays positive. For that reason having an instrument field that displays ground speed is essential ..... also knowing what is accurately into wind, any small deviation either way will produce false (higher) positive readings. Watching your groundspeed (into wind) drop to near 0 can be unsettling ..... not least because it indicates it's windy, (at least where you are) but also values around zero can go negative, but still read as positive. A gentle tack sideways will tell you if it's positive or negative. However, this month's article is not about high wind flying but more about the landing under strong conditions. I'll break this into three parts for ease:

- **Forewarned is fore-armed**
- **Choosing your landing place**
- **Approach and killing the wing.**

**Forewarned is fore-armed** (Before we fly). Occasionally situations creep upon us, however, a lot of the time they can be predicted to a reasonable degree. This can have an influence on decisions about where - or even whether to fly. Using a range of weather forecasts and local knowledge it is often easy enough to anticipate increasing wind, either as weather systems move in or the effects of wave/strong thermal development come into play – some sites have reputations as 'windy' options whilst others are sheltered or spill the wind.. It could be simply that the forecast wind speeds are likely to be near the top end for flying, or over a period of time are likely to increase to that level – or beyond! Local topography is also likely to create areas of stronger wind such as at valley confluences or over hilltops. Windspeed is rarely uniform, but subject to large variation depending on location, height and weather systems. RASP is very good at locating dynamic and non-dynamic wind zones; coupled with experience this can provide useful gems of information to have on xc flights. Check the data from any long xc flight and you'll see the wind speed and direction are very subject to change. In other-words it makes sense to anticipate what might happen when making your site choice and make a plan B (escape route) accordingly. The main thing is not to panic and feel trapped – there are things you can do such as – wait a few minutes (it often eases), move to a different part of the sky or away from the funnelling effects of topographical features. As wind speed is often a feature of height then losing attitude may ease matters too – although in mountain /hilly areas it can also have the opposite effect so give consideration to the topography below and downwind. To sum up – know what to expect and what you can do.

*However, at some point you will need to land and this is where the bulk of this article is focused.*

**Choose your landing place** (carefully). Where you chose to land is very much your decision and in your control – the greater your height the greater your options. However, there are plenty of

examples (me included) where leaving it too late condemns you to a place that is less than ideal. Personally speaking, I am not that confident of getting a high wind landing right each time and I'd rather be in a nice place of my choosing than a nasty forced place to discover my shortcomings. Nasty places tend to result from pushing an XC or during a competition task. We all preach the wise answer but sometimes don't practice the wisdom of it.

So – what makes a good choice of landing place when it's windy? Think twice about a top landing unless it's big, open, clean (no rocks, fences, walls etc) and free of rotor. If no-one else is opting to top land I don't think I would either. If they are, try and watch their approach and touch-down plus the moments after. Watching others can tell you a lot about the conditions (it may also illustrate their wing control skills too.) The final 30' through the wind gradient (often pronounced) should be full trim speed (NO speedbar) and the wind could drop away markedly to a much better final touch-down than you imagined. I've seen big ears used but personally I think this is a mis-use based on a mis-understanding ..... your hands have better places to be ..... and when they move there, funny things happens as one tip starts to inflate before the other. Anyway – more drag could simply mean you'll be going backwards even faster!

Choosing your landing field may mean the normal bottom landing or simply flying away to a big open and lower area. In the past year alone I've, on three occasions flown well away from the site I was flying, to land more safely elsewhere..... on one occasion about 5k away! Running through my head is, 'What's the inconvenience of a walk against a broken something'.

My ideal strong wind landing field looks something like this. It's very open and fairly flat with nothing around to funnel the wind. Scan for power lines, fences, odd trees, bushes etc. The cleaner the better because they can become mental distractors to the point of obsessions! The ground looks smooth and (better) soft. There are no turbulence creating features for some distance upwind and nothing behind my planned touch down point for at least 50 yds ..... upwind from this point is an irrelevance. Grass fields have the benefit of usually being rock free and easy to turn and control the wing on but can be quite hard; rough fell pasture may be soft and tussocky, but hard to run on – so you fall over easily on turning towards the wing – and it can hide small rocks. Call me fussy, but I also like a road close by – the reason? Well, I'd rather drag a sprained ankle across a few yards of field than 3k of moorland.

One final point before we move to the approach. A few miles an hour (wind speed) can be the difference between a landing moving forward (easy) and a landing going backwards (much harder) – the test to your skill level /speed of reaction between the two scenario's is considerable.

**Approach and killing the wing.** The set up for approach should be just upwind of the field (along the field boundary); S turns only and as gentle as possible, mostly just using weight shift and at trim speed (hands up). The final part through the wind gradient usually sees the wind easing and any turbulence smoothing out; the heading is directly into wind with the drill for killing and controlling the fallen wing clear in the mind. At this point there are several options for killing the wing and the best one is whatever you've practiced and works for you. Remember – turning, running and pulling the right things can be very disorientating for the best of us so it needs to be hard wired in through regular practice. Just to reiterate one point – because we usually land and flare in calmer conditions the temptation is to do the same. Until we have turned (if using C's or brakes) the wing needs to maintain full trim speed so better to keep hands high whilst turning ( a small dab of brake on touch down only and release as that will tend to slightly increase the wings forward speed).

I've laid out a number of techniques below. The efficiency ratings are not mine but I've left in place, the comments are predominantly mine. If anyone, especially the more experienced pilots have any thoughts, tips or advice I'll gladly gather them and put them up on the forum.

Method	Efficiency	Description + Comments
One A riser + Opposite brake	80%	Simultaneously pull down one A riser and the brake on the other side. The wing will twist and bend back. If you don't brake enough, the open side may turn and hit the ground on its leading edge (bad). Those who are well practiced swear by this method, you don't often see it and it does require serious practice to get it wired in. It's less useful than other methods when trying to kill a wing during a strong wind launch so regard as a landing only technique. Well worth learning.
Both C risers	65 %	Let go of the brakes (I don't agree with this and would have them on my wrists in case I need) and pull down the C risers. The wing will hinge span-wise along the C line attachment points. Considerable force may be required, especially on lower rated wings and you will need to turn and move towards the wing to unload it a bit. Popular method.
Both B risers	50 %	Let go of the brakes (on wrists – as above) and pull down the B risers. The wing will hinge span-wise along the B line attachment points. The wing may stay off the ground at a 20° angle. Little used method and not really suitable on modern three liner wings ..... a lot of force required and wing needs to go to semi loaded to be effective. Good for controlling on ground however in any wind but also puts a lot of strain on B line attachment points.
Both brakes	30 %	Pull both brakes as you run downwind towards your wing. The wing may pull you faster than you can run and on some EN A/B gliders it may be difficult to get enough travel on the brakes to be effective. However, it can be very effective on two liner wings when coupled with a very sharp pull – a wrap just before touch down (but keep speed on). My view is it's a lot easier to land an R10 in fresh wind than a Gin Atlas! On a lower rated wing in windy conditions this method can easily result in a drag.
Both A risers	10 %	Keep the brakes in hand and pull down the A risers. The wing will collapse from the front, but then have a strong tendency to re-inflate as it goes back, which would destabilise your stance from the sudden spinnaker effect. Early and ample braking following the A riser pull, could maybe prevent this. This method is <b>not recommended</b> due to the danger of re-inflation.

Although I've been talking about killing the wing on landing this equally applies to take off and an ability to do so effectively should be part of ground-handling drills. From the methods above my preferred option on a strong wind landing is:

- Hands up and single wrap just prior to touchdown
- Touchdown, brake dab (just before) and hands quickly fully up and turn to left (right if you prefer). A slightly bending of the legs helps as you touch the ground as straightening helps de-load the wing.
- A few paces towards wing and large, sharp brake pull
- Move to wing and ball up with wing ports at 90 degrees to wind
- Unbuckle and place harness on trailing half of wing.

Different wings tend to de power slightly differently and I find the lower rated wings more of a handful, certainly even if hard braking is applied, so C risers would be the easiest to learn and

carry out. You need to learn both a method you find both most effective for you and the wing you're flying – they are not all quite the same.

**When it goes wrong!** Everyone has had a dragging at some point – no shame in that, a skid free harness doesn't stay that way for long! You need to de power the wing asap, hence I still like to have my brakes to hand (or wrist) – regardless of what method for landing is used. Simply pulling in a line (or bunch of lines – harder) will bring the back of the wing down or break the back of the wing. **BUT ..... know your A lines and avoid pulling at all costs!!** It all happens very fast and simply saying do this/do that is not easy to follow in a moment of panic. Again ..... it all comes down to plenty of practice. I think we tend to focus on launching and getting the wing up – in fact learning to kill the power of the wing quickly and safely is probably more important.

Follow the link to a small exercise.

<http://www.youtube.com/watch?v=Ek5khxOFDZw>

Check out the landing. It is WINDY!! The guy does a very good job backing into a restricted area; rocks to one side – power lines to the other and getting the wing under control.

Some comments and questions.

- Estimate the wind speed near ground level (list to commentary)
- What method did he use to kill (de-power) the wing?
- What where his hands holding at the moment of touchdown?
- Does the ground surface help or hinder his landing?



- Did he remove his helmet whilst still clipped in?

### Other coaching news

**Le Grand Tour** – The forum (under coaching header) has details of something of a new idea. Basically, on a suitable Saturday/Sunday I am arranging a minibus and sites tour for up to eight pilots plus their gear. The worst case scenarios is a day trip to the seaside (west Cumbria maybe) taking in about 8 sites that most people don't know, with a briefing on each. Best case is it's flyable and we get to also fly one – middle scenario we visit plus groundhandle. At the moment we are full with a few on the reserve list to cover those who can't make odd dates.

**Congratulations** - Jan Tempest has fledged! Even Noggin the Nog had less trouble getting his CP.

**Kendal Film Festival - 14<sup>th</sup> November** - For anyone interested John Chambers and Clement Latour will be presenting a talk on their 2013 XAlps success (Clement was 2<sup>nd</sup>; John 4<sup>th</sup> and missed by our great British sporting press.)

<http://www.mountainfest.co.uk/programme/event/the-ozone-free-flight-session>

**This month's caption competition** – Having been inundated by last month's 'Spot the Knot' replies, with not a sole correct answer, nor a single one of Simon's mugs presented (got rid of) I will try again. Study the photo below from the lower slopes of Brigsteer (some journalistic licence applied) and come up with a suitable amusing caption. Tam is eligible to enter as it does not in any way, shape or location refers to what is now known as, 'Tam's Bush'. I just thought I'd clear that up ....



**Last but not least** - I believe this may be the last Skywords that Kate puts together. Could I therefore thank her publically for her efforts, not least for putting up with my very odd, irrational, nonsensical and at time sexist and innuendo loaded emails that accompanied my many drafts. It won't be the same; I don't think Tam will appreciate references to his little black number or the Bronte sisters!

Ed

It's not quite my last Skywords Ed one more to go, but thanks, I'll miss you all stacks (I'll speak to Tam about continuing the provision of committee meeting biscuits and home made mince pies at Xmas ;-).

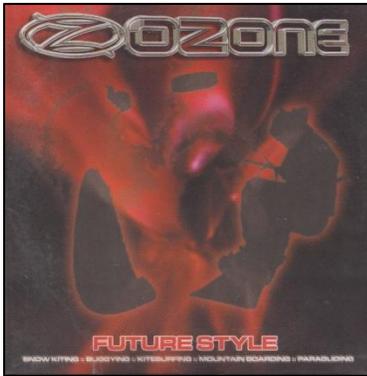
© *Kate*



## **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](mailto: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** **Ozone Future Style**

**By Marcus King (Ozone)**  
**Reviewed by Melise Harland**

This DVD is an Ozone promotional disk from 2003 and it is a bit dated really. It's a mixture of snow kiting, buggying, kitesurfing, mountain boarding and paragliding. There are some nice shots but I had to watch it at small screen size as it went fuzzy on full screen mode which spoilt it a bit. It is split into two main sections Paragliding and Kiting plus a Shop Show Reel and Credits which are just a single page listing the people involved.

The Paragliding section has an Ozone promotional video and a short film called Riding the Wind, plus the shop show reel which seemed to be the same as the paragliding promo video. The paragliding promo video was fast cut and included a lot of D-bags and base jumps although there was some nice acro footage too. Riding the Wind was a film shot in Fuerta Ventura with some dune and coastal flying, it's mostly the pilots showing off ground handling skills and low flying. To me it felt like they had gone out to take some promotional photos and did the filming whilst they were there.

The Kiting section is the same format as the paragliding section with a promotional film and a short film called Winter Tour 2003. There is also a Shop Show Reel which seemed to be the same as the promotional film. The promo film included a mix of snow, beach and water kiting as well as buggies. The Winter Tour 2003 was footage from a competition. I've never kited so I don't know how good these guys were I assume pretty good. Again there were some nice shots which were spoilt slightly by the quality not being up to full screen.

The Shop Show Reel on the main menu page is the same as the paragliding promotional film so you get that three times on this DVD. I could have lived without the bum and boob shots thrown in there but I guess I'm not the target audience.

The films are given as approximately 25 minutes long but I think that includes the show reels which are the same as the main films.

# Dales Hang Gliding and Paragliding Club – July 2013

Sites Officer North: David Brown - 07757333480

Sites Officer South: Pete Johnson-07968 759422

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

Twitter - @dalesflyer

## 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 650374
Kevin Gay	Various	Ripon	kgay@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
Steve Mann	Weekends	Kirkby Malzeard Ripon	steve.andbex@btinternet.com	01765 650374
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	mr Baxter@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
Andy Bryom	Weekends	Keighley	andy.active@unicombox.co.uk	07796 421890
Dave Couthard	Weekends	Leeds	d.couthard2@ntlworld.com	07595895149
Sean Hodgson	Various	Haworth	sean@ogi.me.uk	07999606084
Kate Rawlinson	Weekends	Laneshawbridge/ 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**

