

The Dales Hang Gliding and Paragliding Club
CLUB RADIO FREQUENCY 143.850Hz



Skyywords

www.dhpc.org.uk

December 2015

We need a decent committee that can get us weather like this all the time

Yeah. Let's go to the AGM and vote for one

When is it?

Do you think we could fly there from here

Thursday Dec 3rd
Horse and Farrier, Otley
7.30 for 8



Martin Baxter

CHAIRMAN'S CHAT – December 15

Beware over-confidence.

Flying is not a natural activity for us human beings. When we take to the air for the first time we are naturally nervous (and in some cases downright terrified!). Instructors protect us from the dangers (capacity, awareness, and fixation) in the early days, but a little fear is generally a good thing – it keeps us alert and stops us from taking unnecessary risks. The novice who flies down to the bottom landing field, when more experienced pilots stay airborne by scratching close to the hillside, is doing the right thing.

But with experience we get more comfortable in our surroundings, and there is a very real danger that we become complacent. Flying is all about decision making and most of those decisions involve risk. Anyone familiar with the dark art of risk assessments will tell you to consider the likelihood of an event *and* the seriousness of the consequences. Flying in itself is not inherently dangerous, but it can be terribly unforgiving of a mistake.

A colleague of mine who is a very experienced paraglider pilot recently broke 2 vertebrae and was millimetres away from life in a wheelchair: he'll probably never fly again. In very light lift he was scratching close to a rocky ridge and got dumped onto the rocks. The chances of hitting sink = high; the consequences = very serious.

Those involved in competitions are used to taking risks. Every time you leave lift you risk having to land. That normally means the end of your flight, but as we have seen recently if the only land out option is Whitby bay the consequences can be far more serious.

A paraglider pilot was airlifted to hospital from Whernside on 20 Oct. I don't know the details but I have a suspicion that he wasn't a club/BHPA member. That, to me, is the height of over-confidence; and may give clues about what else went wrong.

Try not to be suckered into taking a risk where the consequence outweighs the benefit. If time is short it's normally better to err on the side of safety. Our's is a fantastic sport, but please don't chase the dream so hard that you live to regret it.

Always, always leave yourself a good safety margin; and ensure that there is another day to look forward to.

Fly safely,

Martin Baxter
Chairman



CLUB COACHES



Your Club Coaches are for using—so, use them! Don't be shy, none of them have been known to bite, well not without extreme provocation anyway. All the people below have volunteered to help new pilots / newcomers to the area—they WANT to help you.

Dales Hang Gliding and Paragliding Club - Coaches List (October 2015)

Name	HG/PG	Location	Phone (+0)	Email address	Availability
Trevor Birkbeck	HG	Ripon	1765658486	trev.birkbeck@gmail.com	Various
Steve Mann	HG/PG	Kirkby Malzeard	1765650374	stev.andbex@btinternet.com	Weekends
Kevin Gay	HG	Ripon	7794950856	krGay@talktalk.net	Various
Ed Cleasby SC/CC	PG	Ingleton	7808394895	xcflight@gmail.com	Various
Rob Burtenshaw SC	PG	Oxenhope	7747721116	burtenshaw@fsmail.net	Sun and various
Peter Balmforth	PG	Leeds	7714213339	peter.balmforth@ntlworld.com	Weekends
David Brown	PG	Ingleton	7757333480	d.brown208@btinternet.com	Various
Alex Colbeck	PG	Harrogate	7717707632	alexcolbeck@gmail.com	Weekends
Kate Rawlinson	PG	Colne	7976510272	katerawlinson@hotmail.co.uk	W/e & school hols
Kevin McLoughlin	PG	Lancaster	7767652233	kevin-mcloughlin@hotmail.com	Weekends
Martin Baxter	PG	Wetherby	7775785479	mrbaxter@hotmail.co.uk	Weekdays
Toby Briggs	PG	Pateley Bridge	7582156471	tobybriggs@btopenworld.com	Various
Fred Winstanley	PG	Higher Bentham	7770741958	fredwinstanley@sky.com	Various
Richard Shirt	PG	York	7786707424	rshirt@advaoptical.com	Weekends
Simon Goodman	PG	Leeds	7720061200	simon.goodman@talktalk.net	Various
Andy Byrom	PG	Skipton	7796421890	andy.active@unicombox.co.uk	Weekends
Dave Coulthard	PG	Leeds	7595895149	d.coulthard2@ntlworld.com	Weekends
Sean Hodgson	PG	Haworth	7999606084	sean@ogj.me.uk	Various
David May	PG	Ilkley	7928318219	dav.may@gmail.com	W/e & various

Club Coaches are pilots who have expressed a wish to help less experienced or new pilots find their feet in the Club environment. It could involve site information/briefings, developing and advising on practical flying skills, assisting on coaching days or helping pilots prepare for exams or invigilating exams. All coaches have been endorsed by the Club and undertaken some BHPA led training - they also need to do some coaching during the year to further develop their coaching skills and to retain their rating.

Please make use of their skills and experience to further your own skills and knowledge.

Ed Cleasby
DHPC Chief Coach/Senior Coach
October 2015

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

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

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



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

CLUB NOTICE

Free Beer! (Annual General Meeting)

Thursday 3rd December at the [Horse and Farrier](#) in Otley, LS21 1BQ.
Upstairs Function Room. 7.30pm for 8.00pm start.
(or come around 6.30pm to eat)

Reports

Come along and find out what the committee has been doing for you, and have your say on how things are run.

Accounts & Membership

We're not including the accounts in the newsletter because we don't want them to appear on the internet. But if you can't wait until the AGM then please feel free to ask the Treasurer for a copy anthony.paul.pickering@hotmail.com

Suffice it to say that finances are fairly healthy and membership is up slightly.

Proposals

1. That membership fees and the contribution to the Flying Fund (35%) remain the same next year.
2. That the DHPC offer the use of Club sites for British Open Series HG, British Paragliding Cup, National Model Glider, and other Inter-Club Comps as appropriate.

Committee

All committee posts are up for re-election and you are very welcome to stand for any post. All you need is a little spare time and a willingness to put something back into the club. As things stand I think we have a volunteer for each post, so rest assured that you won't get elected just by coming to the meeting.

We hope to see you there.

WAG
WORLD AIR GAMES
2015 United Arab Emirates DUBAI

Organized by
Dubai Organising Committee

HOME
THE GAMES
ABOUT DUBAI ORGANISING COMMITTEE
AIR SPORTS
SCHEDULE
ATHLETES
NEWS
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Paragliding
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Paragliding
Paragliding
Paragliding
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Paragliding
Paragliding
Paragliding

Aerobatics Spectacle
Dec 02

WORLD AIR GAMES 2015
Starting on December 03

The Biggest
AEROSPORTS SPECTACLE In The Planet
Is Landing In Dubai This December

Fly with
FREEDOM

WAG
CURRENT WEATHER 31° WIND SPEED

CLUB NIGHTS 2015-6



The arrangements for club nights are proving to be “flexible” this year, at least so far they are! We were to have Steve Nash, X Alps competitor, to talk to us in November, but he had to go to Salzburg to discuss the future of the race with Red Bull and the other competitors. He really did go, in style!



Next comes the AGM—See notice opposite!

Club nights are every 1st Thursday in the month.

Horse and Farrier in Otley

7.30 for prompt 8pm start

03 Dec 2015 - Free Beer (also Club AGM)

07 Jan 2016—GASCo Safety Evening

04 Feb 2016—Steve Nash X Alps competitor

05 Mar 2016—Farmers’ Dinner

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

Ratho Repack :

**Provisionally 30th
Jan 2016**

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

DHPC Sites—Christmas Word search



S	B	L	Y	M	C	N	J	L	S	N	A	K	L	V	D	G	A	Y	T
E	E	S	L	R	A	Y	A	B	L	P	O	L	I	A	C	D	B	A	W
M	D	T	X	E	W	H	V	P	U	E	I	N	E	L	D	Q	I	M	R
E	I	A	W	C	F	S	G	O	P	H	F	H	T	L	N	L	V	O	V
R	S	G	V	U	X	N	R	N	E	A	E	D	E	S	B	S	O	Q	O
W	T	S	F	U	G	O	I	L	I	V	S	B	D	R	A	M	E	A	J
A	N	F	U	U	R	R	U	K	O	D	O	C	I	O	Y	R	R	Y	K
T	A	E	T	A	E	P	L	R	R	R	D	D	A	E	D	X	A	V	B
E	R	L	R	F	A	C	G	X	O	A	G	A	L	R	F	O	H	H	U
R	B	L	I	A	T	W	Q	U	N	E	B	K	U	P	K	Q	G	E	S
D	J	E	Q	E	W	Y	G	X	P	J	L	F	N	O	D	N	C	L	L
Z	M	Y	Y	T	H	H	Y	B	A	I	L	D	O	N	O	K	K	A	R
M	L	L	E	F	E	S	O	L	C	W	O	C	H	Q	X	N	Z	D	J
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Q	M	O	G	N	I	E	K	G	J	O	Z	R	T	M	E	N	G	S	U
K	H	L	Z	E	D	I	S	N	R	E	H	W	W	J	J	I	C	I	C
Z	M	S	I	H	E	Y	R	V	Z	S	Z	K	A	K	T	W	L	B	B
F	T	N	R	V	U	B	J	A	Q	P	C	G	A	O	Z	L	C	L	F

ADDINGHAM
ADDLEBOROUGH
BAILDON
BARKINFELL
BISHOPDALE
BRANTSIDE

COWCLOSEFELL
DODDFELL
GREATWHERNSIDE
GROVEHEAD
HAWKSWICK
ILKLEYMOOR

KETTLEWELL
KILNSEY
NAPPASCAR
NONTSARAHS
PULEHILL
SEMERWATER

STAGSFELL
TAILBRIDGE
WETHERFELL
WHERNSIDE
WINDBANK



Safety

Kate Rawlinson

GASCO Presents

SAFEST

2015/2016

Otley

HERE

HEADLINING:

LOSS OF CONTROL

MID-AIR COLLISIONS

HUMAN PERFORMANCE AND LIMITATIONS

SUPPORTING ACTS:

RUNWAY EXCURSIONS • THE INFRINGEMENTS • CFIT

7th January 2016, 2000 hrs

C/o HORSE AND FARRIER, 7 BRIDGE STREET
OTLEY, LS21 1BQ

Contact MARTIN BAXTER on 01937 586 628 or 07775 785 479 or
e-mail mrbaxter@hotmail.co.uk for further details



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www.gasco.org.uk



Minhaj Escape to Al Andalus

The weather did not permit much flying all through the summer this year, so a plan was hatched to head elsewhere and re-familiarise ourselves with flying.

There were four of us from the batch of 2014, Tim Rogers, John Wainwright, Shaun Pickard and myself. We looked at a few options before settling in for a week's trip to Algodonales this October. Tim and I had had an excellent trip last year with Paraglide Spain, run by Chris and Lynn Williams, and everybody agreed that we do the same again. The trip was booked for the second week in October.

We flew out from Leeds on the 10th of October in the early morning Jet 2 flight to Malaga. Upon arrival we hopped on the hire car that Tim had booked and headed to La Muela, a village strategically located under Sierra de Lijar where Chris is based. We met Chris and Lynn and settled into the excellent accommodation. We also were joined by Khalid Khan, a pilot from London.

Without much ado we picked our gliders up and headed up the mountain. At the take-off we looked around and saw a number of pilots waiting. The wind seemed to be on the stronger side. We looked at pilots already in the air and a number of them were flying in very lofty conditions, a few had big-ears on to escape the big clouds forming above them. We waited for a while and then Chris suggested it may be better to utilise the day and doing some groundhandling. So we headed to the strong

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wind landing field and did the much needed ground handling. It was going really well but then rain forced us to pack up. We headed back and then gathered for dinner at Diego's. The food at Diego's is excellent and is known to revive the most tired and deflated of pilots!



Paella at Diego's

The weather did not improve overnight and the windy conditions prevailed well into the following day. There was no flying to be had, so Chris loaded a mountain bike each for the five of us on the van and we headed off. We went cycling along a disused railway track. While going through a rough bit Khalid got a puncture, which Tim promptly fixed. But then, there was another one and once that was fixed there was another... In the end it required all of Tim's engineering skills to put a new Schrader tube in a Presta tyre.

In the evening Chris checked the forecast and to everyone's delight it looked promising to fly at one of coastal sites. It would be a long drive and we would have to start early. That did not seem to lead to the party from holding back on the wine.

We headed early to Playa de Matalascanas on the western coast. We reached the dunes in the afternoon and it was a nice sunny day, a number of pilots were already in the air. We walked to the take-off area and got ready, a band of rain threatened, but quickly disappeared. Chris did a test flight and gave the go ahead. Shaun took off first, followed by Khalid and Tim. Then the wind got strong and I could not take off after a few failed attempts. John took off next in a couple of attempts. I

...we would have to start early. That did not seem to lead to the party from holding back on the wine..

was the last one to take off in some strong conditions and with a bit of help from Chris. It was my first time flying at the coast and once in the air it was very smooth flying. The dunes extended for miles and we flew all along the coast for miles doubling up our Yorkshire air-time for this year. Dusk forced us to land. I landed on the beach and exchanged pleasantries with a Swiss group who happened to have lost one of their party. It was dark by the time we had packed up.

We headed back and stopped on the way to dine at a small village, which appeared much like setting for a Western film. We settled into a restaurant half expecting

a film shoot to begin any moment. In the end well fed, but deprived of any filming, we headed back and reached La Muela past midnight.

The next day was windy so most of the day was spent para-waiting. I met the Swiss chap from the day before on the top of the mountain, who told me that the missing member of their party had walked for miles along the beach and joined them fours later.

Wednesday turned out to be a better day and we took off from the Southern take-off. It was a decent flight with a few thermals above the landing field. John and Shaun both had good flights. We were picked up by Lynn and Chris at the landing field and we headed back up the

..we flew all along the coast for miles doubling up our Yorkshire airtime









mountain. The wind had changed direction so we headed to the western take-off for the afternoon flight. All of us took off and had very good flights, landing at bull ring landing field. Cans of beer were passed round to celebrate.

On Thursday we went to the takeoff again and took off. The conditions were good. Everybody took off. Shaun and John took off first from the South take off, then Tim and Khalid too off. I took off last and had a decent flight. I caught a few thermals and got a bit of height, but then eventually came to land. Tim had landed and I came down near him, I looked at the windsock and it was still. Unable to judge wind direction I landed in the same direction as wind and twisted my ankle. Khalid in the meantime had a very good flight and made a perfect landing shortly afterwards, not far from where I had landed. We headed back up to the take-off. Everybody took off very smoothly, I was not able to take off so formed part of the retrieve team with Lynn. On the way back, Lynn was flagged down by a French Pilot, who much to our delight handed out cans of chilled beer from a coolbox his harness. A top tip for XC pilots! Meanwhile, everybody had landed at the Bull-ring landing field and ready to go up. They had another good flight of the day.

Friday was windy, we headed up to the take-off. It was a

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XC pilots!**



waiting game, but later in the afternoon the conditions were right. John, Shaun, Tim and Khaled all took off. Chris took off as well. It was good to see our group get very high. I could see Shaun and John fly above the take-off. Tim got high but then I could not see him anymore. It was when Khalid was trying to gain height that Lynn and I headed down on retrieve duties. Chris radioed to tell us that he was trying to form a gaggle and head along the ridge towards the strong wind landing field. We reached the landing field to find Chris and John packing up. John was very pleased with his long flight. We headed back and met others at the Bull-ring landing field and everybody had a decent flight. Shaun had gained a lot of height, but then decided to head to the landing field, so had Tim and Khalid.

It was our last night and we celebrated by going out for a meal in Algodonales. When we got back, it only made sense to have some more drinks at Diego's.

It was windy on Saturday so we went to watch some vultures nesting on the ridge above La Muela. In the afternoon we headed back to Malaga and to Leeds having had a very good trip. *Minhaj*



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

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



Are you still smarting at how bad your year was? The weather awful? It wasn't that bad for ALL of us.

Jake's flying year in 1000 words.....

Jake Herbert

START

UK

It's been a great year weather wise for me and loads of people have been out and I've been buoyed along by everyone else's enthusiasm for XC. It's been great to see so many new keen pilots in the Dales and Nationally.

My highlights:

Flying from Carlton Bank to Grimsby early in the season. 125km. Really clear cold day and amazing views. Flying with John Ellison, Chris Fountain and Martin Underdown. Quite a sociable start as it was slow going for a while. Then we all split up at about 50km. A super low save (I love low saves) near Pocklington then up to 6 grand just in time to cross the Humber. Looking right down over the bridge was a giggle as I crossed over. I've always wanted to do that.

Landing on a deserted Blackpool Beach after a 70km XC from Cow Close Fell. Yippee! Landing on a beach is always special.

XC from Model Ridge to Skipton with Dave Smart. Not a massive flight but we flew together under a really over-cast sky and flew the "wrong way" across the Dales at a ridiculously low altitude. Thinking we'd never make the first 10km we flew 80km in total.

A 150km flight from Dodd Fell. Flying the whole way with Phil Wallbank we missed our goal by 5km at the end. Doh! A really nice classic XC day with some technical cross wind flying to get round Doncaster airspace. We then got an amazing sea breeze convergence fueled climb out over the steelworks at Scunthorpe into orbit. With only 15km to go to our goal we thought we were in, but the sea breeze worked against us and we were down within minutes.

My best UK flight of the season wasn't even in my top 6 scores. It was a really interesting XC from Wild Boar fell. This is a mountain site and is a long walk in. But it's a good East facing ridge and works well. I took off with Gus

Its been a great year weather-wise for me..

Hurst. It was inverted with a low base. Eventually we got away and dribbled into the Howgills which are always great hills to fly. I got a climb out of the Howgills then dribbled my way over the M6 and over the hills behind, from here on I was on my own. Here I felt really low for about an hour, slowly drifting and mincing my way deeper and deeper into the Lake District but never getting above 4 grand, which feels quite low in those parts. The sky was always egging me on, looking much better the further west I flew. As I got into the bigger stuff the day took off and I got into a really good climb at last just North of Ambleside. Boom 5m/s climb to 5500 feet and I can see everything. The coast, the Dales, the whole of the Lakes. Amazing. I continued up into Grasmere valley, got really low, thought about landing then got another stonking climb this time to 6000ft. Awesome, I knew I could make it over to Borrowdale. I made this easily and then flew into some amazing convergence. The Sea breeze was off to the West so I tracked Northish in the convergence toward Catbells and Keswick staying really high and just straight lining the lift. I tried to get over the valley to Blease but by then I think I was right in the middle of the sea breeze low down and couldn't get height again. I finally got fed up of trying to climb in rough thermals and landed near Keswick. Nearly 5 hours of full on flying across some amazing terrain. What a laugh.

Oh and bagged the 3 peaks too. That's been on my to-do list for ages and was a great day out and very unexpected.

Plus loads of other days out in the Dales, some days not

Landing on a beach is always special

getting far, some days staying on the hill. Some days only top to bottoms. All brilliant stuff much better than going to work and what an amazing thing flying a paraglider is, regardless of flying XYZ km.

Foreign Flying

Flying in Macedonia, racing my Mentor 4 as fast as it would go and having a ball. The tasks suited my flying

some free flying days in the Northern Alps. Chris Fountain, Dave Smart and I did a really nice circuit around the Beaufort area, south of Annecy. A flight I've wanted to do for years. The highlight was climbing up to 3000 metres with Dave and Chris and (by Chris's count) 10 Golden Eagles in our thermal. Surrounded by 3000 plus metre peaks with Mont Blanc behind was a pretty special day.

Then the final round of the British Champs at St Andre.



strengths, I was lucky too once or twice and I got a top 20 finish most days, often beating comp gliders. I came 11th overall in the Open. Macedonia is a great place to fly. It's a relatively safe environment and offers a great mix of mountain and flat land flying. So most days it's taskable. I won the Sports class and it set me up in a great position to be able to win the Sports class in the British Championships overall as long as I didn't mess up the next round in St Andre.

Next comp was the St Andre comp. But before that we had



...what an amazing thing flying a paraglider is, regardless of flying XYZ km.



well especially at speed, handling is great and it's easy to launch. It's not up there with the hot "EN D" class gliders but the performance difference is remarkably small. The gap between B's and D's has never been smaller in terms of performance in my opinion.

The Mentor 4 is still a top end B, so not suited to low air timers. But for most regular experienced pilots why would you want anything hotter? Spend your energy thinking about where to go, not worrying about keeping your glider open. It's an awesome machine.

In my opinion very few pilots will actually fly better on anything above an EN B. Unless you are really flying an EN C or above at 100% you'll be better off on a EN B. And I doubt more than 20% of the pilots on EN C gliders would fit that. If you are flying more than 60-70



Well I always enjoy flying there. And I was glad to be on a ENB as it's always a bit rock and roll too in August. We had 4 tasks and only one of them was scary. So that was good. I got to goal 3 times out of 4 and came 4th in Sports Class. That meant I won the Sports class in the championships. Hurrah! And I won a Flymaster Vario. Happy days!

My Wing

My Nova Mentor 4. What a glider. I've always liked the Mentor series. As a ENB they are always at or near the top of the category but the 4 is something else. It really glides

thermic hours a year and are happy to consistently use the full speed range where appropriate and have good launching skills then fair enough C's or D's or CCC may be for you if you accept the trade off for safety.

My Conclusion

So a pretty amazing year really, most of those flights were shared with others. One or two on my own. I like both aspects of flying as they both offer up different challenges and rewards.

Plans for next year? Well more Dales flying, British Champs (Portugal and Italy next year if anyone else wants to come) and maybe Brazil in October if I can get the cash together. What a great sport.

See you all at base.

END

My 2015—Spiralling Down

Rosie Darwood





My 2015—Spiralling Down

Rosie Darwood

At 6am on Christmas Eve 2014 we touched down at Manchester airport. It was dark and cold; we were back in the UK after three years living abroad. Having learnt to fly in Australia we were unsure of what to expect, so booked ourselves three one week trips to Europe over the year to ensure we got some flying in.

We duly joined the Dales club and waited in anticipation for the season to start. At Judith Mole's talk in February I earnestly wrote down my goals for the year:

- Double my airtime
- Do a UK XC
- Learn to do top landings

Somewhat to our surprise the first UK flight was March 14th on Carrock Fell. It was cold but beautiful – and very handy being less than a mile from my parent's house and an area of the fells we know well. This was followed

on the Easter weekend by some beautiful flying at Ingleborough and we had high hopes for the season ahead.

Our first week away was Algodonales in April – an enjoyable week and six days flying in a nice setting. Reasonable airtime though not as much XC as we had hoped for.

Sadly the UK season drifted and I managed a grand total of 30mins airtime in May, not even bothering to take my wing to the LCC; we did the Ennerdale horseshoe (hike without the fly) and went to the Bash. The unseasonable weather, which coincided with my birthday meant the antipodean pull was pretty strong at this point.

June was our SIV course in Annecy. After top tips from Lena and Kerim we went with Flyeo and Fabien – fantastic. Money well spent. I was very apprehensive to say the least at the start, with my main concern being that my brain would just refuse to follow his instructions. But Fabien really inspired trust and confidence and I came away a better pilot and happy to practice spirals alone, as well as being aware that I was completely unable to



Brantside 19.9.2015 – “the one that got away”.

My last chance for an XC - Pete and others made it to Hawes and beyond. Wrong place, wrong time for the key thermal.

pull a B-line stall on my wing, a useful thing to know! As we arrived back in the UK we saw from the XC league that we had missed one of the best flying weekends of the year "Super Sunday"...

July was unremarkable but August picked up, including four hours ridge soaring on Tailbridge while Pete entertained the in-laws, think I may have a favour to pay back there. The hours were starting to build but the XC still looked elusive. However I was starting to do top landings which was not something I had learnt in Australia where the conditions were generally more thermic.

September brought our last holiday; a disaster of a week in Italy due to the persistent North East Bora wind. Yet again as we arrived home we saw we had missed some great flying in the UK!

The bonus has been October, more ridge-soaring, still no UK XC but some unexpected flying on new sites.

So goals-wise I have doubled my hours, done a few top-landings but what I really want now is a UK XC...



My 2015


David Hedley

Best of 2015. Being fit enough to walk up Parlick again - my leg muscles had given out last time I tried. And 40 flights, 30 hours, with no accidents or injuries.

Worst of 2015. I went to Stanage for the first time. As I arrived, a pilot was landing and I went over for a chat. The words "glad to be on the ground, rough as hell up there, collapses all over the place" immediately made me decide to leave my wing safely in the car. At that moment, other pilots started walking down leaving nobody on the hill. A few other potential flyers came by, and everyone decided to go to Edge Top. Except me - I had a walk round Stanage instead. Later I heard that a pilot had been killed at Edge Top after a low-level collapse, and I got that sinking feeling in my stomach.

My 2015

Chrigel Maurer



Well I am naturally delighted to contribute to your magazine. Actually I had quite a good 2015 thank you —I didn't find the weather too bad at all, but I didn't do too much flying in the UK this year. I think I might have enjoyed your Super Sunday though. I set a few personal bests, and won a few races, one of them for the 4th time, actually, though it was a little tougher for me this time than previously. Your friend Steve Nash was there. Hes a good lad that Nasher. We celebrated my win with—Red Bull, what else!?

Well I wish you Frohliche Wiehnacht as we say here in in Switzerland. Roll on 2016 , and 17!



Christmas Prize Competition!

We've had some great articles and photos over the last year, many thanks to all contributors! See if you can identify which month, and which page each of the photo samples below came from. All are reproduced at actual size and orientation as they appeared. "All" you have to do is identify the month, and page number. To help you on your way, the first one is filled in for you. The winning entry will be drawn at random from all correct entries received by Christmas Day. Email your solution, either scanned, or just the answers to markandpat@sky.com

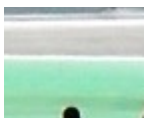
Winning Entry will receive **1 year's free membership (for 1 person!)**

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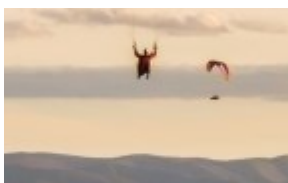


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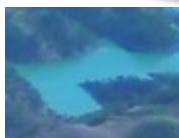
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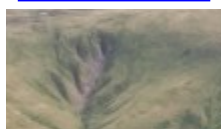
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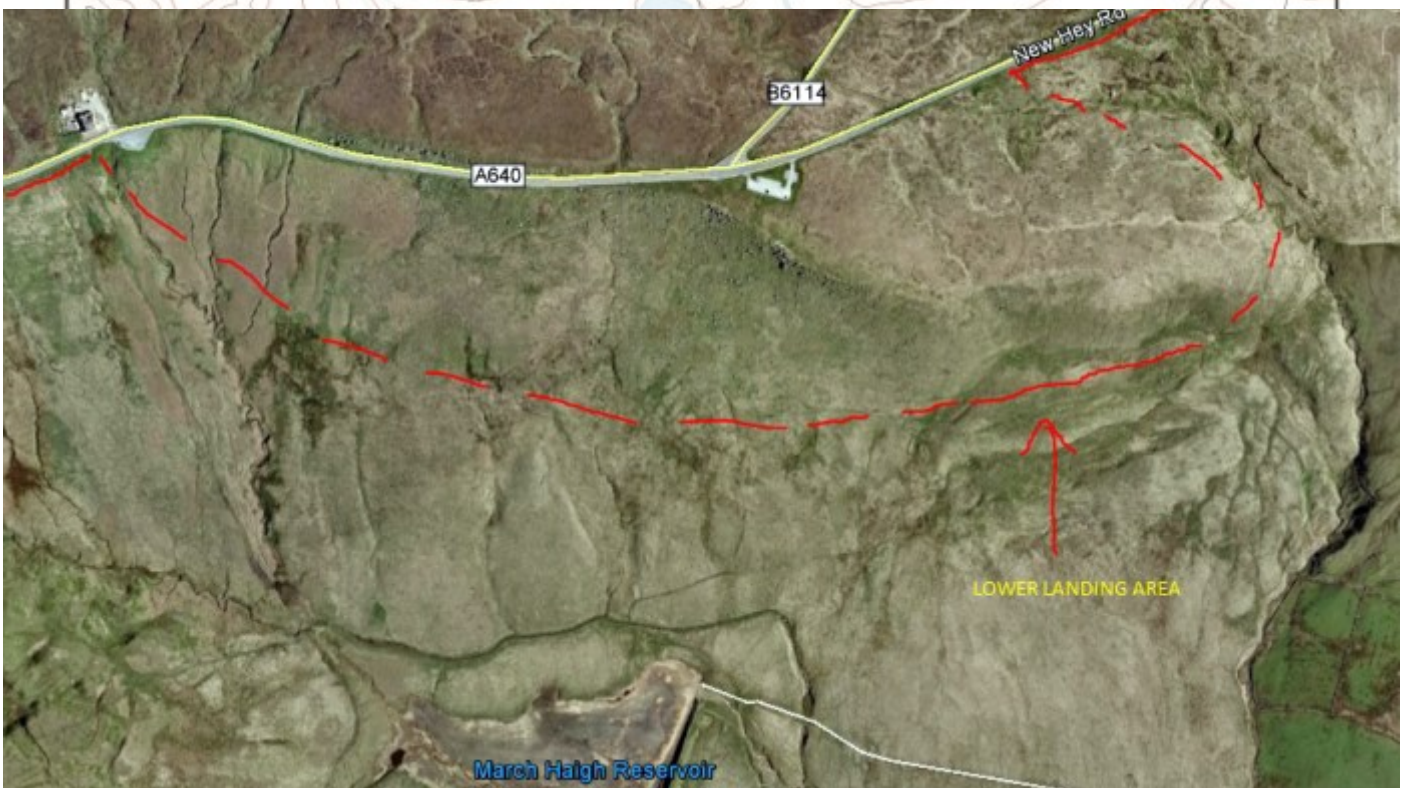
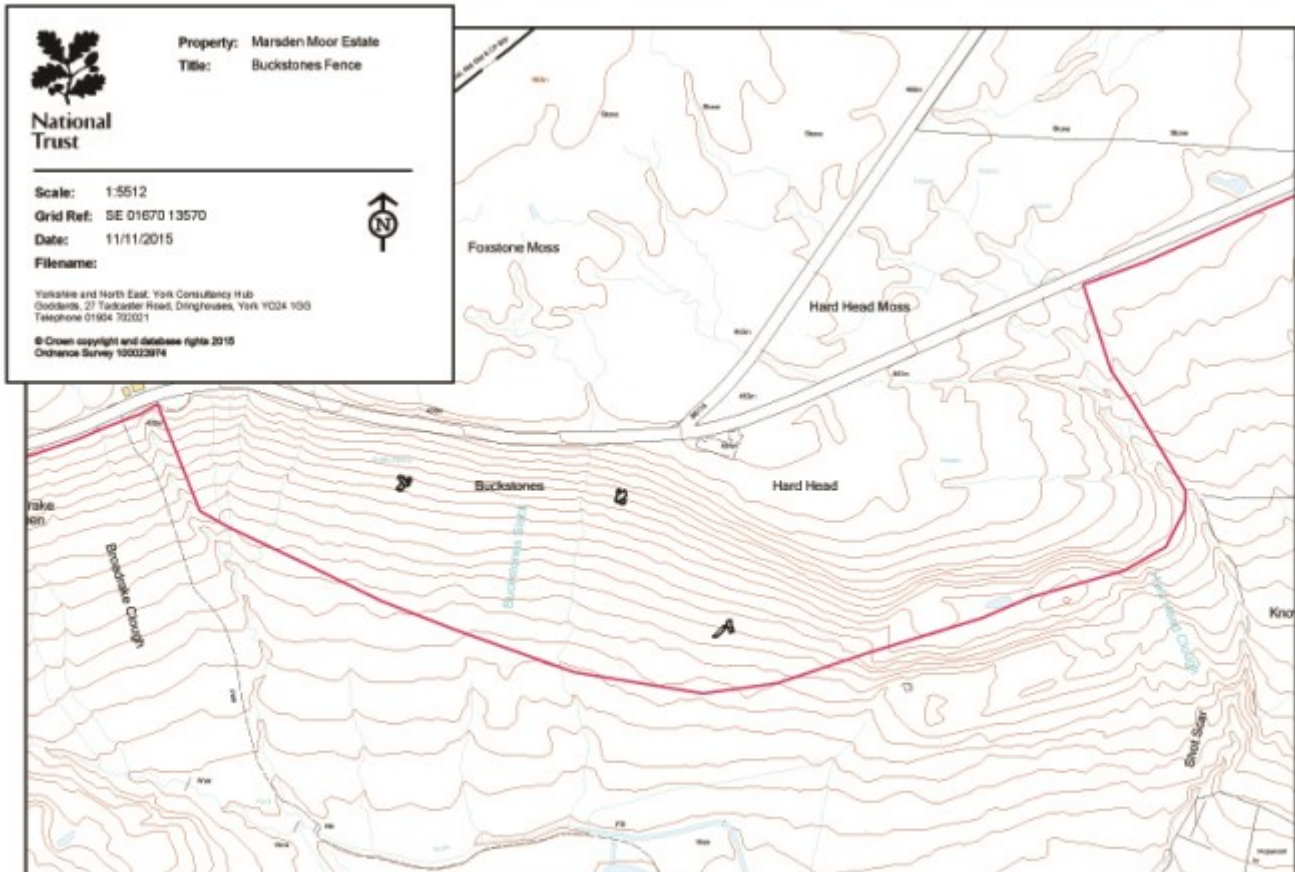
12.



We are still awaiting a full write up, but please be aware of a new fence at Nonts, as shown in the diagrams below.

Please also note this excerpt from a letter from Rob Henry of the Marston Moor Estate to the Pennine Club:

“We’ve got a very rare bird called the Twite that nests in the bracken, which are down to about 100 birds left and decreasing. Would you be able to add onto the site guide about avoiding the bracken during the nesting season (1st March to 31st July)? This will help minimise any disturbance. Our estate is a key site for them and the stand in front of Buckstones House being particularly important”



My 2015

Jan Tempest

My goals were Pilot exam, fly 50 hrs, start x/c and do an SIV course. I managed the lot!

Passed my Pilot's Exam in July.

Participated in the DHV Challenge - a week long training camp/comp in Greifenberg. Learned how to set routes on GPS, flew said routes. Learned to thermal with confidence, flew into cloud, reached 10,000ft and on 3 consecutive days flew first ever x/cs - 12, 14 and 18 km.

Tuition and briefings from top German pilots. Great people, great parting and flying.

Invited to travel to Slovenia and work at the German Open as masseur. A fantastic opportunity and another steep learning curve sharing the sky with top class pilots and also help on techniques. Got a bit spooked when I rounded a corner and was faced with 60 of the Luftwaffe's finest circling round me.

Had a v interesting landing when I over optimistically thought I could clear a power line and had to commit last minute to a tiny field where the choice was more power lines, a house, orchard, road or downwind!!!

Unfortunately pranged my motorbike and pulled shoulder ligaments badly so didn't manage my ambition of x/c in Slovenia.

Flying in the Dolomites - superb views and mountains but it was a bit too challenging. However had a brilliant tandem thermal flight with Andy Breur and learned more in an hour than the past 3 years.

SIV and Pilotage course in Annecy with Fabio of Flyeo. Much more confident on my wing now.

Whilst I didn't get any x/c due to iffy weather I had some good flights and crossed the lake and met some personal goals.

Another good weekend in the Alsace. Major sink lost me 1600ft and as I was approaching an emergency field I found lift and climbed back up for 40 mins.

2 stints in Bassano which is a fabulous place to fly again achieving some PBs. And all this despite a slew of unhelpful weather.

I also had a tandem flight with Kev Gay from Wether Fell during the BOS. It was great fun specially when I took the controls! He would not speak to me if I didn't mention it!

Flying related I massaged at the BOS Open for hangies, the Buttermere Bash, Parafest and on various sites round Europe.

Made lots of contacts and friends.

Low points of 2015

Not using the go pro I bought (sorry!)

Roll on 2016!

My 2015—Tam

14 new sites flown, mainly across the Dales, and Cumbria, but also including the Yorkshire Coast for the first time, Wales for the first time, Spain and Chile (strangely my first time flying here as well!). I've flown every month of the year so far, so December is going to be nail biter!

Just shy of 30 hours in the air is my record to date, but short of my ambition at the start of the year. Super Sunday left me on the ground as the entire country flew records! I didn't achieve any of my goals set at the Judith Mole club night, didn't improve my XC score from last year, and had week a in a caravan in Dent which was supposed to be filled with flying, instead filled with rain. Didn't sit the pilot exam, again (sorry Ed!)

Despite all this, well actually maybe because of all this, I have just returned from 8 days in Chile with Dean and have never felt more enthused about flying—it was everything that flying is supposed to be, fun, relaxed, good company, awesome awesome scenery, gaining skills, seeing amazing skills displayed.

We met a guy, acro dude, who had flown as a flying buddy for a competitor in the X Alps. He was essentially saying “why race”, this should be about flying, flying is great. His parting words were, “you know, some people fly XC just for the points”. Now I'm a big fan of the X Alps, and want to fly big XCs when my skills permit, but for my money he is right on the button—flying is supposed to be fun. As Jake says, “what an amazing thing flying a paraglider is, regardless of XYZ Km”. Just looking at the places Dales members have been this year is incredible, so many places to go and enjoy our sport. So I'm going to relax about my poor achievements this year, think about the good flights and amazing places I been and the laughs I've had.

Then next year I going to set some more, tougher goals!

There will be an article on the Chile trip—in next month's newsletter. Some of my photos are attached as an idea of what we had, as well as a couple of others from my frustrating, but clearly picturesque year.

All the best. Tam



Iquique, Chile.

Nov 19 2015





My 2015—The Ups and Downs

Pete Darwood

And then it snowed. Or hailed. I'm not sure of the order of events now, but it was towards the end of a two hour emotional roller coaster, that did not let up from beginning to end. Initially there was the uncertainty about getting up, then as I had my first unintentional white room experience, the subsequent uncertainty about getting down. There was elation as I crossed the Aonach Eagach, however this was put into check as I headed into the lee side and then low on the far side of Loch Leven. A big grin as I climbed out again was wiped with a large collapse and my first cravat. Finally, after fighting a losing battle against a head wind from Fort William, and with the latest of the precipitation events from an ever menacing sky, I chose to land. There was instant relief for the mind and body and with two prompt and entertaining hitches right back to the car, the journey in the air already seemed a world away. This was May on a five star forecast in Scotland. Not my longest flight in terms of duration or distance, but in many ways the most memorable of the year.

January had not really dawned, but rather stormed in, this was prime flying time in Australia, what were we

thinking of landing in the Dales? Our wings and mountain bikes were still in transit, but that hardly seemed to matter. The solution; retail therapy! The outcome of which saw me with a new sail and on a trip to Brazil with some Lakes pilots. Warm weather, good company and after a tentative start, a couple of personal bests; things were looking up!

The UK season finally dawned in March with firstly Wether then Carrock. Cold, in fact freezing, but good to get back in the air all the same. By April the weather was finally improving. A good outing to Ingleborough, then a first short UK XC from Murton Pike and a trip to Algo provided the much needed tonic.

The highlight of June was without a doubt flying around Anney and learning to come down quicker than I thought previously possible. Whilst busy, and not everyone's cup of tea, the gaggles of pilots scattered around the lake were a great source of inspiration and confidence when it came to deciding where and when to go places in the mountains.

July was wet, very wet. Welcome to the best of the English summer! However, all was not lost, another short XC from Murton Pike (mental note: don't bother landing at the trig point on Cross Fell), and a trip from Stags to near Scotch Corner. The latter might well have been better had I have not been wrestling with a paper air



View down Glen Coe and over Aonach Eagach



map between Bellerby and Feldom – time to get XC soar up and running!

The climax of August involved Whitestones and Rebecca Louise. Ignoring the rest of the gaggle heading south to Settle, I was determined to see the Howgills from the air. However, I almost got more than I bargained for as a final climb past Nateby, with lots of pilots grounded on Tailbridge, took me close to a very grey place with spectacular and worrying clouds to the South (funnel / mammatous). Landing just shy of Bowes, with the A66 in full contraflow, was never going to be conducive to getting a lift, but after walking for a long way to the first layby, the above named Stobart lorry came to the rescue. That and a second lift right to the car at Whitestones, followed by a quick soar on Wether on the way home, made a grand day out.

Ingleborough also featured in August, but for the day that never was. Despite the epic sky (Jake pulled off a great three peaks flight from Whernside) none of us could get away and by the end of the day we had walked back up the South East shoulder so many times that it was starting to grate. A small consolation XC was a nice

finish, but it seemed a day of missed opportunities!

September was definitely the low point of 2015. Despite some great soaring at Model and Windbank, as well as a small XC from Brantside, it was only afterwards that we learned of Patty's tragic accident in the Lakes. He brought the Brazil trip to life with his infectious sense of humour and it was and is a stark reminder of the arena we choose to play in and the risks involved. With this fresh in the mind we headed off to Gemona but the Bora had other plans and apart from one reasonable day at Aviano the week was a flying right off.

Roll on October, last opportunities for the XC league, and more importantly, achieving a coveted Dales mug! A cracking two weeks saw a bunch of hours and decent flights on Whernside, Gragareth, Simon Fell and Carrock.

Winter arrived in November; fortunately the high pressure at the start of the month meant that in between the ground fog we managed a couple of short but pleasant flights from Swinside and Jenkin. That meant a tick for the month at the very least as we wait for December's opportunity and the dawn of the 2016 season ...



Buachaille etive mor. Photo: Pete Darwood





The Dales Club Farmer's Dinner on Saturday 5th of March 2016



The Devonshire Arms, Cracoe (01756 730237)

www.devonshirecracoe.co.uk

Dress code smart casual, 7:30 for 8pm

Following the success of the last few years we are again at 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, followed by presentation of flying awards 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 50 and so everyone will be strictly limited to 2 tickets.

The Devonshire Arms has limited accommodation so if you want a room there, book early (mention the club when booking and the staff 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 and their guests. The cost for members is £25.00 per person.

The Devonshire Arms, Cracoe

Menu

Please select the menu of your choice from below (by 21st Feb) – one starter, one main and one pudding for each person – see booking form on next page

Starters

Garlic mushrooms with salad and toasted ciabatta

Smoked salmon roses served with salad, tartar sauce and lemon

Stuffed camembert on a bed of salad served with tiger bread and cranberry chutney

.....

Main Courses

Belly pork, served with black pudding mash, mixed vegetables and apple puree

Creamy mushroom stroganoff served on a bed of rice with fresh naan bread

Slow cooked lamb shank served with creamy seasoned mash, mixed vegetables and mint

Vegetable lasagne served with chips and garlic bread

.....

Desserts

Spring cheesecake

A cheeseboard selection with 3 different cheeses, biscuits, grapes and celery

The all-time favourite Victoria sponge and custard

.....

Tea or Coffee

The Dales Club Farmers' Dinner 2016

Booking Form

	Starter			Main course			Sweet			
.....	Garlic mushroom	Smoked salmon	Stuffed camembert	Belly pork	Creamy mushroom	Slow cooked lamb shank	Vegetable lasagne	Spring cheesecake	Cheese-board selec-	Victoria sponge &
First name & surname										

Contact Name: _____ Email: _____ Tel: _____

Please enclose a cheque made payable to 'DHPC' and post to (**deadline 21st Feb**):

DHPC Farmers' Dinner, c/o 51 Granby Drive, Riddlesden, Keighley, BD20 5AU (Tony Pickering – 01535 662846)

I enclose a cheque for £ _____ for _____ people (£25.00 each).

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

We will be organizing a minibus for the farmers. 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!

I would be interested in using the transport provided: Yes/No. Preferred location _____

My 2015 HH Tsai—"Hamish"

It has been a relatively quiet year for me. I had a shoulder injury (skiing) and restricted me and had an op to sort it. The weekends have been poor weather-wise and when it was good, I couldn't go or flew locally. That said, when I did go I maxed out proper! My favourite of the year is a short one from Millington, my local site just 20 minutes from home and I flew



Waiting to launch at Eyam—behind my rainbow coloured U-Turn Lightning

over my home, over North Hull and Hedon and landed by the Humber at Sunk Island (58K). The two long flights include the flight from Long Mountain in N Wales to the Severn river (108K) which was a very long day after retrieves all told took 20hrs. In contrast the longest flight was from Eyam Edge nearly to Filey, only grounded by sea breeze over Sledgemere (120K) but it meant I was just a quick hitch back home in no time. Here are some pics of the flight.

HH Tsai





EYE CANDY FOR CLOUD LOVERS



TEXTBOOK example of Kelvin-Helmholtz clouds seen over Breckenridge, 31 October 2105. The clouds often form on windy days (faster wind on top of the wave versus the bottom...wind shear), when there's a difference in densities of the air, for example, during a temperature inversion. They're often good indicators of atmospheric instability and the presence of turbulence for aircraft.



CLUB DIARY 2015



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

Early Warning for 2016
 Please note that there will be BOS HG comp for 28th May to 1st June and that we will be based at the Fountain Hotel.

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