

The Dales Hang Gliding and Paragliding Club

CLUB RADIO FREQUENCY 12 850 MHz

SKYWORDS

www.dhpc.org.uk

Issue:138 December 2018

..don't forget the AGM at
7.30 on Thursday Dec 6th

I wouldn't miss it for the world.
Do you think we'll see any
Black Bears there?



Inside this month

This month's cover shot is by Simon Tomlinson, "A good thermal to get me on my way to Skipton" from his best days of the year. More of Simon's, and lots of other great shots inside. Enjoy

Regular Features

Chairman's Chat Subs - The AGM

Club News Up Hill and Down Dale

Skywords Archive - February 2010 - David Barish inventor of the paraglider dies.

Cloud Eye Candy - Cumulous Xmas!

Safety - PMA Harness Test

Northern (Pilots) Flying Photos October 2018

Weather Prospects for December

Nov Club Night - An introduction to vol biv

Irregular Features

Christmas Comp - Win your subs for 2019

2018 - Members Tales

Hoof-n-Fly - a Synergy of Passions - Rod Welford

DHPC Themed Xmas Sudoku!

DHPC Xmas prezzy - How to Fly 551Km

Parenting Advice - The ultimate threat

Club Clothing - Buffs / Sweatshirts

Many thanks for all contributions.
skywords@dhpc.org.uk

If you enjoy reading this, please contribute your own news and articles when you get the chance.



Martin Baxter Chairman's Chat December 2018 The AGM

I was accused of 'rail-roading' through, at least part of, last year's AGM. I can only apologise to anyone that felt that way. It's quite hard to chair an open debate and still finish before closing time. Please forgive me if, in dealing with something that I am intimately involved with, I am seduced into taking short cuts or not explaining something properly. Time was much shorter last year because we provided food and then a review of the flying year: both of which understandably took a higher priority than the AGM with most members! The food (and free drink) have gone, in order to reduce expenses. Although we have more time available, I promise not to use it unnecessarily: the formal meeting doesn't have to go on until closing time!

This time last year our financial position appeared to have taken a turn for the worse, but I'm pleased to report that our Treasurer now has a firm grip on expenditure. His report was circulated separately by email and I was particularly pleased to note that our committee expenses (club governance) fell significantly, mostly due to increased scrutiny.

After much discussion the committee proposes to keep subscription levels the same next year whilst maintaining the contribution to the Flying Fund. Views differ considerably and this proposal is a compromise. It will reduce our working capital, but not below the level that we consider necessary to run the club.

The other 'hot topic' on the agenda is a proposal to allow online voting as part of the AGM process. If you agree then in future years you might be able to vote from the comfort of your own living room, without the need to turn out on a cold dark night.

If you want to find out more, give me a grilling, or indeed stand for any committee post, including Chairman, then please come along to the AGM. If you don't then, at least for this year, we'll take it that you are generally content with how we are running your club.

Fly safely,

Martin Baxter
Chairman

Cruciverbalist Corner - answer is near the back page somewhere!

Kind of clothing article oddly missing pleat Mary sent back (7)



Fancy a go at Base jumping?

Matt Wilkes Update



Members with the longer memories will recall Matt Wilkes' talk on Flying High at the February Club Night (report in [March 2018 Skywords](#)). Matt was donating expenses and fundraising for Kunde Hospital, Nepal, to help buy an oxygen concentrator to treat altitude sickness. We are pleased to report that they were so successful with their efforts, they recently bought 2 concentrators. Matt passes on his thanks for the generous donations following the DHPC clubnight.

Read this first!:



https://www.nationalgeographic.com/adventure/features/why-are-so-many-base-jumpers-dying/?fbclid=IwAR0MvWj78_CQ1LSO1r4XFjB0uLWV_RqMGCWLbz1dJEbcD3Unqldkjq1EJtc

of course it's much safer if you do it like Jack Pimblett, no rocks to hit!



Whernside Fundraising Update

Recent editions of Skywords highlighted the "Mend our Mountains" campaign to raise funds to repair the Brunts car path up to Whernside. The campaign recently announced a total of nearly £11,500 had been raised and they send out their thanks to all who contributed.





Free Solo

Pete Logan writes:

National Science and Media Museum, Bradford
Tuesday December 11th 6.00pm

A few of us going to see Free Solo, a film about Alex Honnold's solo climb of Freerider on El Capitan in Yosemite last year. Other members would be welcome to join - there's a lot shared between climbing and free flight. See:

Article:

<https://www.nationalgeographic.com/adventure>

Film and Trailer

<https://www.nationalgeographic.com/films/free-solo/>

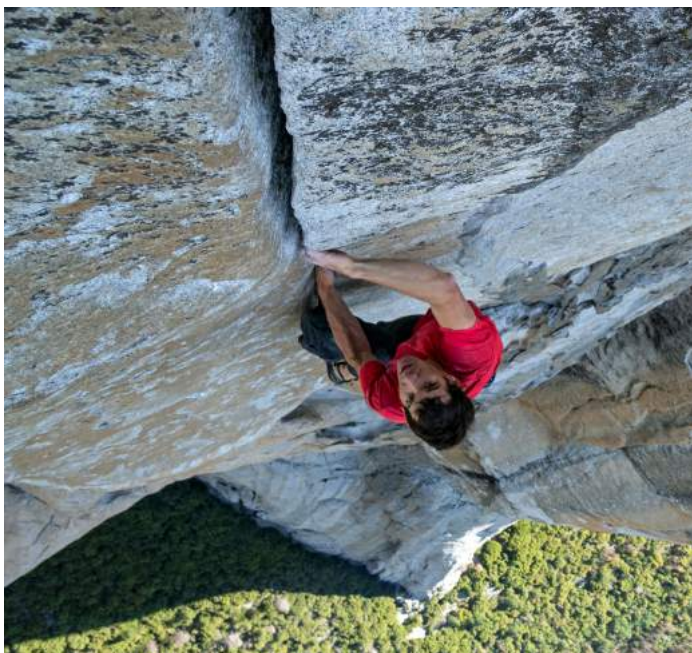
Booking at Bradford Picturehouse

[https://www.picturehouses.com/cinema/Na ... live-event](https://www.picturehouses.com/cinema/Na...live-event)

It links up with other theaters and there's a live Q&A with Alex at the end.

After the film we'll go on to the Kashmir Valley for a modestly priced curry and maybe a pint or two locally. Please book your own tickets but use my number +44 7795 426 748 to text on the night so we can all get together. We'll be hanging around outside from about 5:30 onward.

See you there.



Groundhandling

Want to get good at it? Practice, practice, practice!

Those nice people at BGD are putting /have put together a series of videos showing you how you can improve - but you'll have to commit!



XC Winter League

The Winter League is now open.

The XC League is trialling a new way for pilots to measure their performance over a season by splitting individual leagues into "Divisions".

The four divisions are Diamond, Gold, Silver and Bronze and represent the level a pilot is performing at in the current season. Note that although these names are taken from FAI badge categories, the requirements are not the same.

The divisions are loosely based around two defining stages in an XC career, namely the first 50km flight and that all important first 100km, but on a per-season basis with a requirement of points scored, rather than kilometre distance:

Diamond: minimum 150 points

Gold: minimum 100 points

Silver: minimum 50 points

Bronze: less than 50 points

A pilot is automatically placed in a division when they enter a flight that meets its minimum requirements (any UK flight for UK leagues, or any Overseas flight for the Overseas League). At the start of the season, when winter flights are entered, pilots are mainly going to be in the Bronze division, but as XC conditions improve, pilots will start moving up.

For more details see [XCLeague](#), or the [UK XC news page](#) on [FaceAche](#)



Flyeo

Flyeo report a 100% increase in English speaking SIV attendances in 2018, so believe that they are doing something right! Their course diary is now online at:

<https://flyeo.com/en/siv-course-2/>

Mountains on Stage

This selection of 4 films is on tour at present and may appeal to members. It includes a (5 minute!) paragliding film "Weightless", but also films with the likes of Killian Jornet. More details and ticket links:

<http://www.mountainsonstage.com/>

Wed 5th December

The Light, 22 The Headrow, Leeds

New Members

We welcome 2 new members this month. Welcome to the club Mike Luedicke and James Letcher. Both recently qualified in Bavaria. Welcome to the club guys. You can meet quite a few of your new club mates (and certainly most of the committee) if you turn up at the

AGM. If you can survive that, you will definitely have the patience required for flying in the Dales.

BP Cup Dates

The dates for 2019 have been organised and are detailed elsewhere and in the diary listings at the back of the mag. In addition to the comp week in Macedonia, there is a training week the week before. You can get in touch with them via the website <https://www.bpcup.co.uk/cms/> Every year this comp gets rave reviews from those who take part, so if you're a new pilot thinking of dipping your toe in the water of comps, or an experienced pilot looking to test yourself in the comp environment this could be a good one to take part in!

Cruciverbalist corner Pt 2

Not flying related, but couldn't resist including such a brilliant clue:

Learner sounds like he was told where to find tea in Yorkshire (6)

Never fear - Santa is on his way!





Club Clothing

Exciting news on the club apparel front. (Now there's a sentence I never imagined myself writing when I was a recalcitrant youf). You can now buy club themed sweathirts and bandanas / buffs - details below.



Newly Available

DHPC Skywords Quotes Buff

A selection of the best quotes from Skywords over the years. Different quotes front and back. YOUR QUOTES from YOUR STORIES.

These are available from the same link as above: <https://giraffeuk.com/club-shop/dales-hang-gliding/>

We hope to also include a bandana based on the plagiarised Hockney image used on the inside cover of this mag - but are awaiting agreement from the artist himself. We could maybe send him a complimentary one for the next time he visits from LA!



DHPC Logo Buff

The latest must have bit of kit. A seamless micro fibre rain repelling club buff for less than you pay for other varieties.

You can order these direct online - the club holds no stock. Further designs will hopefully be available in the near future.

Order from:

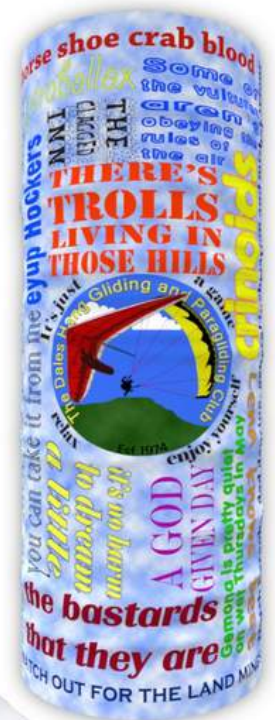
<https://giraffeuk.com/club-shop/dales-hang-gliding/>

How much for this must have bit of kit you ask?

£11.99

+ £0.99 P&P

15% discount for 2-5 items



Top Tip from Tim . You'll get a further 15% discount if you leave the Giraffe website before completing your order and wait for their email! As your editor always counsels: patience is a virtue.

Parenting Techniques for paraglider pilots
The ultimate threat





ballast

[bal-uh st]

[Examples](#) [Word Origin](#)

[See more synonyms for ballast on Thesaurus.com](#)

noun

1. *Nautical* . any heavy material carried temporarily or permanently in a vessel to provide desired draft and stability.
2. *Aeronautics* . something heavy, as bags of sand, placed in the car of a balloon for control of altitude and, less often, of attitude, or placed in an aircraft to control the position of the center of gravity.
3. anything that gives mental, moral, or political stability or steadiness:
the ballast of a steady income.

BHPA Manual

Carrying ballast has the effect of moving the polar curve down and to the right. You will fly around the sky faster, but if the lift weakens, you can drop the ballast. The only ballast that can be dropped is water, fine sand - or a superstar BAPA pilot in base jumping gear



AGM Notice

Annual General Meeting

Thursday 6th December at The Yew Tree, Otley, LS21 2AU.

7.30pm for 8.00pm start.

(or come around 6.30pm to eat)

Reports

Reports from committee members can be found elsewhere in this edition of Skywords. If you have any questions or want to raise any points please do so on the evening.

Accounts

We're not including the accounts in the newsletter or on the website because we don't want them to appear on the internet. But, in an attempt to save you having to wade through the figures on the night, you should already have had an email containing them with the November edition of Skywords.

Proposals

- 1.** That membership fees remain the same (£25/£22.50 for prompt payment) and that contributions to the Flying Fund remain at 15% (approx. £3.75 per member or £600 in total).
- 2.** [Amendment to constitution]. That the committee may allow remote forms of voting at General Meetings.
- 3.** [New para 8b in constitution]. Any land purchased is to be held in trust. Legal fees to create a trust will form part of the purchase and the committee will be responsible for nominating trustees.
- 4.** That the DHPC offers the use of Club sites for British Open Series HG, British Paragliding Cup, National Model Glider, and other Inter-Club Comps as appropriate (PD/TB).

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 we have a volunteer for each post, except for editor of Skywords. If nobody volunteers for this post then the newsletter will be suspended in the New Year.

Committee Vacancies

Committee Vacancies

Join the committee if you could help give the club a clear sense of direction in these confusing times.



Situations Vacant - "Job descriptions" Skywords Editor

General

The Newsletter Editor is responsible to the Chairman for the production of 'Skywords' on a monthly basis.

Specific

Encouraging members to submit articles and photographs for publication.

Copy date is 25th of each month.

Editing all submissions.

Trawling through other publication for relevant articles and seeking permission for them to be copied.

Advertising club nights and other social functions.

Publishing the coaches list, received from the Chief Coach.

Passing the completed newsletter to the Membership Secretary for distribution, by 28th of each month.

(Tam will happily stick a round for a few months helping out - you won't be dropped in at the deep end and be left to get on with it!)

Social Secretary

General

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

Specific

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

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

Book venue and arrange for presentation equipment if necessary.

Confirm the booking with the pub a few days beforehand.

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

Produce (or delegate responsibility for) a short write up after each club night for Skywords.

(Organise the Farmers' Dinner each year – invitations to go out with Christmas drinks.)

Secretary

General

The Secretary is a BHPA named contact and is the point of contact listed in Skywings. The Sec is responsible to the Chairman for the administrative duties involved in running the club and liaison with other clubs.

Specific

Annually renewing the club's affiliation to the BHPA.

Calling for motions from members (to be received by 1 Nov) prior to the AGM.

Issuing a calling notice and agenda to all members at least 14 days before an AGM/EGM.

Taking minutes for all club meetings and the AGM for approval by the Chairman.

Contact or advice point for public enquiries.

Handling club constitutional matters as necessary.



Committee Reports

Chairman's Report

Committee

We didn't lose anyone over the last 12 months, but there will be a few vacancies at the AGM. Rosie Darwood will be stepping down as Social Secretary. Dennis Marston will be standing aside to leave Simon Tomlinson as the sole northern Sites Officer (although Dennis will continue to help out). Trev Birkbeck is sick of me 'tinkering' with the minutes, and will be standing down as Club Secretary, although he will continue as Hang-gliding representative. We have a cunning plan to cover these posts; but I still don't have a replacement for Mark Morrison (Tam) as Editor of our newsletter. This will be the last edition of Skywords until one of you steps forward.

Leeds/Bradford Airspace Change Proposal

LBA and their consultants have bordered on incompetent. They failed to engage properly during consultation. Their feedback report was 6 months late (the previous Head of Air Traffic Services resigned whilst on holiday) and it did not accurately represent our objections. The proposal hasn't changed significantly since it was first floated in 2014. Whilst we are still hopeful that we can convince the CAA to reject the whole thing, we are discussing the prospect of Letters of Agreement (as a backstop) to give us access to the proposed new airspace. You can find more information on the current situation on the forum [here](#).

Audit

The committee has long viewed a formal audit as poor value for money. In 2010 I proposed removing it as a standing agenda item at the AGM, but was defeated by the members present who favoured an informal (free) arrangement. I managed to broker just such a deal this year but we were thwarted when the 'auditor' couldn't get to grips with the software that we use. Offers of an informal free audit using 'GnuCash' would be most welcome.

BHPA Sites Officer

I continue to sit on the BHPA Executive Committee. I don't think this represents a conflict of interests (quite the contrary) but I feel that I should declare it here.

(One example of how this benefits the club is that I now claim travelling expenses for local airspace meetings from the BHPA rather than the club).

[Martin Baxter](#)

Membership Report

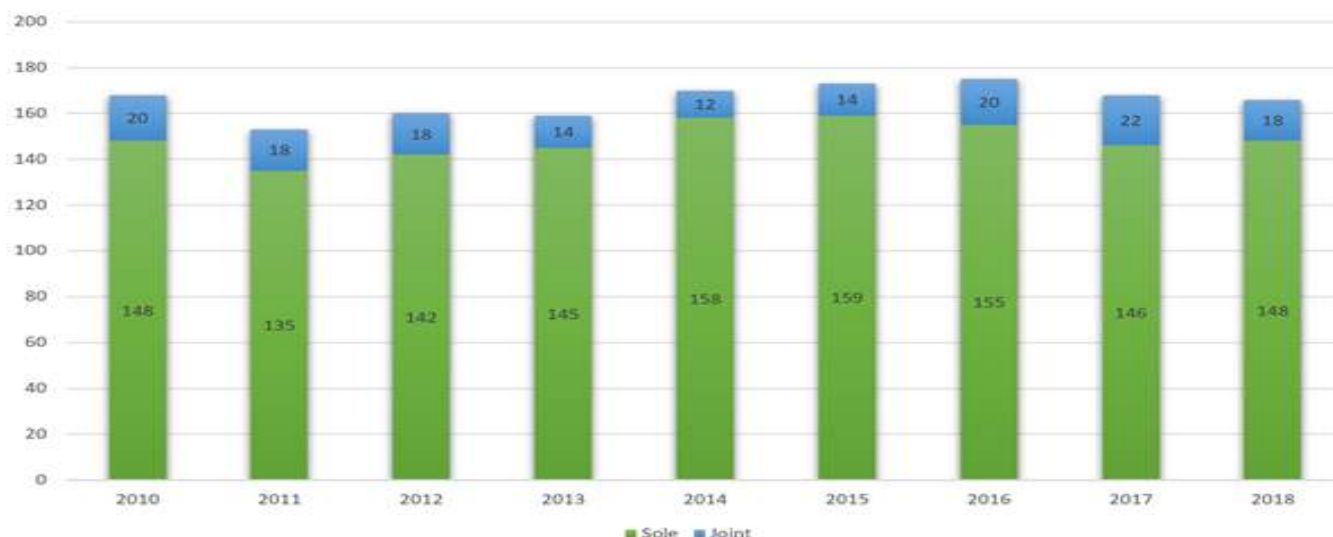
- The total number of members has remained fairly steady this year at 166, just 2 fewer than last year.
- All new members are paragliders (3 out of 25 also hold hang glider qualifications though none have logged any HG hours in the past 12 months).
- 40% of our new members are recently-qualified Club Pilots and, at the other end of the experience spectrum, 32% have clocked up 300+ hours each in the air.
- We retained more members than we did last year. 3 hang glider pilots were among the 27 who chose not to renew.
- 69% of people who did renew paid by the end of February to take advantage of the 10% discount for prompt electronic payment.
- 97.5% of us paid our membership fees electronically this year. If you were one of the 4 people who paid by cheque, please consider paying electronically if you can when you renew your membership in 2019 as it eases administration and reduces our running costs.

Other membership news

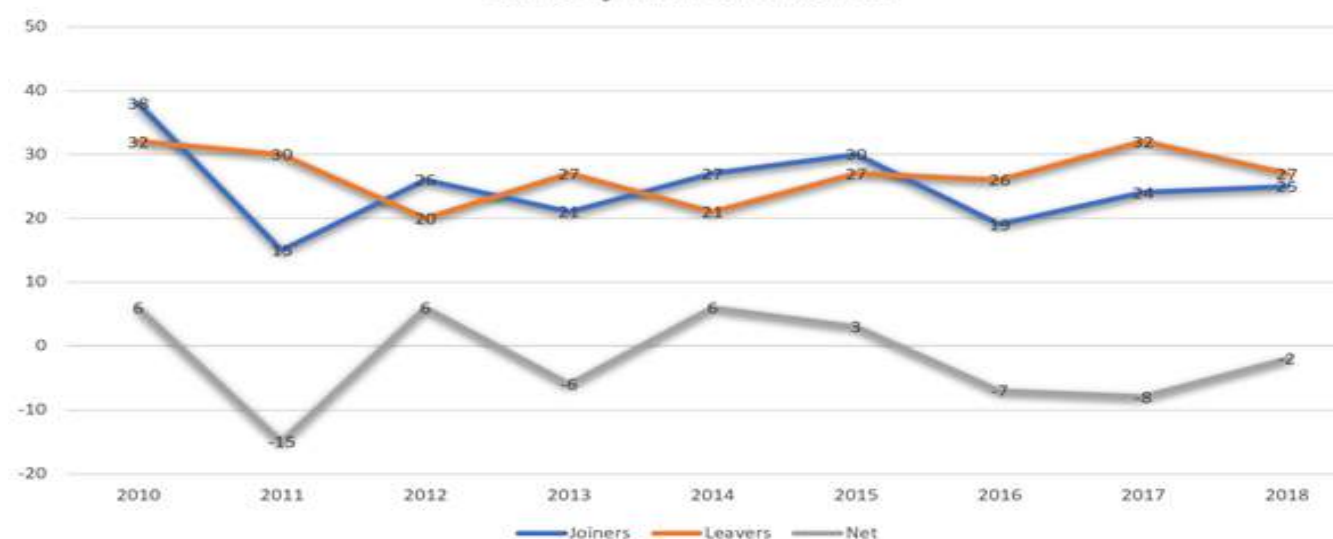
We have discontinued the provision of printed Club Handbooks (including site guide) to new members due to rising costs and the difficulties associated with keeping them up to date. Our web site is the place for up to date site information. The associated £3 levy on the subscription for new members has therefore been removed, so the subscription for new members is now the same as for renewals.

The subscription structure for new members will change for 2019 to make it simpler and to ease administration and accounting. We also plan to simplify the membership application form and allow forms to be completed and submitted online directly from the website.

DHPC - number of members



DHPC - joiners and leavers



For membership renewals the 10% discount for prompt electronic payment will continue. **Please take advantage of this and pay your renewal fee promptly in February – it really does help with the smooth running of the club.**

Tim Rogers

Safety Report

There were 3 accidents in 2018, 2 on DHPC sites and one involving a DHPC member on another site. Two of them required evacuation from the hill and a hospital stay. Without discussing the details of either accident I'd like to highlight the increased danger when launching or flying slowly close to the ground – this appears to be a pattern as I added a similar warning in last years report. When flying slowly we are closer to our stall point which increases the risk of stall or spin, both of which are serious conditions and can result in violent behaviour and rapid height loss.

Thank you to all who attended the accident scenes and also to those who submitted Incident Reports via the

BHPA website

(<https://contact.bhpa.co.uk/incident.php>).

Incident/Accident reporting is an important part of the process and enables us to learn and improve the safety of our sport as a whole.

2016 (5 accidents)

- 12 Mar - DHPC repack. 35 pilots attended.
- 8 May - Accident at Semer Water (ATOS).
- 14 Jul - Accident at Wether Fell (ATOS) and Tailbridge (PG).
- 2 Oct - Accident at Cow Close Fell (PG) and Model Ridge (HG).

2017 (3 accidents)

- Mar 4 - Reserve Repack. 33 pilots attended.
- May 10 - AIRPROX
- May 10 - Accident at Wether Fell (PG)
- Jul 8 - Accident at Dodd Fell (PG)
- Aug 20 - Accident at Bradwell (PG)
- A number of new Club Coaches

2018 (3 accidents)

- Jan 27/28 - Joint CSC/DHPC First Aid course in Kirkyby Stephen.
- Feb 05 – Accident at Ingleborough (PG)
- Feb 24 - Reserve Repack. 33 pilots attended.
- May 05 – Accident at Windbank (PG)
- May 14 – Accident at Murton Pike (PG)

Safe flying

David May

Coaching

It hasn't been the easiest year. Having extolled the virtues of winter coaching, the winter refused to oblige with a decent coaching day.

In the end we managed 2 official coaching days in March and July. The summer provided some turbulent conditions, not bad for XC but not suitable for coaching during during the middle of the day.

Tim, membership secretary, provides me with details of new CP pilots joining the club and I set about pairing them with coaches, based on proximity. This policy has been partly successful with some coachees getting out more than others. There was a rush of new CP pilots in the Autumn and I am now tracking over 17 CP pilots looking for flying opportunities, knowledge transfer and sign-offs. This number has led to me suspending the policy pairing of coaches/coachees. Currently, I provide a list of local/suitable coaches though a return to pairing is possible.

Not all coachees have experience of UK conditions, dynamic lift or top landings which creates an additional challenge.

Tim's WhatsApp "Flying plans" group has continued to be an excellent peer support tool for CP pilots and others.

2 CP pilots have been signed off for pilot rating this year with a further 3 just needing a signature.

Several coaches attended the coaching development in November with feedback being very positive while there was no know demand for the club coach course in Chipping.

A further coaching day is intended this year if the weather cooperates.

Peter Balmforth

Paragliding Competitions

See Pete's separate report - It's not all about the numbers

Trophies

All trophies were awarded as always through a process of allocation via the Xc league competitions and via the committee. The majority of trophies were handed out during our annual Farmers Dinner at the Boars Head in Long Preston, which was again, a complete success and very much appreciated by all who attended.

Helen Setnicka-Zambas

Sites North

A quiet year on the sites front with some good local flying and XC's from most of our popular sites.

Dodd Fell - This now seems to be the place to launch for a better chance of a long XC. It has the higher ground directly downwind and is less influenced by the higher winds which can help. Most XC hounds seem to converge here on those 5 star days. The smooth tarmac road and new cattle grids also allow easy access to the launch area.

Dodd Fell & Whernside - Both provided fun flying for the pilots attempting Ed's NCT (Northern Challenge Trophy). New sites are to be added to the competition for 2019.

Stags Fell – This sensitive site has had a less turbulent year with no flying infringements as far as I know. This should help keep the land owners and game keepers happy.

Semer Water – The wall styles which provide access up to launch are fragile and need extra care when climbing over.

Other Sites – These lesser flown sites might be worth considering flying next year, Addleborough, Barkin Fell, Fremington and Nappa Scar (see the website sites guide for details).

Farmers' Dinner – This proved very popular with the farmers this year and is planned again for March 2019. It is a great way to thank the farmers for their support of our flying activities on their land.

Booze Run – This is planned for early December together with the handing out of Christmas cards and Farmers' Dinner invites.

Questions – If anybody has any questions regarding our sites, please feel free to ask.

Simon Tomlinson.

Sites Officer South, my first year.

With Toby having just relocated to Wales, still immersed in the chaos of the move and proving difficult to get hold of, I took over his roll as Site Officer South.

With a certain amount of concern as Christmas was only days away, I knew my first job was to deliver Christmas gifts to our farmers but had no real idea of what, who and where! Somewhere in deepest darkest Wales Toby eventually received and responded to my emails and kindly offered to return to the Dales to accompany me on the Christmas drinks round. I picked him up from Skipton Railway Station on a cold and dreary 22nd of December morning, and went straight to Morrison's to fill a trolley full of an embarrassing amount of whisky, chocolates and biscuits.

Our first Farm drop-off connected to the Cowling Pinnacles site took a good half hour to locate, we drove past it 3 or 4 times in claggy mist before Toby finally recognized it. The second drop wasn't that much easier, we set off up a 1/2 mile long rough track with Toby only fairly sure it was the correct one, eventually a bungalow came into sight, it was the correct track and a bonus, this time the farmer was in!

From here on in the weather cleared a little and it all seemed to get a little easier!

All I have to do now is remember it all again in a few weeks time!

My second job was to attend the Farmers' Dinner; it was a great evening enjoyed by all and it was a real pleasure to see that it does make a difference fostering warm relations.

There were no real site problems reported to me apart from a concern relating to the growth of saplings at Baildon. I contacted Bradford Met Countryside service on three occasions leaving my name and number but got no response.

In the end I believe a solution was found via private enterprise.

The stile over the fence at Windbank suffered due to the ground drying out around it but was eventually made good.

I personally didn't get many hours flying this year due to work commitments but my most visited site was Windbank. I think my main role as Sites officer has been collecting the parking fees and delivering them to Mr & Mrs Dibb at their new house behind the Tennant Arms.

My best day flying at Windbank, 20th May was also notable as the same day Minhaj declared Scotch Corner

as goal and then went and did it! Landing near Melsonby with a personal best of 51.32km.

Shaun Pickard

Social

The year started with the annual DHPC film competition on 4th January. Although entries were down on last year, quality was not, with the winners prize going to Richard Meek for his "Flavour of Bir" Alex Colbeck as a close second. This was followed by a screening of the Red Bull X-Alps highlights. Many thanks to last years winner David May for hosting the evening. The plan is to continue the film night as an annual event, as long as the entries continue! It's a great way to showcase local talent and share flying experiences.

For February's club night I "cold-called" Dr Matt Wilkes who came down from Scotland and did an excellent evening on high altitude flying. There have been subsequent articles on his research in Cross Country magazine, so watch this space. Whilst club-nights are not intended as fund-raisers there were some really generous donations from DHPC members following this which enabled Matt to purchase an oxygen concentrator for use in the Himalayan porters rescue post at Machermo.

March's club night was planned as "Ask The Panel" but the Dales were covered in unseasonable snow and sadly we had to make a late decision to cancel. This has been rescheduled to this spring and I think will be a great evening.

In April we had another Scottish speaker. Tony Shepherd talked about flying North of the border – particularly apt in the middle of an excellent Scottish Spring season. It was great to benefit from his extensive experience.

I've toyed with the idea of organising socials over the summer but the unpredictability of good flying weather doesn't sit well with this, so informal post-flying meet-ups in the pub seem to be the way to go.

We still have summer committee meetings and after some discussion we decided it was worth trying a new venue. Intensive hands-on research in the pubs of Otley led to "The Yew Tree". This season is the "trial run" so please feed back so your committee can decide whether or not to stick with it. There are limited pubs with enough "free" space so the other option would probably be a return to the Horse and Farrier.

The autumn season kicked off with Alex showcasing his film of "6 peaks in 24hrs" in September, which was as

professional as you would expect, with some stunning footage. It was great to see new CPs out that evening with Dean; I always think the best club nights are those where there's a broad range of pilots and time to chat. In October it was great to welcome paragliding legend Richard Carter came to talk about his record breaking 300km flight. I gather the key is two breakfasts and a large bladder! By all accounts an excellent talk, thank you Pete Balmforth for hosting this.

In November Mark Baldwin joined us all the way from Cardiff to talk about his Vol Biv experience flying across the Pyrenees. An inspiring evening, to tempt or dissuade you depending on your perspective, many thanks to Tim Rogers for hosting this one.

And then December as usual will be the AGM.

In general turnout for the socials has been good (25-35 pilots) and by providing a mix of local and distant speakers we have stayed within budget. The spring program is finalised (barring more snow!) but please do let us know if you have feedback or ideas regarding future social activities.

I am standing down at the end of this season having been in post for 3 years and as you can see from the above, struggled to get to several of the socials this autumn. To keep it simple for everyone the rumour is that my successor may have a similar name...although I should point out the role is not gender specific! I know she'll do a fab job.

Rosie Darwood

Skywords

Again, some great articles supplied by members. I am always amazed at the various exploits we all get up to, and the places we go - what an amazing sport we are involved in. We also get significant contributions on safety with David May's regular column, coaching articles, and more recently the anonymous "You can take it from me" lessons. The quality of these is evidenced in the fact that Judith Mole contacted us to use a load of them for the [BHPA Pilot Development Scheme](#).

I have now been editor for 5 years and am convinced it is the right time to step aside and give someone else a go. Although there is great satisfaction in turning out a finished mag, I feel that I am getting stale, and new blood and new ideas are required to take it forward. I hope someone will pick it up - bear in mind that I had absolutely no experience when I started, so if I can do it, I know others can. I am happy to stick around for an

extended handover if required, but won't be carrying on if there is no one starting to pick it up. I aim to take on Trev's vacated Secretary role, but if not voted in, I will still be dropping Skywords, so come on you budding Rupert Murdochs, give it a go.

Many thanks to all those who have provided articles over the years, and apologies to everyone for my continuous harrassment and pleading for copy! Have a great Xmas and here's hoping for a record year in 2019.

Tam

NCT Awards

Last month we carried Ed's report on the first year of the NCT, and got some idea about what will happen next year. Before moving on to that though, the inaugural prizes are to be handed out at the CSC AGM, and very smart they look too. In future years the awards will be made at the winning pilot's nominated club. This year's winner of the main event was Geoff Crossley.

CSC AGM: December 1st

Royal Windermere Yacht Club

Fallbarrow Rd

Windermere





My 2018 Simon Tomlinson



A good thermal to get me on my way to Skipton

1st demo flight on the Gin Explorer. Managed 50km to near Hawes
Barton Fell



Attempting Ed's NCT task
Whitestones

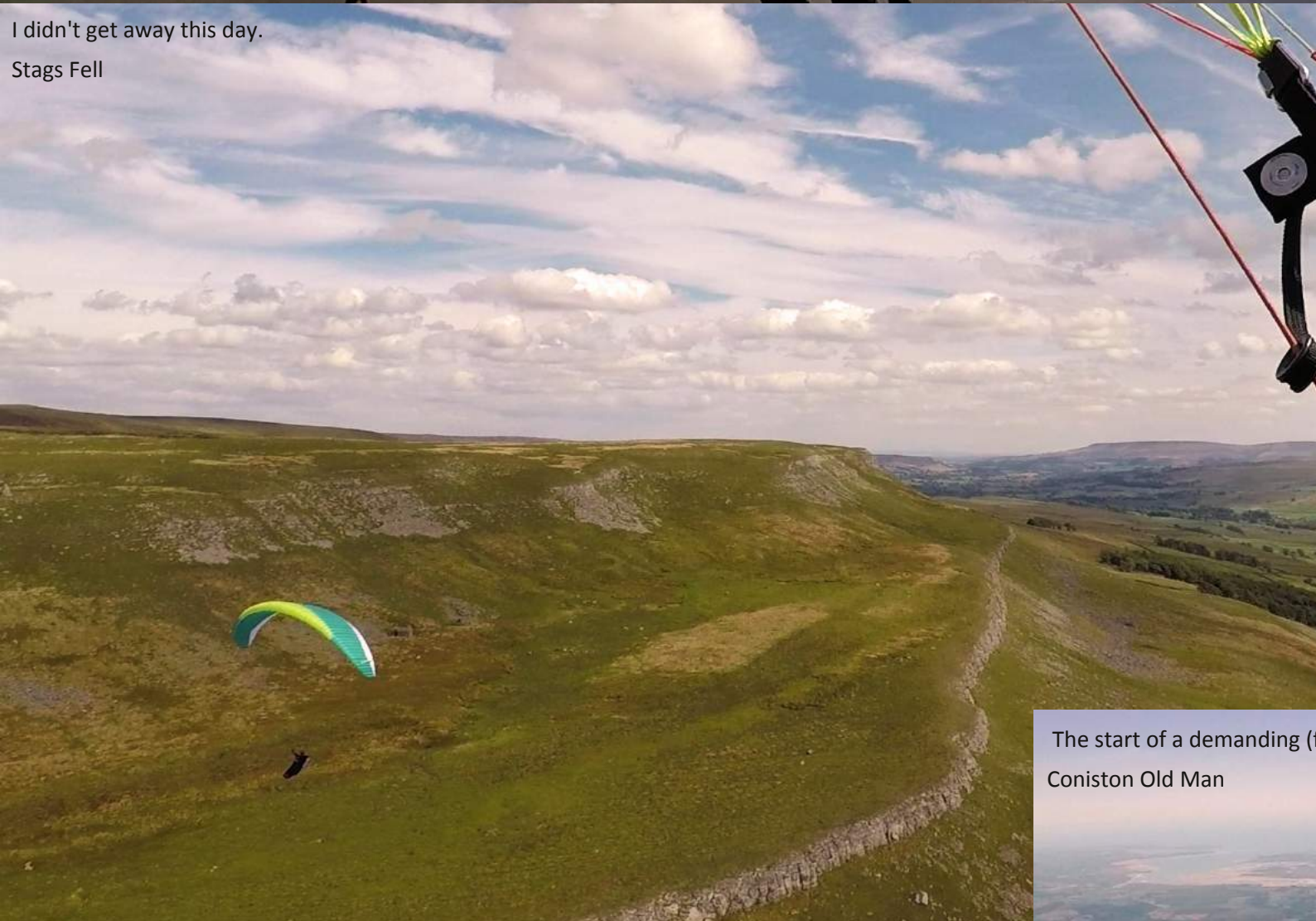




A congested start to my 104km (PB) XC to SE York
Dodd Fell



I didn't get away this day.
Stags Fell



The start of a demanding (1
Coniston Old Man



Fantastic visibility over the Lakes once I got high.
Clough Head



Trying to out run the sea breeze front.
Whernside



Heather fires blocking my XC route downwind. Carlton Bank

A nice wintry scene.
Carrock Fell



for me) XC to Keswick.



Helvellyn - It took me 3 attempts to get over from Clough Head.







Life as a Para-Gypsy The Reality of Life on the Road (Pt 2) Jan Tempest



Now I know why Belgian pilots are such an enthusiastic lovely bunch. The BPO is sponsored by a brewery and we just had to store beer in the office. I can heartily recommend Triple, but had to check daily to make sure it hadn't gone off.

One of the goalfields is up the road at the gliding club. Unfortunately it's been bought by an outcomer who hasn't endeared himself to the locals. He continued with his unpleasantness when one of our girls made an emergency landing there. Several hours later after we'd sent our scariest driver and fisticuffs had ensued she returned home, extremely shaken, and the owner was arrested.

Jackie Knight had told me about a lovely village worth a visit en route to Cavallaria in the Aosta Valley. Set the GPS and go down increasingly diminishing roads till I came to a closed road. Then the GPS wanted to send me up even smaller tracks so I never did get there.

Cavallaria is a nice site, the club friendly and there's overnight parking at the landing. Unfortunately it's next to the motorway so none too peaceful. A paramotor pilot told me to follow him up to his village. We passed

several likely spots but I stuck with him – up and round and round and up FOREVER to a carpark next to power lines and nissan huts with no view and the icing on the cake was granny and grandpa bringing the kids for an impromptu disco of Euro pop followed by church bells from 4 a.m. The joys of wild camping.

para gypsy hq ...next to a brewery

Next night back at the landing there was yet another massive storm which flooded the road. However I got to fly – the day's take off was tiny but immediately in front were some of the really big pylons carrying about 20 power lines. Well scary but an enjoyable flight.

Beautiful camping spot west of Turin but as I left the brakes started screeching. They worked but it was metal on metal. Eek!! Luckily I was able to travel to Feltre mostly on motorway so I didn't have to use them much. To add to the woes I managed to fry 2 invertors and a walkman so was unable to charge my computer.



Task briefing at Feltre

Yet again coming round Milan was hell on wheels with roadworks and massive queues. I've never got round there scot free. A couple of years ago I had a blowout coming out of a tunnel with no hard shoulder and no idea of my exact location for the breakdown service. The carabinieri eventually got involved.

Next stop Cornizzolo which is a beautiful site between a couple of lakes and free overnighting at the restaurant where the food is unfortunately not great.

A stroke of luck here as I'd been flying badly since getting the new pod and blaming young Fred. I finally figured I was getting a lot of yaw and mentioned this to my friend Bruno who happens to be an ex president of the club.

"See Enrico – he's the best instructor in Italy" So Bruno pulled in a favour and Enrico completely deconstructed and rebuilt the harness. I was in the shop nearly an hour. What a difference.

And on to the British Open at Feltre. It's a lovely site – about 20 minutes to the huge take off and ideal for a comp. Tasks can be set either out front or back into the Dolomites. The club house resembles a hang glider from the air and is part of the sports centre with showers, power and para gypsy hq. And next to a brewery!!

Rule of travel – if you need a mechanic ask the shuttle drivers. One of the club members is the Eddie Stobart of Feltre with a massive place so the brakes were quickly sorted and I was lots of euros lighter.

Driving in I saw a pilot walking back so stopped to offer a lift and was surprised to see Barney Woodhead. He'd vol bived from Geneva but mostly bived as the weather had been rotten. Tim Pentreath had better luck from the south.

The only drawback is that the proximity of the mountains often brings overdevelopment and this did cause some problems for the British Allcomers.

We set a task from Monte Grappa over at Bassano. Start was to the east then heading back west. After helping on launch I generally fly Tail End Charlie. By some amazing coincidence I took off just as everyone flying towards launch so I zipped into the air and got a climb as the field was sinking. For a few glorious minutes I was leading out till the skinny wings caught me up and dived into the thermal zipping round and outclimbing me like a bunch of loonies. A tad scary being in the middle of



100+ mostly Enzos and Zenos. I'd forgotten both radio and tracker that day and didn't fancy retrieving myself in 35C heat so reluctantly batted round part of the course then came back to goal. So – I was first out and first in goal !!!! Not v important that I missed most of the waypoints.

Although the Feltre take off is massive and looks perfectly innocuous it's a tricky one.

There are trees at either side below launch and the wind

is rarely straight on so there's often a crosswind component. Launch was extremely hectic with pilots having 3 or 4 attempts as those skinny wings acted like divas. Standing right at the edge puts you into a dead zone. One poor chap did prang into the trees and

needed a helicopter but luckily had only minor injuries.

Everyone involved with the club was super friendly and helpful and I set up my massage tent "You have to move that. The Community objects" We were in the middle of a field overlooked by no-one!! We were all made honorary club members so we could buy beer at €1 a bottle. They also organised a pasta night and the dinner at the brewery with large lumps of pig and lots of wine and beer. With about 6 words of Italian I ended up liaising with the locals again. Lots of miming and waving my hands about.

Next stop Tolmezzo where I hoped to blag onto the hangie Pre Worlds to offer massage. Strolled in to a bit of chaos and was surprised to see that I knew one of the organisers from the Europeans in Macedonia. "Yeah, no problem".

Not an easy one to work as take offs were a couple of hours drive away, landings were also miles out, hangies have very long days and there is no central retrieve system so very few people turn up at HQ. It was also difficult to get on official transport so I ended up not flying as I'd have had no retrieves.

Camper van parking was also pretty grim but at least Italian coffee is great and there was a good cake shop.

I'd somewhat rashly agreed to take trackers down to Monte Cucco for an Italian hangie comp. It was a 300 mile detour but I was looking forward to it as I'd been there a couple of years ago and knew there was lovely camping at the clubhouse and I could land there.

Instead of taking the coast road I opted to go through

Monte Cucco trophies



the Appenines. Italian roads often make what should be a pleasure an ordeal as they are truly horrible – poor surfaces, potholes, endless hold ups through small towns behind trucks. This was never ending roadworks. It seemed a bit odd when the roads were unfamiliar and it turned out I'd actually been a few miles away at Monte Gemmo previously.

Anyway – there was parking, there was a big hill, I got fuel money – and there was LOTS of wind “Oh no, it's not good for pgs here” I did get to fly after a lift with an Italian biker. I must have been nuts cos Italian drivers are barmy at the best of times and we were on a BMW 1200 and Luigi then informed me he used to be a track racer!!

This was early morning and a couple of guys were flying enormous model gliders.

They could see me setting up but out of courtesy I walked across to them. “Buongiorno. Oops. I guess you know what's going on” It was Manfred Ruhmer Pointy Sky God. A pleasure to watch him later flying circuits and having fun with his son on tandem.

A bit hairy watching a storm appear with incredible speed as many people were heading towards goal.

cool, overcast, rain the day I was there. It had been baking for weeks!

Quite a few landed out, others spent ages fighting the lift or trying to outfly the big cu nims and one crackpot Russian carried blithely on giving the organisers minor heart attacks as they tried to radio him as lightning was flashing round him. “It was nothing” he said when he finally deigned to land. If he had an accident they would have been blamed even though the task was stopped. Very uncharitably I hoped he'd land miles away and get back at midnight.

Somehow managed to leave my logbook and Teach yourself Italian book there. Shame as I was making decent progress.

A few days spare so decided to profit from the long sunny days and aim for a proper tan instead of the pilot's version which is an incredibly brown face, t-shirt arms and shorts legs. Not a good look. Not a chance of finding a quiet beach in August but it's interesting to visit one of the lidos. It's wall to wall loungers and parasols rammed with noisy kids, fat topless women and poseurs in speedos. And cool and overcast then rain the day I was there. It had been baking for weeks!! So I still resemble a half cooked stick of rock.

Heading back to Tolmin I took a quick detour to Bassano for some mostly enjoyable but also turbulent flying as in keeping with the pattern of the whole year there was lots of northerly wind. Went up for an evening flight and took off with a tail wind. Next day with a group of Germans we sat around for a couple of hours being impressed as the Italian champ had a good launch with his Enzo then got a thorough kicking as the 25km easterly hit him. We eventually sent our gliders down and hiked through the woods down to the Abbazia for their fabulous food.

Back to Tolmin for the Serial Cup and BGD Weightless. Rain, rain and rain, and northerlies!! Someone forgot to present 6 bottles of champagne to the winners and it was much too heavy for Bruce Goldsmith to take home

so we just had to drink it. Prize for the best party goes to the BGD. Holding it the penultimate night ensures everyone is still onsite and they were a bunch of party animals.

Plus the Tolmin DJs are brilliant. A few sore heads but the task was cancelled anyway.

Continuing the theme of things not going to plan I wanted to try the 777 Knight. Last year it wasn't certified in my size. This time the test glider was in Belgium. Seems I'm destined not to get a play on it.

And thus to St Hilaire for the Coupe Icare. It's not what you know – it's who and I'm lucky enough to know Judith Mole so joined her small press team and had a great time (see C Icare article in last month's mag)

Finally on to Annecy for a few days fun. Half the Coupe Icare visitors had fetched up there but it was still pleasantly quiet though very late starts as the thermals didn't kick in till almost 3 pm. As young Fred had spent half the season falling out of the sky I decided to get him checked at Rip Air as Brett Janaway had stressed the importance of line checks on performance. There was a long waiting list so I spent another week falling out of the sky and was amazed to learn that after only about 40 hours the lines were miles out. Some had stretched, others shrunk. No wonder I couldn't fly properly.

In some ways it was a relief to know that it wasn't pilot error – on the other I was unamused that the glider had gone so quickly out of kilter.

First half of the season – harness misalignment; second half glider misalignment. Prevailing northerly airflows giving lots of turbulence in the southern Alps. Great conditions in the UK, also Latvia and Finland.

It's to be hoped next year is an improvement. For sure there'll be more comps, friends and fun. The van is still under construction.

JT



Soca Valley to the Adriatic





2018 Competition Report - It's Not All About the Numbers

Pete Darwood

Another season from the XC league perspective has drawn to a close, and whilst the committee work out who has won what and where to distribute the coveted XC mugs, it is a great chance to reflect a little on what was achieved.

Locally the statistics are very similar to the record busting 2017 season, with almost the same number of flights entered from the same number of pilots, the only difference being a slight reduction in the total number of points scored. Why the reduction? One possible reason is that less triangles were flown in the Dales this year (these coming with bonus Tesco points), perhaps indicating that we had more light wind days in 2017? Having said that, Jake proved to everyone that if you have the skill such flights are still possible with a very fine 68km triangle from Dodd back in May.

And whilst talking about Jake, its worth noting that after having pretty much had a year out in 2017 he made up for lost time this year and took the Dales league win by

over 200 points. Clearly a rest has rekindled his fire! His longest flight, and the highest scoring in the league this year, was a massive 152.7km, again from Dodd, on 25th August.

However, looking at the headlines masks some of the perhaps bigger achievements in the Dales this year and also does not say anything about the pilots who have not, either willingly or due to bureaucracy, entered their flights in the XC league. Some massive personal bests were registered locally including Simon Tomlinson's 100km from Dodd, and other very impressive flights from Ben, Kevin, Minhaj, Pete B, Rosie, Tam & Tim R. to name a few. In addition to the flight planning/analysis perspective and the opportunity to earn XC mugs, then I think one of the benefits of entering the league is to see the progress everyone is making without them having to shout about it – well done all! And for all those still wrestling with the bureaucracy we are looking forward to seeing your flights on the league soon.

XC League		uk cross-country flying		Home Sign In Contact					
Key Latest Entries League Info				User: Guest					
Dales PG League 2018 All Flights				NEW GEAR? ASK THE EXPERTS					
Dales Paragliding League				Flybubble					
161 flights 5,984.6 points 29 pilots									
League Dales PG		Show All Flights		Go					
Year 2018		Scoring Standard							
Click the flights to display more details. A green score indicates tracklog data. A blue score indicates storyboard data.									
Pilot	Club	Glider	Total	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Flight 6
1 Jake Herbert	Dales	Ozone Zeno	676.8	152.7	135.7	119.9	94.5	89.0	85.0
2 Pete Darwood	Dales	Nova Mentor 5	423.8	84.4	84.2	80.2	61.3	57.2	56.5
3 Ed Cleasby	Dales	Flow XCRacer	420.4	102.9	80.9	62.9	61.6	57.9	54.2
4 David Smart	North Yorks	Ozone Delta 3	337.3	124.3	79.3	59.9	45.1	28.7	
5 Ben Keayes	Cumbria	Ozone Zeno	281.4	89.7	72.9	38.9	37.0	21.7	21.2
6 Kevin McLoughlin	Dales	Nova Mentor 5	278.4	85.1	58.5	39.1	38.1	30.6	27.0
7 Simon Tomlinson	Dales	Advance Sigma 9	237.7	104.9	34.6	31.2	26.4	20.5	20.1
8 John Westall	Cumbria	Advance Sigma 10	205.4	58.1	54.1	32.9	21.4	21.4	17.5
9 Gary Stenhouse	Northumbria	Ozone Delta 3	203.1	64.4	63.1	43.0	17.7	14.9	
10 Peter Balmforth	Dales	Gin Carrera Plus	202.3	76.0	49.5	47.9	14.5	8.2	6.2
11 Neil Plant	Dales	Ozone Alpina 3	202.1	66.6	53.3	48.7	33.5		
12 Martin Baxter	Dales	Ozone Rush 4	162.4	53.6	45.2	18.9	17.8	14.7	12.2
13 Peter Logan	Dales	Skywalk Cayenne 5	154.4	80.4	35.6	23.1	15.3		
14 Nick Pain	Dales	Advance Sigma 10	153.4	82.8	54.7	15.9			
15 Tim Rogers	Dales	Nova Mentor 5 Light	142.1	50.6	29.2	20.4	18.2	12.8	10.9
16 Tim Oliver	Cumbria	Ozone Swift 4	134.8	55.5	23.8	20.9	19.1	10.1	5.4
17 Allan Blackett	North Yorks	Nova Mentor 5	127.1	69.4	57.7				
18 Rosie Darwood	Dales	Nova Ion 4	119.0	46.3	23.8	13.8	13.6	11.1	10.4

[Key](#) | [Latest Entries](#) | [League Info](#)

Overseas League 2018 Club Flights

Overseas Paragliding League for UK Pilots



970 flights 50,172.2 points 119 pilots

League Overseas Show Club Flights Year 2018 Scoring Standard

Top 4 pilots score for each club. Click [Show Other Pilots](#) to expand club tables.

Club	Total		
1 Dales	2735.9	Show Other Pilots (12)	Website
1 Richard Meek	Ozone Alpina 2	1021.2	210.6 201.1 155.8 153.8 150.3 149.6
2 Pete Darwood	Nova Mentor 5	725.7	142.5 136.1 119.5 113.3 108.1 106.2
3 Rosie Darwood	Nova Ion 4	501.5	113.3 109.1 90.5 67.9 60.7 60.0
4 Mark Elliott	Advance Sigma 10	487.5	110.8 110.5 79.1 67.3 63.0 56.8

DHPC wis the Overseas League for the second time on the bounce

Dales pilots have not just performed locally however, and for the second season in a row, Dales has won the overseas club competition, with all 4 scoring pilots in the top 20 of the overseas league, and Rosie winning the women's league. A special well done to Richard Meek whose sterling effort of over 1000 points bagged him second overall. Mind you, one would hope that a season off work, practicing for retirement, should bring some rewards. And so finally, a quick look at the national side of things? Was 2018 a good or bad year? Well the answer is a resounding *greaaaat* with approximately the same

Richard Carter has been the first pilot to fly 100Km, 200Km and 300Km in the UK

number of pilots achieving 10% more points than last year. The top three pilots all claimed more than 1500 points each, with Hugh Miller on a whopping 1723.9 points. In fact, Hugh not only convincingly won the UK league, he netted a stash of records in the process including the hugely impressive 192.4km tandem flight with Andrew Craig. However, for my money, the year belongs to Richard Carter with his three records bagged on the flight from the Elan valley to Scarborough, making him the first pilot to fly 100km, 200km, and now 300km in the UK.

UK National records 2018

Pilot	Venue	Date of Record	Glider Class	Nature of Record
Richard Perkes	Mt Borah	24/01/2018	O - 3 PG	UK national Speed around a Triangular Course of 50km: 22.4kph
Hugh Miller (Pilot) / Andrew Craig (Passenger)	Hay Bluff	13/05/2018	O - 3 PG	Straight Distance to a Declared Goal (Multiplace): 101.9km
Hugh Miller (Pilot) / Andrew Craig (Passenger)	Hay Bluff	13/05/2018	O - 3 PG	Straight Distance (Multiplace): 185.0km
Hugh Miller (Pilot) / Andrew Craig (Passenger)	Hay Bluff	13/05/2018	O - 3 PG	Straight Distance using up to 3 TPs (Multiplace): 192.4km
Hugh Miller, Mark Watts	Devils Dyke	22/06/2018	O - 3 PG	Declared Out and Return Distance: 118.0km
Hugh Miller	Devils Dyke	22/06/2018	O - 3 PG	Free Out and Return Distance: 120.2km
Mark Watts	Devils Dyke	22/06/2018	O - 3 PG	Speed over an Out and Return Course of 100km: 24.3kph
Guy Anderson, Hugh Miller, Luke Nicol, Graham Steel	Sharpenhoe to Witleigh	28/06/2018	O - 3 PG	Straight Distance to a Declared Goal: 245.2km
Hugh Miller, Luke Nicol, Mark Watts	Combe Gibbet	05/07/2018	O - 3 PG	Distance around a Declared Triangular Course: 110.3km
Julian Robinson	Morrone	06/07/2018	O - 3 PG	Distance around a Declared Triangular Course: 111.9km
Julian Robinson	Morrone	06/07/2018	O - 3 PG	Speed around a Triangular Course of 100km: 22.3kph
Harry Bloxham	Blorange	07/07/2018	O - 3 PG	Speed around a Triangular Course of 100km: 25.3kph
Richard Carter	Elan Valley to Cloughton	15/07/2018	O - 3 PG	Straight Distance to a Declared Goal: 300.9km
Richard Carter	Elan Valley to Cloughton	15/07/2018	O - 3 PG	Straight Distance: 306.8km
Richard Carter	Elan Valley to Cloughton	15/07/2018	O - 3 PG	Straight Distance using up to 3 TPs: 317.1km
Hugh Miller	Xclent	25/07/2018	O - 3 PG	Distance around a Declared Triangular Course: 122.9km

Here's to another great year in 2019!

PD



Winter Club Nights Rosie Darwood - Social Sec

Winter Club Nights take place on the:

1st Thursday of the month

(except January) at:

**The Yew Tree Inn,
Newall Carr Rd,
Otley,
LS21 2AU**

7.30 for 8pm start



These nights would be great if it were simply to meet up with your fellow club members, catch up on things and try to bore them with tales of your flying exploits, rather than the other way round. For new members in particular, it is a chance to get your face known with many of the active flyers in the club all in one place. You will start picking up tips and local knowledge immediately, and you will find us a friendly and

welcoming bunch. Who knows, you may even pick up some new parabolox at first hand.

Yes it would be worth it if only for the above, but you also get to see some top presentations from some top pilots. The full programme for 18/19 is in the [September issue of Skywords \(p19\)](#).

Next up is the AGM - full notice elsewhere in this mag.

DHPC Film Comp

Deadline for entry: Dec 31st



Rules

1. No longer than 4 mins
2. er, that's it

Send entries to:
social@dhpc.org.uk

Video comp is on Jan Club night: Jan 10th



My Best of 2018 David Hedley



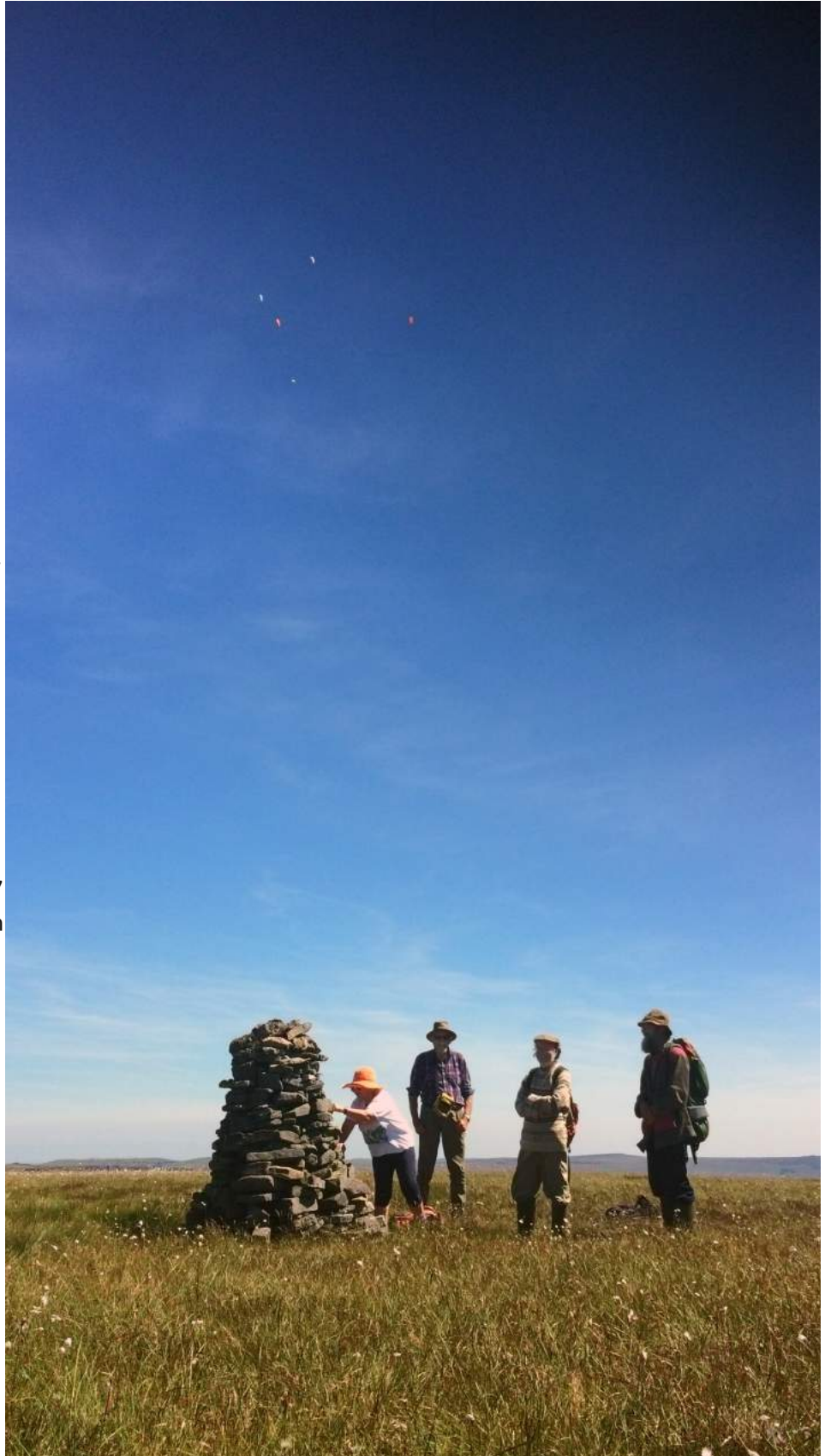
Well, I didn't have many good days this year. My achievement was getting the "Most Improved Pilot" award in the BPCup at Krushevo. But I

was disappointed with my flying there. Having been to Bulgaria for the past five years flying in fairly similar conditions, I should have done much better. But anyone who saw my first takeoff would certainly give me a "Most Improved" award just for getting off the hill successfully every other day. The prize was Jocky's "Performance Flying" CD. Having watched it, and if I fly like I know I can, I would hope to win the same award next year.

One memorable personal day was 24 June.

Six people were drowned in Mossdale Caverns on 24 June 1967 and quite a few walk to the scar on that day every year. Some of us continued up on to Grassington Moor to the Mossdale memorial cairn, built over the point where the bodies were discovered. So that is where I am on a beautiful day with some old caving friends, one of whom actually built the cairn, while overhead are Chris Fountain, Kevin McLoughlin, Martin Underdown and one other en route from Wether Fell to Ripon. And a commercial airliner. I couldn't set up that photo again.

DH





Tuesday 16th October 2018... *...the black bear may have been an hypoxic illusion.* **Rich Meek**



2018 was a great flying year for me with many memorable days but I chose this day because it resulted in my favourite flying picture of the year. I look at that picture many times a day; it's pinned up in work and is my laptop screensaver, each time it brings back the exhilaration of the flight.

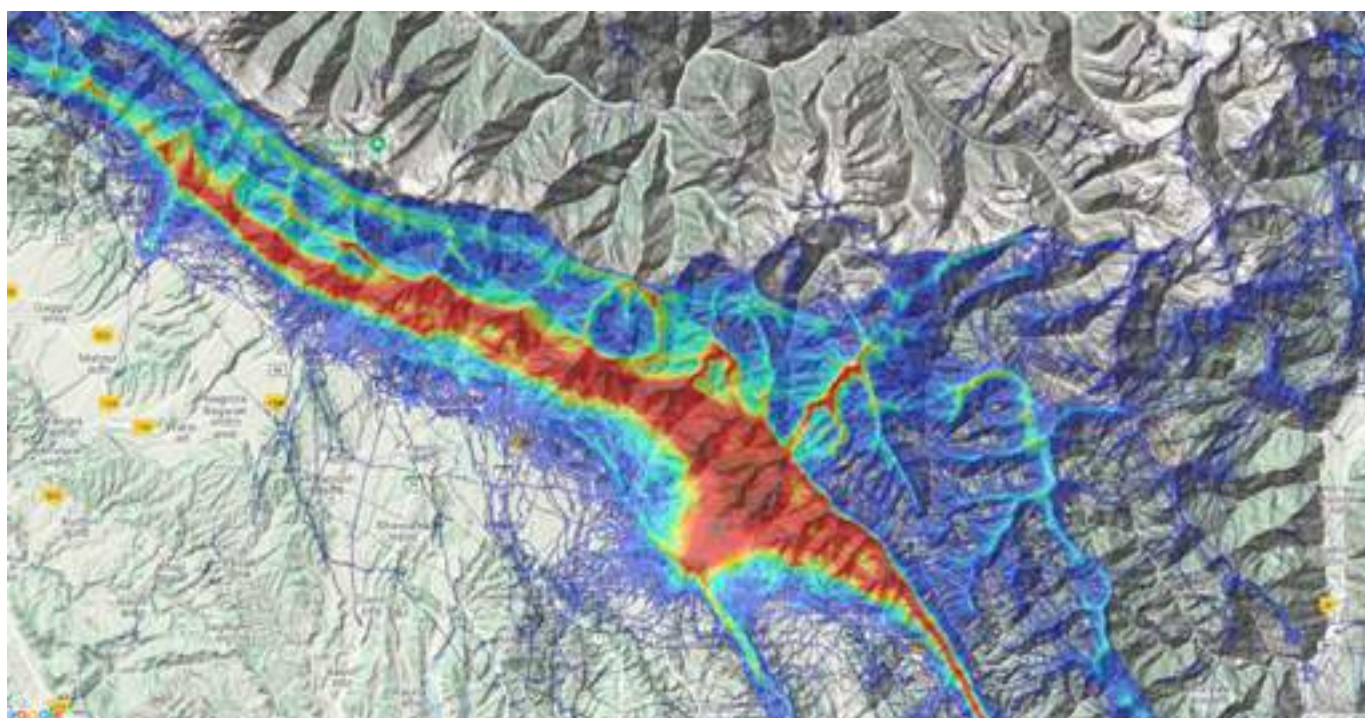
Monday 16th October dawned bright and clear, the weather and myself. I had had a short re-acquaintance flight on the 14th and a 7 hour flight on the 15th so was feeling pretty well dialled in to the area. On launch by about 10:00, as I prepare, there are signs that it will be a good day. First there were just a few clouds and they were high, damn high. In Bir, as all mountainous regions, early Cu often precedes over-development, the scarcity of Cu this morning was promising. Second we had the standard light easterly and the early bird pilots were climbing out easily. I had in mind to try for an FAI triangle "over the back" following a route I had prepared earlier.

Over-the-back means in the bigger mountains to the north east of the main Bir to Dharamasala ridge. It's a

step change from the main ridge as the consequences for landing out are an order of magnitude greater; the landing options are very limited and one could very well be facing a multi-day walk to civilisation.

This was my second autumn season in Bir, the previous year we had ventured over the back only once. That had been a good day but also quite nerve wracking; the glide back to the main ridge was close and the prospect of a long retrieve was front and centre in my mind. As part of my preparations for this trip I had studied previous flights from XContest and the Skyways on XC Planner to research a few routes.

The most frequently taken route over-the-back heads to the Barot Peak which you can see as the red line protruding to the north east. Beyond Barot Peak the track density diminishes rapidly but the route I had mapped out went east north east out to the end of a valley 28k from the launch. This seemed as deep as I should aim as beyond lay 4,500m glacier fields. By pushing the boundaries of the sectors it could be squeezed out to 100k FAI. As a declared flight, would score as 200 points in the UK (Overseas) XC league which would be a personal best .



The Billing launch is centred in this image of Skyways on XCPlanner.



[100k FAI triangle planned using XCPlanner](#)

With that plan in mind I launched just after 10:40 and by 11:10 was at 3,850m over Hanuman, the peak immediately behind launch. Decision Time; this would be the departure point over the back, a couple of minutes into that first glide you pass the point of no-return. With other gliders already doing well on Barot Peak I commit.

The 3k glide to the The Cats Tail on the southern flank of the Barot Peak (so named because it can be as rough as

holding on to a cats tail) takes me down to 3,500m. The glide was smooth and gave me time to fix the GoPro to the carabiner – all the pictures are screenshots from the video footage. Belying it's name, The Cats Tail provides smooth, consistent lift as I follow the spine minimising the number of 360s; with abundant rising air there is no point in climbing high as I anticipate stronger lift towards the top of this mountain. The climbs did get stronger and took me to 5,050m over Barot Peak by 11:50.



Looking north west from Barot Peak





Looking north from above the Barot Peak at 5000m



Following the arrow in XC Track I followed the bowl then tracked north to the next peak, Chakban Tarnai. The sky still looks fantastic with no sign of overdevelopment and just a few high cirrus. This is about 15k deep and I decide it's reasonable to continue.

Leaving Chakban Tarnai at 5,000m for the 5k glide across to the north of the Thangahar valley arriving on it's flanks at 4,500m. It was only later when reviewing the GoPro footage that I found the ahot on the previous page which is my favourite of the year.

This ridge was working just as well as the flanks of Barot and it was easy surfing towards its peak and then taking a climb to my 5,350m (a PB) which provided a fantastic vantage point to survey the last 7km of the outward leg which ends at the White Pyramid.

Cruising along the spine to the turn point with plenty of height over the terrain and frequent bubbles of lift to keep me up. The major problem was the cold; having been above 4,000m for about an hour and despite four layers of upper clothing I was cold to my bones and my hands were blocks of ice. Whenever the conditions allowed I would release the controls and shake out my hands to regain circulation.

**...cold to my bones and
my hands were
blocks of ice**

The White Pyramid ahead as I approach the turn point





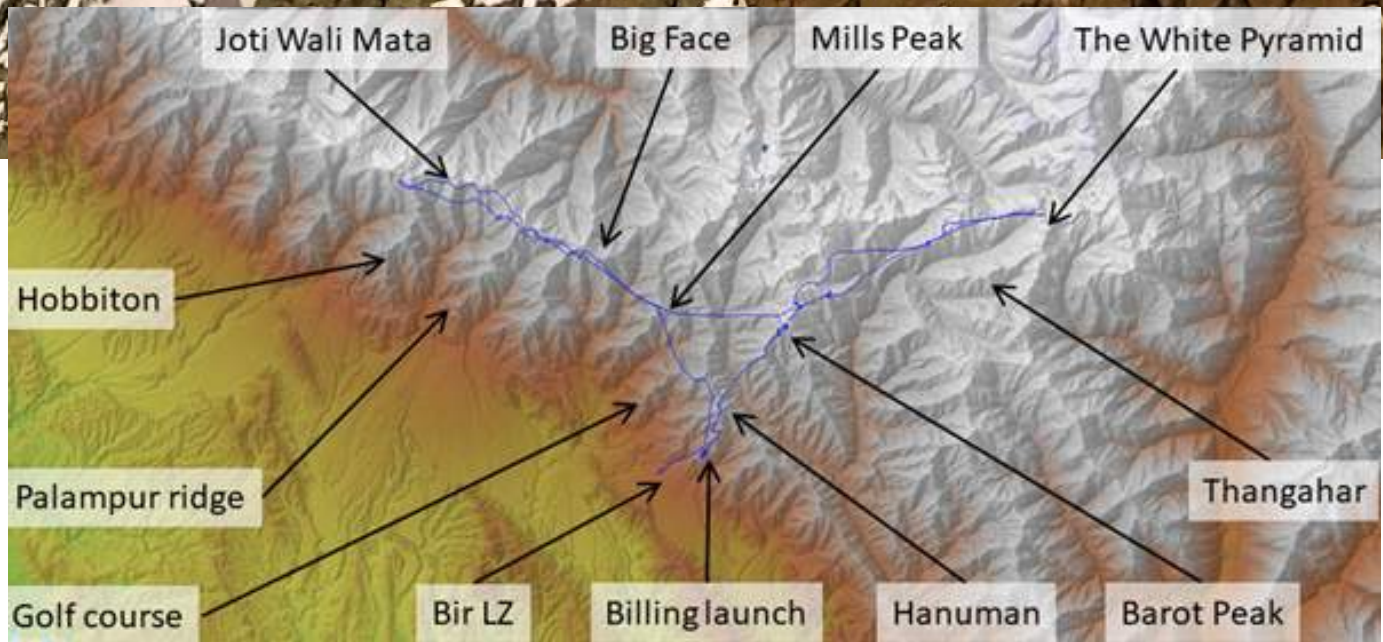
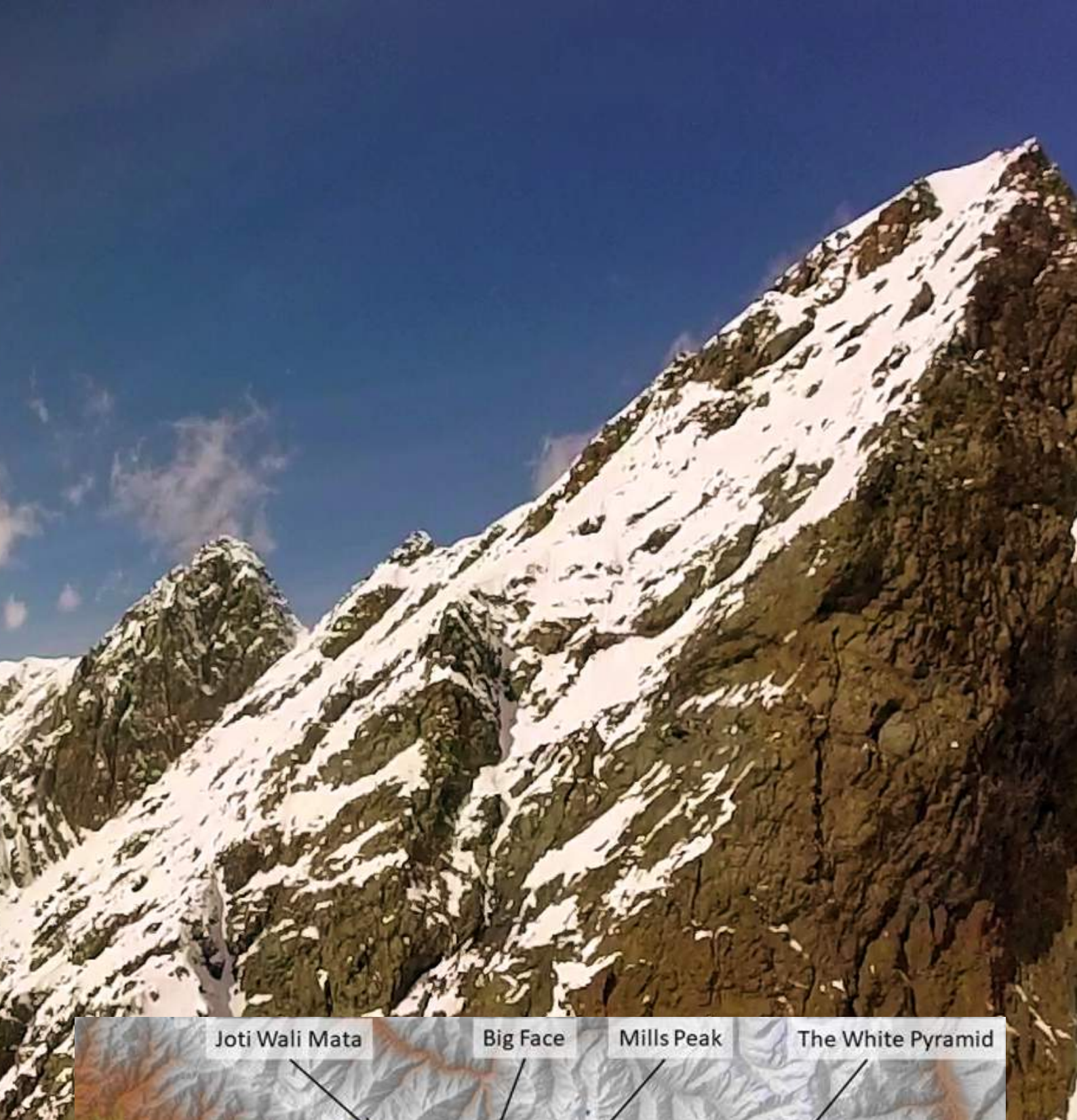
Once the turn point was comfortably bagged it was a case of retracing the route to get back to the main ridge. I had been flying in reasonably close proximity to an LM6 which can be seen in the White Pyramid picture and in the one above.

The glide back to the eastern flanks of Barot saw me down to 4,100m and as I worked the spine upwards I could swear I saw a black bear. Despite a vivid memory I can find no trace of the bear on my video footage so it may just have a hypoxic illusion! Climbing back to 4,600m above Barot the 9k glide back to Waldo on the

main ridge was pretty lifty and I arrive at 3,750.

Once on the main ridge it was an easy north west run along the Dhauladar range to Joti Wali Mata, back to take-off to close the triangle and then come in to land at 14:45 in Bir. There was still plenty of life in the day but I was more than pleased with the flight having achieved PBs for altitude and FAI triangle. Although it turns out I made a mistake on the flight declaration so I didn't actually score a 200 point flight. Hey ho, just gives me a reason to do it again 📷

RM





December 2018 : Unsettled Start and End, Calm mid month

Issued : 25 Novemebr 2018

Forecast

We are expecting a wet and windy start to December across many parts of the UK as the Atlantic brings in some notable areas of low pressure.

Calmer and drier mid month with high pressure near the UK and the risk of frost and fog, especially for England and Wales.

Turning unsettled once again for the end of the month with deep areas of low pressure across the UK and the risk of colder weather from the North/Northwest towards the end of the month around the Christmas period.



December 2018
Forecast



HIGH SIERRAS

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Specialise in:

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- Cross Country training weeks
- Professional guide
- Tandem paragliding flights
- Tandem paragliding instruction weeks
- Maximum group size 6 pilots per instructor
- Over 23 years guiding in Spain
- Reliable Algodonales weather
- Group discounts on guided weeks
- Prices start from 500 euros, includes accommodation

Chris Williams 07973222713 Spain & UK
chris@paraglidespain.com







Chris and Lynn Williams of "High Sierras" are now a BHPA development school and can now offer:

1. Guided weeks
2. Post club pilot thermal training weeks
3. Cross Country training weeks

We also offer Tandem paraglider thermal and cross country days. Staying in the quiet mountain village of La Muela de Algodonales in southern Spain . 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. We are also maintaining a discount for Dales club members (note this discount is exclusive to the DHPC and the PSC only) there will be a group discount of 20% on group booking of 5 or more members, this discount is for our guiding weeks. We also have other activities on no flying such as mountain bike trail riding, trail walking and bird watching days.



Skywords -

-The Gift that keeps on Giving

Semer Water			Windbank					
	Pen y Ghent		Stags Fell		Semer Water			Windbank
	Whernside			Pen y Ghent		Ingleborough		
	Cow Close	Ingleborough						Brantside
				Brantside	Cow Close	Stags Fell		
		Brantside	Pen y Ghent					
	Stags Fell	Whernside	Semer Water				Ingleborough	
		Windbank			Pen y Ghent	Wether Fell		
			Ingleborough	Cow Close			Semer Water	

DHPC Sudoku

Just to give you something flying related whilst you digest your turkey, and to ensure you never invite me back as editor - a DHPC themed Sudoku

Standard rules, you just have to enter DHPC sites instead of numbers.

Each row, column and square contains each of:

- Semer Water,
- Windbank
- Pen y Ghent
- Stags Fell
- Ingleborough
- Brantside
- Cow Close
- Whernside
- Wether Fell

Prize:
Bragging rights in perpetuity on the hill, and a beer from the ex editor at a club night

Solution: near the back

DHPC Sweathirts

You can now order your DHPC themed swetshirt in the online shop at:

<https://www.conistonshop.com>

These are Fruit of the Loom 80% cotton shirts, and come with the embroidered left breast logo (£13.85), and the option of the Steve Ham Dales design on the back (£18.05).

P&P is £4.00 per item, but you could buddy up with someone and order a few, and the T shirts / polo shirts, and P&P is capped at £10.20

Again, the club holds no stock



from:

£13.85

+£4.00 P&P



Green



Grey



Burgundy



Red



Navy





Hoof-n-fly: a synergy of passions. Rod Welford

In our July 2018 edition Andy Smith reported on the inaugural X Lakes comp which was won (by some distance) by Rod Welford, who summited no less than 36 Wainwright peaks in 39 hours. Rod is teaming up with Chris Scammell to give a talk on "Multi-Flight - a new approach to adventure flying" at the CSC Club Night on December 14th.

Here, Rod tells us of his experience in the 2017 Yorkshire 3 Peaks Fell Race, which I am sure raised a few (tired) eyebrows at the time!

Cumbria Soaring Club - Club Night

The Flight Park, Braithwaite, Keswick

Fri 14th December. 7.45pm (doors open 7pm)

Non members welcome (£3 on the door)

This precedes the Wilderness Medicine course run by Jocky and Matt Wilkes on Sat/Sun 15th -16th.

"What's eating you?" asked a friend. My attention sat awkwardly and all too evident to the company gathered for the start of the Yorkshire Three Peaks Fell Race (Y3PR). Twenty minutes till the off and I was still peering around the back of the registration tent to get a view of Pen-y-Ghent, the first of the trio of Fells tackled in this event, billed as 'the marathon with mountains'. The clouds teased me as they gently rolled above the skyline. I confessed my distraction lay in an audacious

plan that it might just be flyable on the summits. "You only live once" was the only encouragement needed. I ran back to the car and picked up my wing, stashed there in vain hope that a long-dreamt notion might just be feasible.

Club running vests and bum-bags adorn the 760 starting throng, most a good deal leaner and younger than I. I'd run this event nine times previously; the iconic Dales scenery calling me back each April, to the quiet village of Horton-in-Ribblesdale. The topography of the three peaks beckons a hike and fly. The advent of skinny-kit has allowed me to link running and flying at home in the Lake District Fells, a synergy of passions that I term 'hoof-n-fly'. But today's venture was raising the bar to another level; playing out this game amidst an organised fell race: the 63rd Y3PR (2017).

An under-stated whistle heralds the start and the mass shuffles forward through the village. The pace picks up as we spread. The track turns to rock as it ascends, guided by staunch dry stone walls. The Y3PR is 37.4km





and 1608m of ascent. The record sits at a staggering 2hr 46min. Now in the Vet50 class, my average time is around 4.5 hours. I reckon there should be a 'Jo Median' award to give us lower ranks something to aspire to!

The Marathon... ...with Mountains

Two thirds of the way up Pen-y-Ghent we get to witness the elite runners as they pass on their descent, barely skimming the earth. Each runner is tagged with a wrist ID that must be dibbed at strategic checkpoints. This ensures the full course is run and acts as a safety feature to time and track each competitor. The weather on the tops can be blizzard like, but not today and as I dib at the summit I'm pleasantly reassured that the steady southerly wind is as predicted. I leave the snake of runners and divert away to the south end on the Fell where I quickly scope the terrain for a suitable take-off. The trusty Ozone Ultralite3 and F*Lite harness (2.6kg combo) are swiftly adorned. The breeze unfurls the wing and it sits steady over me as I run off the rocky face. A brief beat to exploit the ridge lift then a downwind leg, admiring the spectacle of runners below as they contour over the limestone scenery. Clints, grykes, potholes all



An honest walk up Wherside



The Hill Inn TP is beyond the wood



visible from above rekindle lessons from school geography. Landing beside the runners, I quickly pack and re-join the pace. I'm reassured to hook up with a mate that I ascended with, no time gained or lost so far. Around 10% of the competitors will not make the checkpoint cut off times (or retire), so I can't afford to idle.

Several km on the hoof see us pass under the Ribbleshead viaduct. The senses delight as the majestic sight, sound and smell of a passing steam train fill the air. The ascent of Whernside is honest; no false summits, up all the way, fending off cramp as the grind sets in. A short run along the ridge and a perfect grassy slope presents itself. Launch has me rocketing up from a small bowl that sits bob-on for the prevailing breeze. Pushing the bar to max into-wind glide I find a lifty valley. Buzzards help mark the buoyant line and my glide extends, leap-frogging me sweetly into the Hill Inn checkpoint. As I pack I'm entertained by a charming little girl asking questions and telling me about her daddy's run. No-one else seems bothered. I'd half expected to be ushered off by officialdom. I guess no-one quite knows if rules exist for flying, or most likely don't care, so I press on.

Approaching the final climb up Ingleborough I feel as if I've more gas-in-the-tank than usual and positively enjoy

the ascent. I divert from the summit checkpoint to find a windward face. Fresher now, but still launchable, I track across wind to join the race-line. A sinky patch puts me down just before a dry stone wall. Bundling the wing I climb the stile and re-launch to extend the flight. Packed away for the last time I join the long run into Horton. My fresher legs enjoy the descent as I pass the tired cramping souls that I had ascended with. I cross the finish exhausted and incredulous as, with a final dib, my race time is printed and handed over. 518th and only a smidgen from last year's pace. During an extended rehydration in The Golden Lion a reference to the map shows straight line flights that combine to 7km. So maybe cutting off 9-10km of the running line, roughly 25% of the Y3PR route flown.

The three peaks landscape is as iconic to the Dales as it has become to fell-running. Reared on a small Yorkshire farm I'd long romanced the prospect of a hoof-n-fly amid this Yorkshire Dales trio.

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Tel: 01786 841202
 www.harveymaps.co.uk

HARVEY

I'd half expected to be ushered off by officialdom

As the elixir of youth: Black Sheep Ale soothes aching joints I realise that the run-fly fusion of the Yorkshire Three Peaks Race exceeded my ambition. The game of hoof-n-fly offers a multitude of routes and thoughts turn to the next dream.

RW

Links to a couple of Hoof-n-Fly videos

<https://www.youtube.com/watch?v=MV2ufhTUWqg> Buttermere Beauties 19 11 17

<https://www.youtube.com/watch?v=SwcaaAvj9AE> Hoof n Fly 50th birthday 24 11 16

<https://www.youtube.com/watch?v=GmPB3hx1XyY> Hoof n Fly Kirkstyle Round 13 03 16

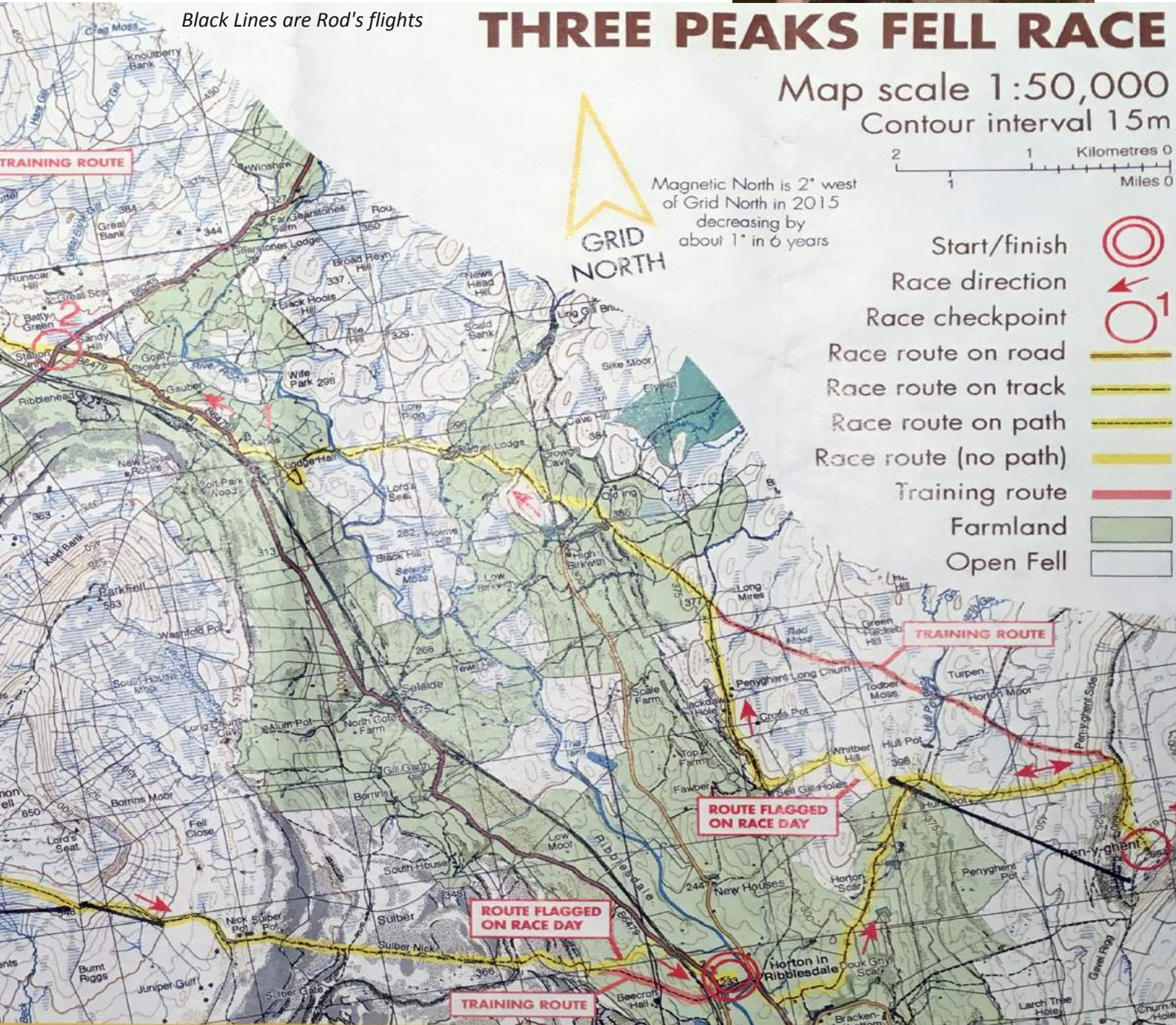
The Y3PR website

<https://www.threepeaksrace.org.uk>

Racing snake on Ingleborough



Black Lines are Rod's flights



The shoe box int' middle of t'road - The Skywords Archive

February 2010

David Barish - Inventor of the paraglider



David Barish, aeronautical engineer and inventor of the paraglider

Published Date: 04 January 2010

Born: 10 July, 1921, in Passaic, New Jersey.

Died: 15 December, in New York, aged 88.

For decades, thousands of enthusiasts have scaled peaks around the world or climbed hills above rolling meadows to experience the thrills and joys of paragliding.

They owe that experience in large part to David Barish. Barish the forgotten father of paragliding, invented a single-surface airfoil that, along with a similar version by another designer, evolved into the paraglider of today. He was an enthusiast himself, and went on his last flight last year.

Paragliding and its sister sport, hang gliding, are the fruits of the work of three aeronautical engineers who competed in the early 1960s to design a parachute-like device that could lower the Apollo space capsule to earth, gently and on an angle but in the space race with the Soviet Union, Nasa decided in 1964 to go with an old-fashioned parachute and accept the bump that came with the splash when the capsule hit the ocean. That ended the competition.

One of the competitors, Francis Rogallo, invented the hang glider, which differed from the paragliders designed by Barish and Domina Jalbert. Paragliders have no frame connecting the canopy to the flyer's harness. That allows them to be more easily taken by backpack into remote, rocky regions.

Barish's original single-surface airfoil was made from one sheet, sewn from a boat's spinnaker sail.

They were not small contraptions. Barish's model was 90ft long and 27ft wide. He tested it by air-towing armoured personnel carriers.

Testing methods Barish later devised for a far smaller

model – 27ft long and 9ft wide – eventually made it possible for more than 200,000 people around the world to become paragliders.

For the first flight, on 15 October, 1965, Barish slipped into the harness and flew about 200ft down a slope at a ski resort in the Catskills. The current distance record for a paraglider is 311 miles.

In the summer of 1966, he and his son Craig toured ski resorts from Vermont to California, demonstrating that "slope soaring" could be a viable summer activity for the resorts. His barnstorming tour laid the groundwork for the sport. Barish's fascination with flight was kindled by the landing of a JN-4 "Jenny" biplane across the road from the family's New Jersey home.

When he was 18, he enrolled in a federal training programme that led to him being hired as a co-pilot for Trans World Airlines. His brother, Steven, a bomber pilot, had been killed during the Normandy invasion and Barish signed up for training as a fighter pilot. But he graduated on the day Japan surrendered.

He enrolled at the US Air Force Institute of Technology where, in 1948, he received a bachelor's degree in aeronautical engineering. After four years as a test pilot, he left the service and became a consultant to the air force and, eventually, to Nasa.

He once said the full realisation of what he had helped start struck him only in 1993 when he was driving in New York State and spotted more than 30 paragliders circling a hillside like a flock of birds.



The Christmas Competition 2018

Win your 2019 subs!

Featured are 11 images that have appeared in Skywords in 2018. All you have to do is identify which month and which page they featured on. There is only one image from each month. Send your answers to skywords@dhpc.org.uk by Christmas morning. The winner's name will be drawn from all correct entries at midday on Xmas day and posted in the shout box. As with previous years, if no one enters, the editor will be putting an entry in himself. Though you may think there's no guarantee that he'll get them all right, just remember who is doing the draw!

February. P 4

To get you started, Santa has already done the most difficult clue for you!
Good Luck

Clue 1



Clue 3



Clue 5



Clue 7



Clue 9



Clue 11



Clue 2



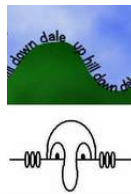
Clue 4



Clue 6



Clue 8



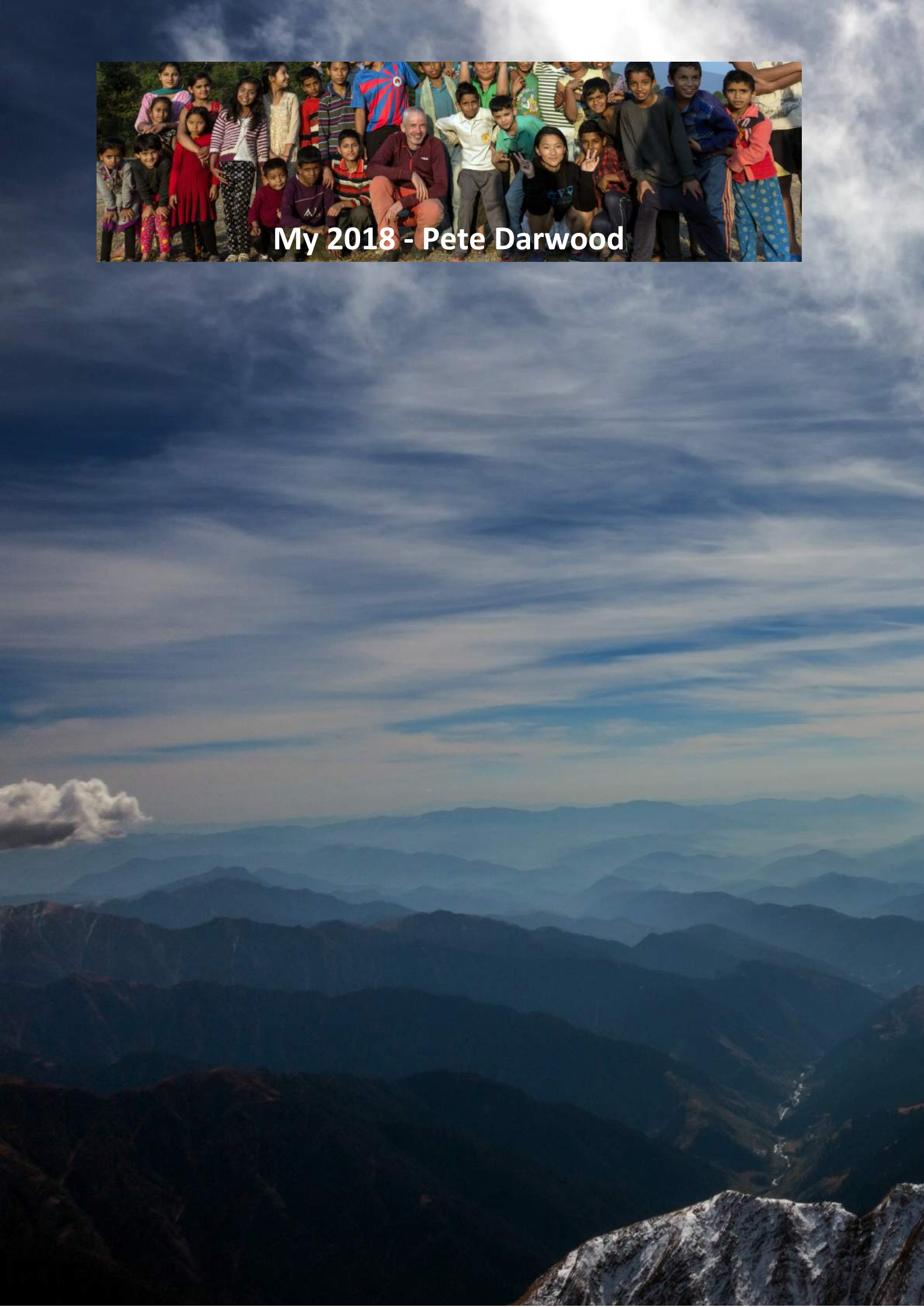
Clue 10



**WIN
YOUR
SUBS
FOR
2019!!**



My 2018 - Pete Darwood







It is always difficult to pick one single highlight from a year of flying adventures, particularly when it has been as good as 2018. With a dry winter, the conditions in the Dales and up north were very good for much of the summer and several candidate “best” flights originated in the Dales.

The UK season got off to a great start with some memorable flights from Carlton Bank in March and April with Chris Fountain and Jake. Needless to say these taught me lots, and in particular I vividly remember sitting at cloud base with Chris, circling at the edge of the wispies, whilst we watched the others kicking heather 5km downwind. Despite the drift, I am sure I would have shot off and got into trouble if I had been on my own; a lesson that has served me well this year. On another flight from Carlton I was late arriving, the elite having already climbed out, and cursing myself for lack of preparation I then spent an age on the hill with less and less thermic action as the wind backed. However, I did eventually get away and took an easterly track to Robin Hood’s bay. A coastal landing has been one of my top bucket list goals since arriving back in the UK, so this was special. However, despite being elated at the time,

it turns out that flying on my own is not always as rewarding, and so this one slipped from the top of the rankings as the year proceeded.

In between the Carlton Bank outings, we popped up to Scotland for a promising day at the start of April. The views on the way up and at the busy launch above Glencoe were stunning, with snow capped peaks everywhere. The flight over Aonach Eagach was once again very special, but lacking a plan, or perhaps being too conservative, or being simply blown away by the scenery, meant we could have potentially achieved more? It was however a fantastic day and did reinforce how much I enjoy flying in the mountains.

The first of the Dales contenders for “best” flight was from Stags on the 6th May. It was forecast to be reasonably windy but also very thermic and it turned out that timing and luck was the key to success. Several people had been up and soaring when Rosie and I took off gaining a little height. Then a blocking thermal out front somewhere switched everything off and everyone was grounded except us; Rosie by virtue of her height when the updraft ceased and me by getting lower and lower, below the traditional safety net of the shelf in front of takeoff. It was a roll the dice game; the thermal had to blow onto the hill at some stage did it not? Then

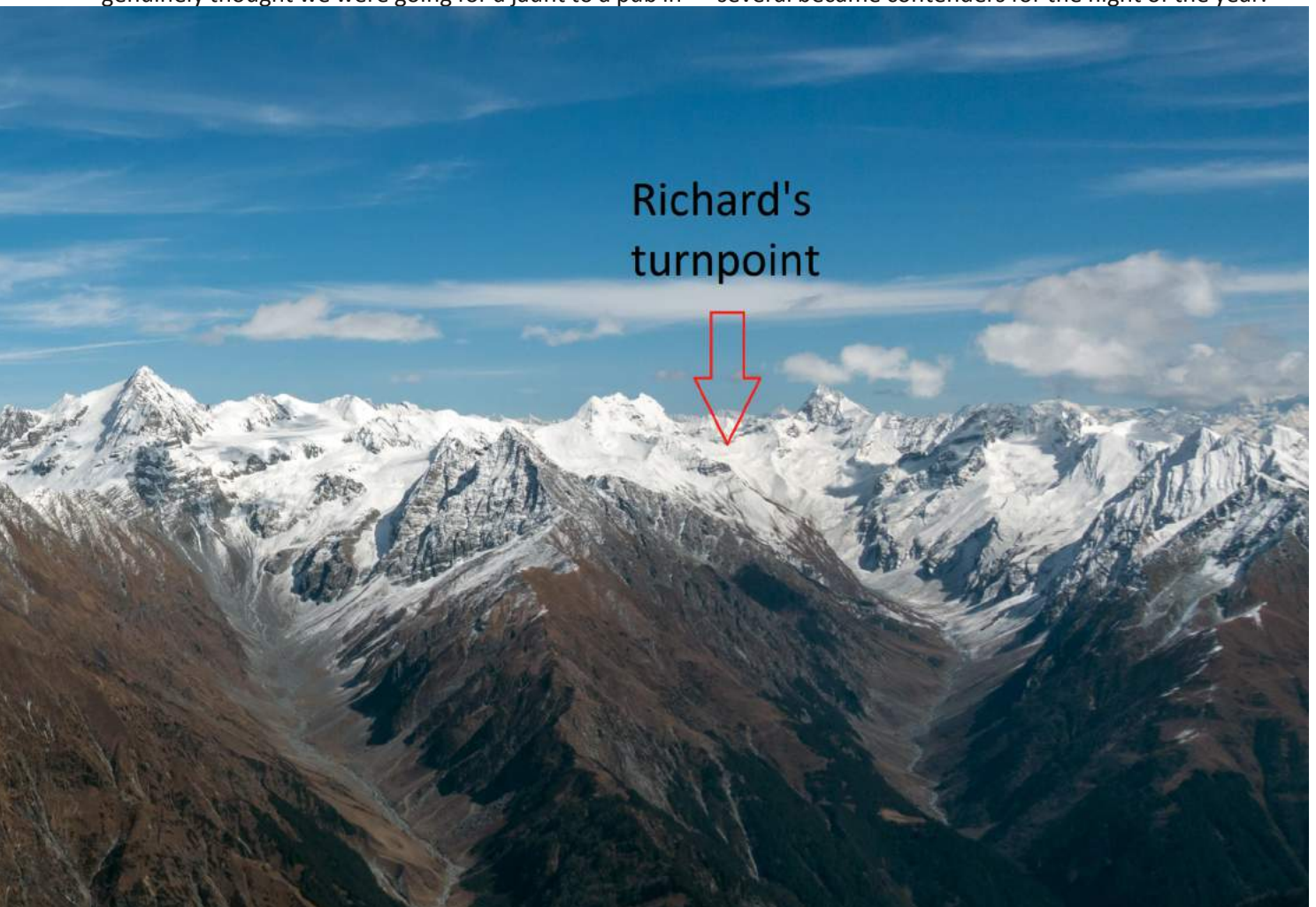


finally with nothing left in the height department there were some beeps and I slowly worked my way back up the shelf below takeoff. Jake, being ever astute, was of course waiting for such a sign and then took off. Together the three of us climbed out and got away to the north. A great flight over new and interesting terrain, with company and several team flying lessons. However, the following day, from the same launch turned out to be even better. It was again windy, in fact too windy for a long time, and despite the 5-star forecast, the sky was filled with cirrus. A few pilots got an early soar before the wind picked up too much to launch but then we were all grounded. The first hint that things were better than they appeared was a glider (Steve Etherington it turned out) flying high from Ingleborough direction under the cirrus. That gave some hope to those that had not yet given up and headed home. It was then a case of waiting for some lulls. Eventually around 2pm a couple of people got off and the rest of us waited patiently for the next lulls. Once in the air the wind was not as strong as on the hill and I managed to climb out with Jake again. Before getting to base he suggested we headed over the back, and given the late start time and the sky full of cirrus I genuinely thought we were going for a jaunt to a pub in

Swaledale. We got really low before leaving the Dales and I just got enough height to jump Arkengarthdale to a more into wind and sun slope where a tricky climb out was possible. Once clear of the Dales things became much smoother and the wind lighter. Past Bishop Auckland we connected with some convergence and quite literally cruised to the coast having plenty of time to pick a landing spot in a stiff southerly at Seaham. A huge amount learnt from flying with Jake, a fantastic retrieve from Richard and a brilliant day, unexpected as it was after 3+ hours of parawaiting! My second costal landing, and from the Dales this time. The only minor fly in the ointment being that my camera packed in, so I failed to get the classic shot of Jake heading out to sea. Surely this would be the "best" flight?

There were a few more contenders later in the summer, another great fun XC from Stags with company, a tricky trip to Lincoln from Bradwell, an eventful outing in Bulgaria and a great but low base day out from Dodd at the end of August. However, the mind was now firmly fixed on our return trip to Bir in the Autumn, with its amazing food, scenery, people and consistent flying.

Despite the bureaucracy and sometimes stressful flying, India did not disappoint, and of all the flights out there several became contenders for the flight of the year.



However, without a doubt, the two at the top of the pile are the flights over the back of the main ridge with Richard and Rosie. I think the first of these was probably the “best”, following Richard’s 100km triangle turnpoints until I realised my bollocks were not yet big enough to go on their own the last 5km into the glaciated valley. I have no regrets however, it was all simply overwhelming, spending an hour and 40 minutes above 4000m, with the most stunning views I have seen from a paraglider. The entire Dhauladhar range was visible, with peaks up to 6000m, and far beyond to other ranges in Himachal Pradesh.

Finally, a huge thanks to all I have flown with and learnt from in 2018 and may there be lots more adventures in 2019. *PD*



You can see more of Pete's brill pics at:
<https://www.flickr.com/photos/petedarwood>





Safety

Paraglider Manufacturing Association Harness Effect Test David May

Everyone knows that the set up of your harness is important. Here, a test by the Paraglider Manufacturers Association (PMA) demonstrates that the effects can be far more than expected. It is a translated report from the original in German, but you get the general idea. Ensure that you have the correct set up!

The result was known beforehand, which all participants assumed.

But it seemed necessary to re-verify old results.

In short, the effect of different harnesses in different settings on comparatively moderate gliders was to be investigated. This was mainly about the harnesses and less about the gliders.

The unanimous opinion - "As soon as the harness is different from the one used for the type testing, the reactions of the paraglider will also change".

In the meantime, many harnesses have arrived in the low-B glider range, which 10 years ago were exclusively reserved for the higher classes. With and without seat board, Hike & Fly with single leg loops and middle lying position with Leg Bag to name just a few.

So far so good - but to what extent will these features cause a changed glider reaction? A moderate "low-B" will become a "high-end-B" or even an "EN-C".

In the public perception the opinion prevails that a glider must be seen independently of the harness. If possible, the glider must always show the same reaction with all possible harnesses, and this also with every pilot. However, as soon as deviations arise, the pilot does not first question the combination self-critically, but reflexively takes the manufacturer and the testing authority into account. The manufacturer is directly and often accused of making incorrect statements about the glider in anonymous forums. His statements about the product are called into question and his reputation is often severely damaged.

It is important to work against this misconception of the immutability of the classification of a paraglider. That was and is the aim of the "PMA Harness Effect Test".

On the legal basis there is only "the paraglider system". A single test in sub-areas such as harness, rescue or paraglider is not provided for in aviation law. What gives us the freedom of unlimited combinations on the one hand, is exactly the problem on the other!

Not everything always fits together with everything. Begun from rescues in certain harnesses and even harnesses with certain paragliders. For the rescues there is in combination with the harnesses at least one volume specification, for the combination of the paragliders with the harnesses there are no clues.

Now to the results of the first part of the PMA Harness Effect Test:

First of all, I would like to thank the manufacturers who supported the project. The first premise was that no single brand should be damaged, regardless of what came out afterwards. For this reason we keep the names and manufacturers of the paragliders and harnesses anonymous.

Four paragliders were selected. Three of them were Low-B gliders, once it was a very light A glider. This was combined with four very popular harnesses. A real RACE harness was intentionally omitted, since such a harness is never used in direct combination with the class of gliders to be tested.

The tests took place on two full days at Lake Garda under EN 926-2 conditions. In total, more than forty individual tests were carried out.

Very experienced pilots were approached who could give objective information in the assessment of changes of a manoeuvre.

The test pilots were in the weight range of the paragliders and the harnesses were carefully adjusted to the respective body dimensions.

The following manoeuvres were selected in accordance with EN 926-2:2016:

- symmetrical front collaps

- asymmetrical collaps (75%),
- deep spiral

These manoeuvres were first assessed in as neutral an upright position as possible with the chest strap distance prescribed by EN 926-2.

Then the chest strap was opened completely and finally the harness was brought into the maximum "lying" position of the adjustment possibilities.

All configurations were evaluated individually in the selected manoeuvres!

Initially, the basic classification was confirmed for all paragliders. Even if harnesses without seat board and with higher suspension have already behaved noticeably different than the classification had shown. But there was still no leap in classification - EN-B remained EN-B.

However, the more the chest strap was opened, the more significant the differences were; even the EN-A glider became a much more demanding glider - EN-B in any case.

If the back adjustment was then brought to the maximum position of the reclining position, the results

of the tests were sometimes drastic. A class leap was expected - from EN-B to EN-C.

But it came partly more drastically - some combinations had to be EN-D classified, which means nothing else than that the pilot had to actively intervene to finish the manoeuvre.

It does not produce a uniform line - it affects more or less all harnesses with all paragliders - sometimes more, sometimes less - but always clearly noticeable!

Only very few pilots are allowed to operate their paraglider in the EN harness setting - everyone else is clearly shown that there can be significant differences in the reactions of the paraglider if the initial position of the harness settings is changed. This mainly concerns a further chest strap distance and a lower lying position, or the combination of both.

The classification is only an excerpt of the possible reactions - and not an absolute constant in practical flight operations!

DM



From Viv Fouracre:

Hi guys

This is for those of you who don't keep up with social media and may not have seen the dates.

Pennine Round. HQ and camping will be at the Bowland Forest Gliding Club at the foot of Parlick. Friday 3rd - Monday 6th May, registration evening of Thursday 2nd May.

Macedonia Round, Krushevo. HQ will be at the Hotel Montana Palace, accommodation can be booked there if required, alternatives are available locally in the town. No camping is available.

Saturday 15th - Friday 21st June to be Pre comp training week.

Saturday 22nd - Thursday 27th June to be actual Competition week (6 days)

Peaks Round. HQ and camping will be at the Derbyshire and Lancashire Gliding Club, near Bradwell. Thursday

8th - Sunday 11th August 2019, registration evening of Wednesday 7th August.

For the pre comp week in Macedonia the thinking is not to have a formal guided week, just free flying informal tasks but with the backup of trackers and a retrieve bus. Cost will obviously depend on numbers which will be limited and on a first come first served basis.

Win the comp and you could be flying in the Nationals with your entry fee paid!

If you are interested you can get in touch via the website.

<https://www.bpcup.co.uk>

There is also a facebook page:

<https://www.facebook.com/groups/627805830630858/>

and a Telegram group

Entry for all rounds will open in January
Viv



Tim Rogers

November Club Night Report

An Introduction to Vol Biv by Sparky Mark Baldwin





At the November club night we welcomed Sparky Mark Baldwin, who came to talk to us about his adventures over the last two years, flying and hiking the Pyrenees from the Atlantic to the Mediterranean.

Mark started paragliding in 2003 and after a break to do other things was inspired to take it up again in 2013 when living in Chamonix and watching people flying over the Brévent.

In 2016 he had his first experience of vol-biv in the Pyrenees, making 4 flights over 6 days. A year later he returned with Rhys Fisher and Fons de Leeuw to attempt a traverse of the entire mountain range from Atlantic to Mediterranean by paraglider and on foot. After a tough start they made some good flights including an 85km flight for Mark, a PB at the time. But he became separated from his team-mates and had to retire after 130km. So at the beginning of July this year he returned to complete his mission. Picking back up from the previous year's finish point in Laspuña - roughly half-way along the range - Mark battled lee-side turbulence, dropped into sketchy landing sites, sat on top of a mountain for two days waiting for flyable conditions, and had to take shelter from thunderstorms and giant hailstones. After a night hike brought on symptoms of hypothermia he was forced to take a break for a few days to recover. Setting off again the weather conditions forced him to cover much of the final 70km on foot. But four days later he finished with a flight to the coast, landing on the beach at El Port de la Selva – the same spot where Chrigel Maurer had touched down to win the X-Pyr 2018 race three weeks earlier.

Now – this might not sound much like an introduction to vol-biv! But Mark peppered the account of his adventures with numerous tips and nuggets of information invaluable to any aspirant vol-biv enthusiasts in the audience.

So what does “vol-biv” (or “vol-bivouac”) mean then? – Various plausible definitions were offered by the audience when Mark asked this. Clearly it involves flying, and the “bivouac” part implies multi-day endeavours. But Mark made one thing very clear - expect it to mean lots of hiking! Although it can be viewed as an extension of cross-country paragliding it can feel very different. To quote from one of Mark's Facebook entries: “I have walked for miles! I have had 2 short flights! I have travelled no more than 19km from where I started the day! But I am even more satisfied than on any other day of the trip so far.”



Sparky Mark's Top Vol-Biv Tips

The Pyrenees seem to offer a great playground for vol-biv adventures. Mark has visited for the last three years and is planning to return again. But a Pyrenees traverse is not necessarily the ideal choice for first forays into vol-biv. You will want to head to mountainous areas though – you need hills for launching and you'll want to stay high and then land high to try to minimise the effort of hiking up again to the next launch. The UK's weather systems and general topography may not make it ideal for lengthy vol-biv expeditions but with a bit of thought and preparation there are plenty of places in our country's hills and mountains for giving it a go.

You inevitably find yourself flying into some committing terrain. But you find that usually there are landing spots even in terrain that looks completely tree-covered – but they can be small! And sometimes they may have to be just patches where the bushes are a bit smaller than the ones surrounding them! An additional consideration when choosing your landing site is how close it is to your next potential launch site.

#1 Where to go

1. **UK** – somewhere like the Brecon Beacons would be a good place to start, having large areas of high ground with slopes facing in a variety of directions for potential launch sites. The Lake District or Yorkshire Dales should yield suitable locations too.
2. **Alps** – the Annecy area has high mountains with long ridge lines that have plenty of high pastures – for example the Semnoz ridge or the Aravis range.
3. **Pyrenees** – the area around Castejon de Sos offers a good introduction to travelling through the range, with lots of suitable vol-biv terrain and plenty of local pilots from whom to glean advice.

It's your adventure, you can set the parameters. And it's a good idea to decide these before you start. Are you going it alone or will you have a support team? Are you going to be self-sufficient or is it ok to buy meals and food along the way? Would you use mountain lodges or

Good camping spot



campsites? What about chairlifts? Is hitch-hiking allowed? And if you're flying with others, what will you do if one of you bombs out?

Don't necessarily expect long flights day after day. It's normal for there to be lots of hiking. Sometimes trying for several short flights in a day can be a good tactic which can cover the distance much more efficiently than hiking. On Mark's Pyrenees crossing, one 8km ridge-soaring flight saved 20km of hiking on the ground.

#2 Planning

1. Use maps and the internet to research and plan an overall route, look for likely launch sites and good lines through the mountains, as well as places to re-stock or meet up with your support team, escape routes and so on. But the weather and other variables mean you can't really plan flights in too much detail.
2. On longer routes set turnpoints along the way to provide achievable objectives and to help keep you going in the right direction.
3. Decide your "rules" before you start.

On longer trips, you won't be able to carry all the food you need for the whole trip

You'll need to carry more equipment with you for the "biv" part. Perhaps you've already tried backpacking or wild camping and you may already have some or all the equipment you need. You'll want kit to be reasonably lightweight but you needn't go to extremes at first (fewer grams = more pounds!). You will quickly hone your kit choices with experience. Choose your equipment according to where you go and what you plan to do.

You will appreciate a lightweight wing and harness combination. Remember that you'll need to be able to pack all this extra kit into your harness when you fly. The extra weight does alter the flying characteristics of your wing so it's a good idea to practice packing your harness and flying with your intended kit on a familiar site before heading out into the unknown.



#3 What to take

1. Walking poles – invaluable for taking some of the weight off knees and hips on long hikes in mountainous terrain. Also, if you stick them in the ground around your campsite and drape clothes on them it seems to help prevent inquisitive livestock from trampling your tent!
2. Solar panel for charging instruments, phone etc. Use it to charge a battery pack during the day, then use that to charge gadgets overnight.
3. Flip-flops – leave them at home!

Flying and particularly hiking in the mountains is a high energy activity, and you'll need to consider how to replace the calories you are expending. This is often one of the main problems associated with longer adventures – you won't be able to carry all the food you need for the whole trip so you will have to think about how to replenish your supplies.

Where will you be able to get fresh water? While you want to stay high, water tends to be more abundant

the lower you are. You may not need to purify or filter water, depending on where you are. Across the Pyrenees there are numerous springs, many marked on the maps, giving a good supply of clean fresh water. Some of these can be quite high up, not just in the valleys. And of course there may be snow on the higher ground!



#4 Food and drink

1. Dehydrated meal pouches are great as they don't weigh much and can be prepared quickly just by adding hot water, but sometimes they aren't very satisfying.
2. Think about caching supplies beforehand. Record the location of caches as waypoints in your GPS.
3. In popular hiking areas or ski areas there are often mountain huts or refuges where you can buy meals and maybe restock some supplies.

So how can you get started? Having some confidence in top-landings and launching from unfamiliar sites will help. But Mark suggests just getting out and having a go. Starting small – just try hiking up, camping, and flying off the next day – will give you, relatively safely, an indication of your ability/tolerance of getting up hills with your glider pack and additional kit, and will help sort out basic kit choices fairly quickly (you probably won't need that camping chair or those pyjamas next time!).

Ready?

I'll wager there are a good number of club members who are harbouring thoughts of dipping their toes in the vol-biv water. And of course, there are a few who have already dived in and swam across the lake! Me - I took my shoes and socks off as soon as I first learned that vol-biv was a thing people do with paragliders, and this year I've been feeling that I now have a suitable wing and perhaps enough flying experience to at least have a little paddle in the shallows next season. Sparky Mark's presentation has led me to the water's edge!

You can learn more about Mark's Pyrenees expeditions as well as some of his other exploits, and follow his future adventures at:

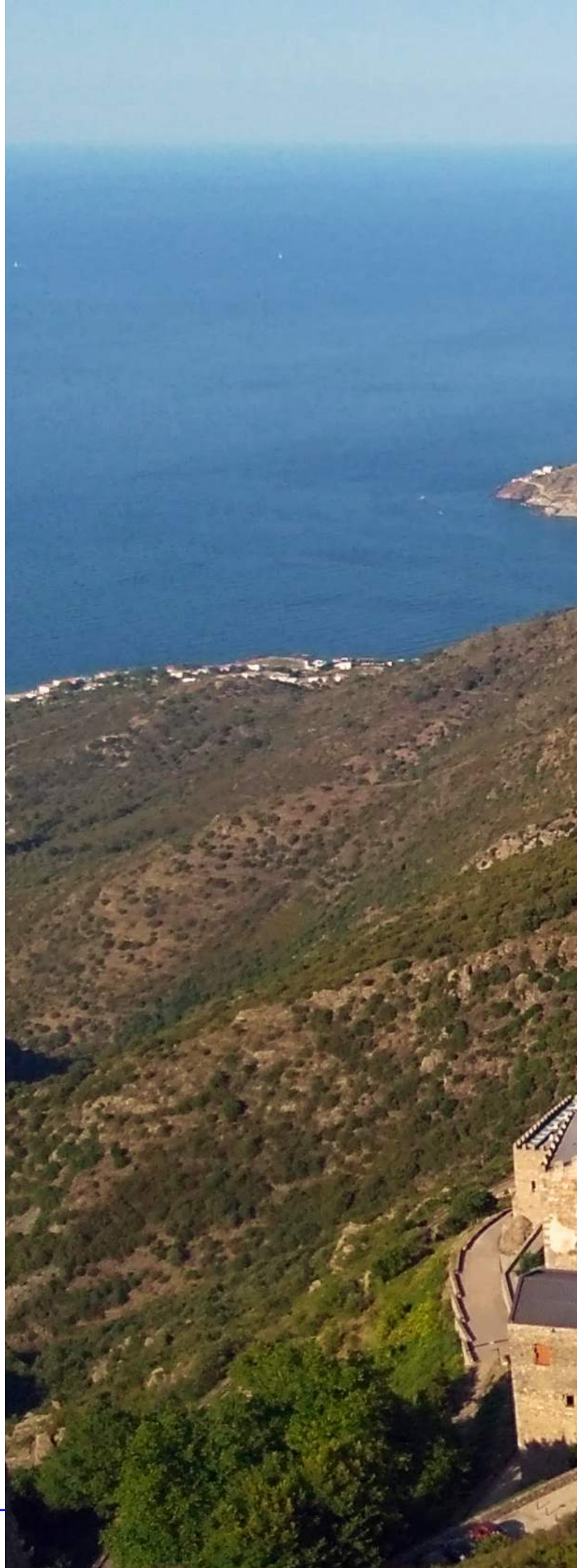
Facebook: search for Sparky Mark Adventures

YouTube: search for Mark Baldwin Paragliding

...also to admire two of Sparky Mark's many other talents check this out:

<http://www.accordionsnowboarding.co.uk/>

TR





Club Contacts

Contacts details for the new committee are given here.



Martin Baxter - Chairman
chairman@dhpc.org.uk



Peter Balmforth - Chief Coach
coaching@dhpc.org.uk



Trevor Birkbeck- Club Sec / HG Comps
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Carl Maughan - Library
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Tim Rogers - Membership Sec
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Rosie Darwood - Social Sec
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Pete Darwood - Paragliding Comps
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Safety Officer
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Helen Setnika Zambas - Trophies
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Marek Setnika Zambas - Treasurer
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Dennis Marston - Sites Officer North
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Simon Tomlinson - Sites Officer North
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Shaun Pickard - Sites Officer South
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Alex Colbeck - Website
website@dhpc.org.uk



Tam - Newsletter
skywords@dhpc.org.uk

The committee meets on alternate months, on the 3rd Wednesday of the month at 7.30 at the Horse and Farrier. Although minutes are not published, members are welcome to attend to observe proceedings (if you are that way inclined), or you can request a copy of the minutes from the secretary. Regular items cover each of the areas above.

If you want to draw anything to the attention of the committee, either collar one of them when you see them on the hill, or email them using the addresses above,



DHPC Xmas prezzy - How to fly 551Km

Over the years we have tried to bring you advice and guidance to help you maximise your flying. Here now is an incisive interview with Michael Sigel with tips to help you past that 551Km barrier that we all struggle with, interviewed by our friends at FAI

How long have you been doing free flight sport?

I started when I was 15, means 16 years now.

What made you begin?

My parents had a paragliding school. I had to start!

Who were the people that inspired you in your life and sport?

At first Peter Lüti and then (until now) Chrigel Maurer.

What are your achievements titles before breaking a record?

I am PWCA World Champion 2017.

Why did you decide to break that very record in that very place?

Brazil seems to be the place to fly far. It is an amazing country.

What flying conditions make your record different from the previous one?

I think we just had more wind than Charles.

How long did the preparation take?

We were here in Brazil already last year. And today it was the first flight when we got here. The wind was strong and nice. After that, the wind dropped...

Who helped you most to get prepared?

For sure Fly with Andy and their perfect organization. And Dominik Wälti helped me to fly far that day.

What was the most tricky thing in breaking this record?

To push enough and don't bomb out...

Tell us about those who supported you on the way (friends, NAC, trainer, local pilots etc)

The Swiss League and of course my parents, as well as Gin Gliders.

Tell us how it was to break the record. What was most difficult? Decisive? Unexpected?

No, there was nothing special. I was looking for the Start-End world record.

Any advice to pilots, interesting notice, some share of experience that you gained while breaking this record?

Have fun in what you do, you will fly far.

So, now you know!

Stolen from: FAI.org



Dales Hang Gliding and Paragliding Club - Coaches List

Name	HG/PG	Location	Phone	Email Address	Availability
Trevor Birkbeck	HG	Ripon	01765 658486	trev.birkbeck@gmail.com	Various
Steve Mann	HG/PG	Kirkby Malzeard	01765 650374	stev.andbex@btinternet.com	Weekends
Kevin Gay	HG	Ripon	07794 950856	krGay@talktalk.net	Various
Ed Cleasby SC	PG	Ingleton	07808 394895	xcflight@gmail.com	Various
Rob Burtenshaw SC	PG	Oxenhope	07747 721116	robburtenshaw@gmail.com	Sun & Various
Peter Balmforth CC	PG	Leeds	07714 213339	peter.balmforth@ntlworld.com	Weekends
Alex Colbeck	PG	Harrogate	07717 707632	alexcolbeck@gmail.com	Weekends
Kevin McLoughlin	PG	Lancaster	07767 652233	kevin-mcloughlin@hotmail.com	Weekends
Martin Baxter	PG	Wetherby	07568 574640	mrbaxter@hotmail.co.uk	Week Days
Fred Winstanley	PG	Higher Bentham	07770 741958	fredwinstanley@sky.com	Various
Simon Goodman	PG	Leeds	07720 061200	simon.goodman@talktalk.net	Various
Richard Meek	PG	Hebden Bridge	07446 445157	richard.meek64@gmail.com	Various
Minhaj Minhaj	PG	Leeds	07738 907689	minhaj.minhaj@googlemail.com	Various
Jan Tempest	PG	Leeds/Harrogate	07724 133453 07482 298437	jantemp3@btinternet.com	Various
David May	PG	Ilkley	07928 318219	dav.may@gmail.com	W/e & Various
Alex Pealing	PG	Swaledale	07711 064287	alex@pealingassociates.co.uk	Various
Shaun Pickard	PG	Skipton	0796 2224804	shaun.flying@gmail.com	Weekends
Tim Rogers	PG	Leeds	0776 5795378	tim.rogers50@gmail.com	Weekends
Chris Williams	PG	Spain / Preston	0797 3222713	stayhigh@btinternet.com	Occasional UK

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. Club Coaches are also able to witness and sign off your pilot tasks. 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.

Peter Balmforth
DHPC Chief Coach
December 2017

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

There's plenty of coaching information on the club website



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




Home News Events The Club Membership Sites **Coaching** Competitions Links Library Contact Forum

Photo: Pete Loar



My best day of 2018 Tam



May 19th, what a day. It's Pete Townsend's birthday (for info for our younger members, he plays a guitar (Pinball Wizard, My Generation). In 1979, Eric Clapton married Patti Boyd, the girl who inspired a string of iconic songs including Layla, Wonderful Tonight, and the Beatles "Something". In 1897

Oscar Wilde was released from Reading Gaol. Dear god, it's like ALL the big events in history happened on this day. In 2003 I set off from Land's End with 3 friends to cycle to John O'Groats, so the date is always etched in my memory. In 2018 those same friends started cycling the Atlantic - Med route down the Pyrenees, but I wasn't with them - I was, as usual, hoping to fly in the Dales.

RASP for the 19th was another 5 star day, but light winds early on. I was thinking Windbank, or maybe Far Whitestones, both of which had one of Ed's Northern Clubs Challenge tasks. I'd already had 1 crack at the Windbank task and was keen to have another go after my SIV course. Others were heading to Stags.

Windbank is my closest site to home, so I decided to try there first. Met Rosie and Ben at the bottom with their mate Lawrence and we walked up together - only 3

people ahead of us, but many more were to join later. We joked and boasted on the way up about where we were going to fly to, my usual fanciful stuff - Leyburn I said. Not for the first time this year, or the last, the wind was strong despite the forecast, and I had to wait for a lull to get off the hill. I had the NCT task in my instruments and headed straight down the ridge towards Arncliffe. There wasn't masses of lift and it was pretty slow going, but another new element had entered my flying psyche - patience! Yes I know, hard to believe but I thought this was the day I was going to do the task, and I didn't mind how long it took. I thought I was going to bomb out early on, and scratched back from Arncliffe to get reestablished on the ridge. There were a few wings in the air around take off, but lots more on the ground waiting to get off in the strong winds. My second run towards Arncliffe I found a thermal. It was pretty rough but I stuck with it enough to give me comfortably enough height to tag TP1. I then spent about 30 minute trying to get TP2, but couldn't find any sustained lift. A frustrating time on what looked like a good day developing.

The couple of times I got a bit of height opposite TP2, I had been blown so far back in the thermal that I just lost all the height again getting back to the front of ridge.

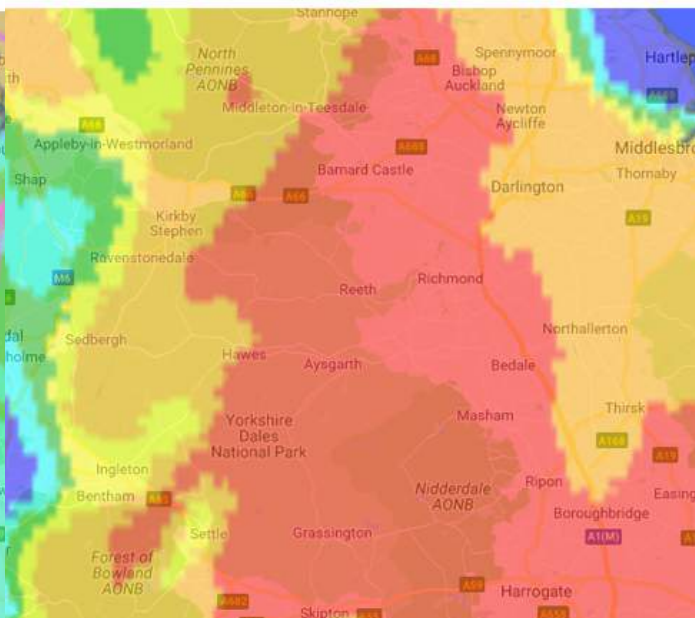
Wind at 2m

Valid 1400 BST (1300Z) SAT 19 May 2018 [19hrFcst@0403z] DrJack BLIPMAP from RASP 2.0km GFSA-initiated WRF-ARW model



Star Rating - FL

Valid 1400 BST (1300Z) SAT 19 May 2018 [19hrFcst@0403z] DrJack BLIPMAP from RASP 2.0km GFSA-initiated WRF-ARW model





This is what bliss looks like!

My putative patience was wearing thin!

The day had developed further, and I had noticed a cloud street developing running over Arncliffe and heading North East ish. Initially I thought I would maybe have a go at getting to it if I could just do the task first. The street seemed to be directly above where I had got my thermal earlier to tag TP1. There were still loads on the ground at launch - clearly still difficult to get off the hill. Eventually I thought, sod it, I'm canning the task and going for the cloud street. I headed back down the ridge.

Having made the decision to go, this was the day that all of a sudden everything worked as it should. The thermal had been exactly where I thought it would be. The cloud street worked exactly like it was supposed to. Even my kobo was giving me the distance I was going - it was still trying to get me to TP2! As I got to 20Km I had lost a bit of height and was wondering if it was game over. I hadn't quite made Wensleydale itself. I stumbled into another thermal by Melmerby. OK 25 k should be safe, then a bit bit more lift, maybe I can make 30K. As I got over Wensleydale the wind seemed to veer a bit. I thought the clouds were starting to look

a bit meaty as well, so was trying to keep a bit away from them. So a combination of a couple of factors had me leaving the street and running downwind - that was the mistake that eventually put me on the ground. By now I was thinking about maybe trying to cross the A1 and headed for Leyburn in bouyant air. I glided on, studying the roads to make sure I would have a reasonably straight forward route back when I landed. Another wing ahead of me got a great climb above some woods so I made my last roll of the dice and tried to follow however I was too low and the only option was to land. I picked a nice big open area. Easy landing. Then the sounds of rifle fire not too far away. My ecstacy was short lived - had I just landed in a Danger Area - it certainly wasn't marked on Lk8000? I hadn't and the squaddy who gave me my first lift said they were just firing blanks anyway.

I had got to Bellerby when Rosie and Ben picked me up with the offer of an uncomfortable ride in the back of their van with no windows. Even in my euphoric state I was pretty nauseus by the time we got back. Not so nauseus that it would stop me having a serious debrief in the Tennant Arms though, no matter how much the beer costs! Roll on May 19th, 2019!

Tam

DALEY DATES 2018

Below are some significant dates for Dales pilots - either local , UK, or World Flying events, and some local events not flying related which may be of interest. If you want anything adding, simply collar me on the hill or at a club night, or email to: skywords@dhpc.org.uk

Nov1 -31 March	XC Winter League	www.xcleague.com
2019		
Feb 9	DHPC Reserve Repack	
Mar 5 - 16	PWC 2018 Super Final, Baxio Guandu, Brazil	http://pwca.org/node/43029
Mar 9	DHPC Farmers' Dinner	
Mar 13	X Alps route published	
May 3 - 6	BP Cup, Pennine Round, Parlick	
May 31 - Jun 1	Buttermere Bash	
Jun 16	Red Bull X Alps	
Jun 22 - 27	BP Cup, Macedonia Round	
Jul 11-14	Parafest, Caerwys	info@parafest.co.uk
Aug 5 - 18	World Paragliding Champs, Krueshevo, Macedonia	
Aug 8 - 11	BP Cup Peaks Round, Bradwell	

A good guide to what's going on in the Dales can be found at: <https://blog.yorkshiredales.org.uk/>

DHPC Sudoku Solution

Semer Water	Ingleborough	Stags Fell	Windbank	Wharfedale	Wether Fell	Pen y Ghent	Brantside	Cow Close
Brantside	Pen y Ghent	Cow Close	Stags Fell	Ingleborough	Semer Water	Wharfedale	Wether Fell	Windbank
Windbank	Wharfedale	Wether Fell	Cow Close	Pen y Ghent	Brantside	Ingleborough	Stags Fell	Semer Water
Wharfedale	Cow Close	Ingleborough	Wether Fell	Windbank	Stags Fell	Semer Water	Pen y Ghent	Brantside
Pen y Ghent	Wether Fell	Semer Water	Wharfedale	Brantside	Cow Close	Stags Fell	Windbank	Ingleborough
Stags Fell	Windbank	Brantside	Pen y Ghent	Semer Water	Ingleborough	Cow Close	Wharfedale	Wether Fell
Cow Close	Stags Fell	Wharfedale	Semer Water	Wether Fell	Windbank	Brantside	Ingleborough	Pen y Ghent
Ingleborough	Semer Water	Windbank	Brantside	Stags Fell	Pen y Ghent	Wether Fell	Cow Close	Wharfedale
Wether Fell	Brantside	Pen y Ghent	Ingleborough	Cow Close	Wharfedale	Windbank	Semer Water	Stags Fell

Skywords Christmas Party Video



Things got a little wild at the Skywords office, thankfully the Chairman didn't turn up at the wrong time!

Cruciverbalist Corner Answers - 1.Thermal 2 : Intern

Flying Photos from the Autumnal North
..from Northern Pilots (some of whom have had to travel to fly!)

Dennis Marston flew Carrock Fell
Oct28th



Photo:

James Allcock was at Glencoe with Rod Welford
Oct 28th





Stu Kelly

Steve Hook on a 30k coastal flight,
Mapleton, Oct 29th



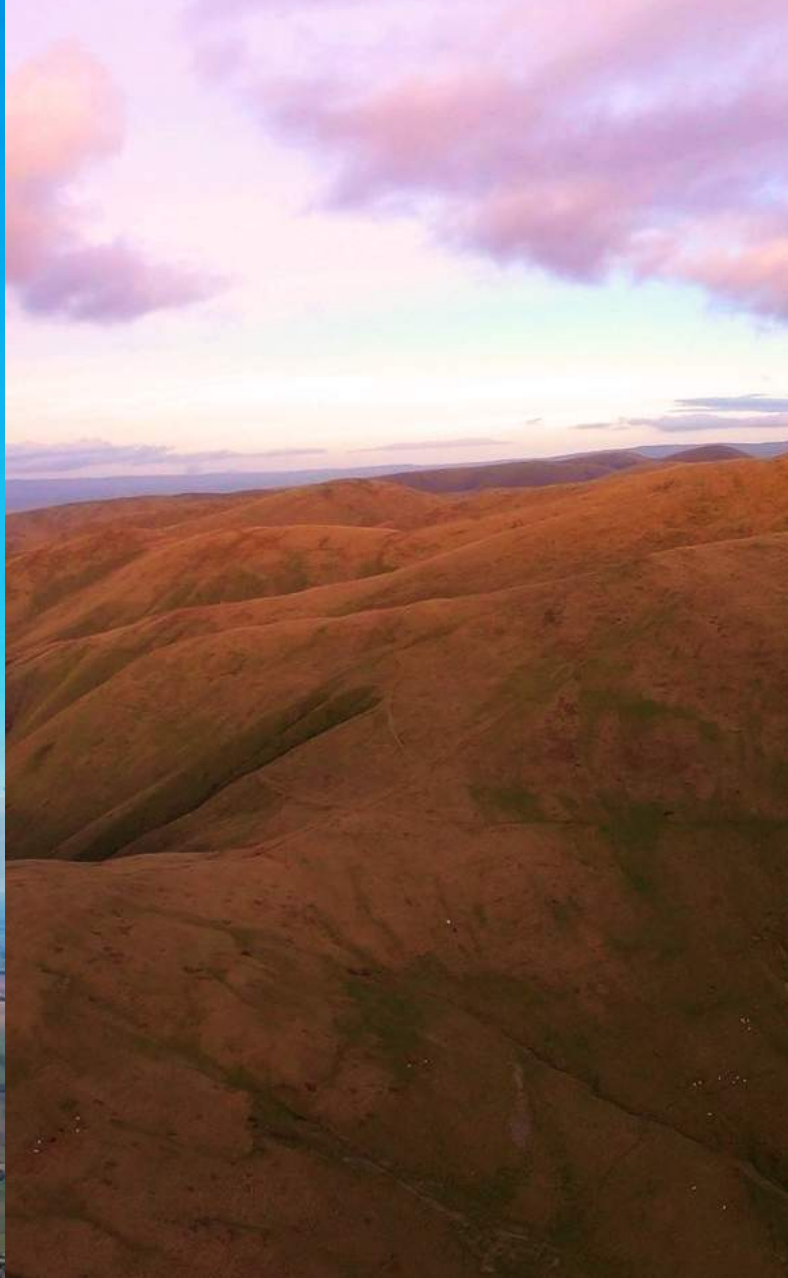
Photo: Gary Senior

A beautiful autumn day, Souter Fell
Oct 29



Photo: Dave Eva

Dennis Marston enjoys the beautiful autumnal light
Far Whitestones
Nov 2nd



Martin Underdown at Robin Hood's Bay
Nov 17th



Photo: Richard Cardwell




Capt Cooks
"Early Nov"

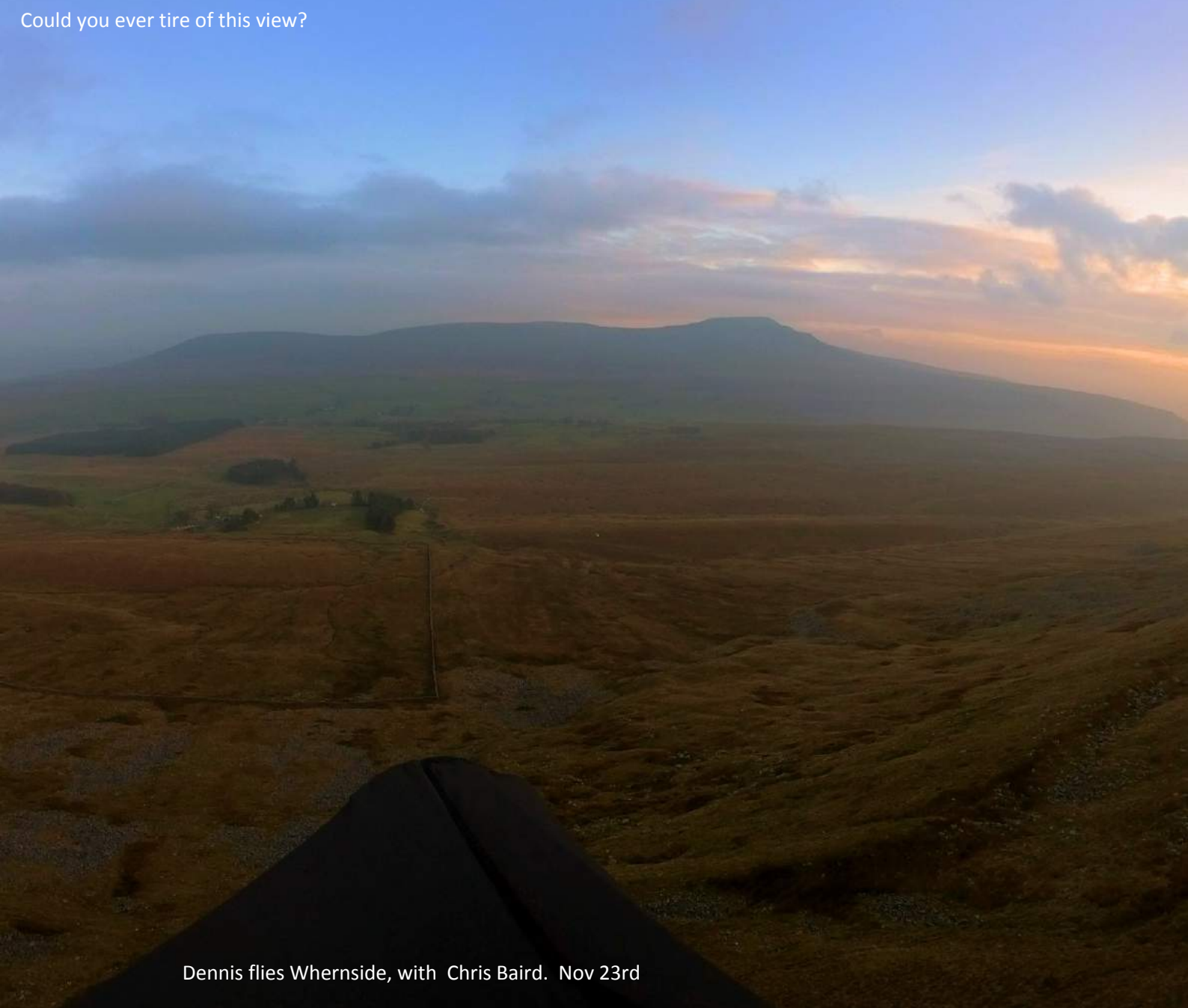


Photo: Martin Undedown



 Jon Robinson
Robin Hood's Bay

Could you ever tire of this view?



EYE CANDY FOR CLOUD LOVERS



Christmas Island?!

burst 

