

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



# Skyywords

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

September 2016

Looks like Winter's on the way

Yeah it's the first of the Winter Club nights on Thursday 1st September at the Horse and Farrier, Otley. Mike Cav's giving a talk.





**Martin Baxter**

## **CHAIRMAN'S CHAT – September 2016**

### **We need your help.**

I hope that you had a good summer with plenty of flying from Dales sites, and that you made use of the other facilities that the club has to offer – the website, safety advice, coaching, library, club nights and indeed Skywords itself. Some of you might believe that you pay for all this in your membership fees, but the truth is that without a committee of volunteers none of it would happen.

So it's come to that time of year when I ask you to stand for a post on the committee. You are welcome to volunteer for any position, but the ones I am particularly worried about this time round are Treasurer and Sites Officer (North); followed by Trophies and Paragliding Competitions.

Finding a **Treasurer** is my greatest worry, because without someone to control the finances the club will fold. Elsewhere in the issue you will find a description of the job from Tony's perspective. Unlike some other committee posts you don't need to be a Skygod, so it could be a good job for a new member. If we can't find someone before the AGM then I will have to start getting quotes from professional accountants; and that will inevitably mean that we either eat into our precious Flying Fund or raise subscription fees.

**Sites Officer (North)** is also a key post. It's a job that I have done, and thoroughly enjoyed. You stand to become the most popular person in the Dales, because a key duty is to deliver a bottle of Whisky to each farmer just before Christmas. David has promised to conduct a full handover and hold your hand for the first Christmas delivery. It would help if you lived nearby.

**Trophies** is not an onerous job and doesn't require experience. It's as simple as accounting for the trophies: collecting them in from previous recipients, getting them engraved, and producing them for presentation. A bit of work between December and March. If nobody steps forward we won't be able to present any trophies next year.

You're a candidate for the post of **Paragliding Competitions** if you want to compete. It would be nice if we could enter the Pennine Parafest (War of the Roses); and the organisers of the BCC are keen to re-establish rounds up north. Again, you don't have to be a Skygod – indeed the BCC is aimed at Club Pilots who want to learn, but a willingness to turn out at weekends and good organisational skills are important. If nobody wants to compete at club level then we won't.

There are people on the committee who would be willing to swap roles. If you fancy a shot at **Safety Officer** then we might be able to persuade David May to take up one of the vacant slots. And I would certainly be happy to do the Treasurers job if someone replaced me as **Chairman**.

So if you think that you might be able to put something back into the club, or even if you just want to find out more without making any commitment, then please get in touch with me at [mrbaxter@hotmail.co.uk](mailto:mrbaxter@hotmail.co.uk)

Fly safely,

Martin Baxter

Chairman





# CLUB COACHES



## Dales Hang Gliding and Paragliding Club - Coaches List (January 2016)

Name	HG/PG	Location	Phone (+0)	Email address	Availability
Trevor Birkbeck	HG	Ripon	1765658486	<a href="mailto:trev.birkbeck@gmail.com">trev.birkbeck@gmail.com</a>	Various
Steve Mann	HG/PG	Kirkby Malzeard	1765650374	<a href="mailto:stev.andbex@btinternet.com">stev.andbex@btinternet.com</a>	Weekends
Kevin Gay	HG	Ripon	7794950856	<a href="mailto:krgay@talktalk.net">krgay@talktalk.net</a>	Various
Ed Cleasby SC/ CC	PG	Ingleton	7808394895	<a href="mailto:xcflight@gmail.com">xcflight@gmail.com</a>	Various
Rob Burtenshaw SC	PG	Oxenhope	7747721116	<a href="mailto:burtenshaw@fsmail.net">burtenshaw@fsmail.net</a>	Sun and various
Peter Balmforth	PG	Leeds	7714213339	<a href="mailto:peter.balmforth@ntlworld.com">peter.balmforth@ntlworld.com</a>	Weekends
David Brown	PG	Ingleton	7757333480	<a href="mailto:d.brown208@btinternet.com">d.brown208@btinternet.com</a>	Various
Alex Colbeck	PG	Harrogate	7717707632	<a href="mailto:alexcolbeck@gmail.com">alexcolbeck@gmail.com</a>	Weekends
Kate Rawlinson	PG	Colne	7976510272	<a href="mailto:katerawlinson@hotmail.co.uk">katerawlinson@hotmail.co.uk</a>	W/e & school hols
Kevin McLoughlin	PG	Lancaster	7767652233	<a href="mailto:kevin-mcloughlin@hotmail.com">kevin-mcloughlin@hotmail.com</a>	Weekends
Martin Baxter	PG	Wetherby	7775785479	<a href="mailto: mrbaxter@hotmail.co.uk">mrbaxter@hotmail.co.uk</a>	Weekdays
Toby Briggs	PG	Pateley Bridge	7582156471	<a href="mailto:tobybriggs@btopenworld.com">tobybriggs@btopenworld.com</a>	Various
Fred Winstanley	PG	Higher Bentham	7770741958	<a href="mailto:fredwinstanley@sky.com">fredwinstanley@sky.com</a>	Various
Richard Shirt	PG	York	7786707424	<a href="mailto:rshirt@advaoptical.com">rshirt@advaoptical.com</a>	Weekends
Simon Goodman	PG	Leeds	7720061200	<a href="mailto:simon.goodman@talktalk.net">simon.goodman@talktalk.net</a>	Various
Andy Byrom	PG	Skipton	7796421890	<a href="mailto:andy.active@unicombox.co.uk">andy.active@unicombox.co.uk</a>	Weekends
Dave Coulthard	PG	Leeds	7595895149	<a href="mailto:d.coulthard2@ntlworld.com">d.coulthard2@ntlworld.com</a>	Weekends
Sean Hodgson	PG	Haworth	7999606084	<a href="mailto:sean@ogi.me.uk">sean@ogi.me.uk</a>	Various
David May	PG	Ilkley	7928318219	<a href="mailto:dav.may@gmail.com">dav.may@gmail.com</a>	W/e & various
Chris Williams	PG	Spain/Preston	7973222713	<a href="mailto:stayhigh@btinternet.com">stayhigh@btinternet.com</a>	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. All coaches have been endorsed by the Club and undertaken some BHPA led training - they also need to do some coaching during the year to further develop their coaching skills and to retain their rating.

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

Ed Cleasby  
DHPC Chief Coach/Senior Coach  
January 2016

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

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

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



**Dales Hang Gliding & Paragliding Club**

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143.850MHz

## NATS Reminders

Details of the latest NATS Aeronautical Information Service Newsletter: 1:250,000 Sheet 4 The Borders

Latest information affecting 1:250,000 Sheet 4 The Borders Chart. These VFR chart amendments have been received and processed by NATS within the last AIRAC period. Full details of amendments affecting the current version are available on the [NATS AIS Website](#), and can be viewed following the links below.

### [DANGER AREAS D117, D138, D138A & D406](#)

Our Ref: 154339 Year: 2016 Effective: 21/07/2016

Details:DANGER AREAS D117, D138, D138A & D406 These areas will be activated by NOTAM. Change solid magenta outlines to pecked magenta outlines.

### [DISHFORTH](#)

Our Ref: 142108 Year: 2016 Effective: 23/06/2016

Details:DISHFORTH (EGXD) Remove ATZ and MATZ from military aero site at 540814.00N 0012513.00W. Remove the entry for Dishforth from the ATZ list in chart legend.

## New Members

We welcome this month 2 new members—Steve Hannah, and Richard Plummer. Welcome to the club guys. We hope you brought sunshine, cumulus, light winds, and patience. You will find us a friendly lot, provided it is flyable. If it isn't we are mainly frustrated, powerless Yorkshire folk. Not pretty.

See you on the hill, at coaching sessions and at the club nights. Introduce yourselves, we are pretty harmless really.

## 1st Log Book Complete

So your Editor, mad keen but not very good pilot that he is, has recently completed his first log book. Top summary stats are given below. I am sure most can better this performance in many many ways, but if you'd like to share, I am happy to publicise. Doesn't have to be a recently completed first book—you experienced sky gods can dig them out and supply a summary too! Send to [markandpat@sky.com](mailto:markandpat@sky.com).

Flights: 309

Total time: 107 hours 18 mins

Sites Flown: 62

Longest Flight: 1 Hr 52 (Cautley Spout)

Highest XC Score: 14.6 Km (Wether Fell)



WEATHER PROSPECTS



## Sept 2016 : Uncertain Start but Atlantic Fires Up Later

Issued : Aug 25 June 2016

### Forecast

There remains a large amount of uncertainty regarding the start of September. This is due to the remnants of Hurricane Gaston which may bring initially a very unsettled start to the month. If Gaston tracks to the North of the UK then high pressure is expected to be the dominant feature. If Gaston tracks across or to the South of the UK then an unsettled start of the month is expected before high pressure returns in the first week.

For the second half of the month we expect the Atlantic to dominate, bringing early Autumn gales across the UK and Ireland. Early indications suggest more Southerly tracking systems than usual which would bring wet and windy weather across England and Wales too.



[www.paraglidespain.com](http://www.paraglidespain.com)

**From £250 per person\***

Included in price 7 nights accommodation with guiding and retrieves.  
Free cross country and thermal coaching for novice and experienced pilots.  
Flying and guiding in this area for over 20 years.

Stay in the mountain village of La Muela de Algodonales, Andalucia Spain, at the entrance to the flying sites.  
Limited to small groups of 4 to 5  
Included in price mountain bike guiding and bird watching days  
\*Based on group of 4

Contact: Chris Williams  
UK: 07973222713  
Spain: 0034608598083  
E-mail: [chris@paraglidespain.com](mailto:chris@paraglidespain.com)  
[www.paraglidespain.com](http://www.paraglidespain.com)

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

5 for a higher quality of service, XC guiding and retrieve, coaching including task setting, waypoints for circuit flights entering your flights into the UK league and all you need to set you up for the UK XC season. Discount for group bookings offer of £250 per person based on a minimum 4. With 15% off individual full price for club members only.





**Andy Smith**

## **SLOVENIA and ITALY – NY Sailwings 2016 Holiday**

*Some light editing was required on this otherwise excellent holiday write up. Tam*

~~Never~~ Always tell Tam you're going on a flying holiday unless because you like having to sit in front of a computer to tell everyone about it in the next club newsletter. anyway I made the mistake so now follows a brief (maybe) write up of a recent flying holiday to Italy.

I say Italy as that's what the advert said when we booked it but due to accommodation booking problems nearer the time of departure we ended up spending 4 of the 8 days in Slovenia. This wasn't really an issue for me as I hadn't been to either country, so as long as we flew I really didn't care. We actually saved money with eating and drinking too but then so did our guide and certain folk may have pointed out that the price of the holiday was based on us being in Italy for the full 8 days, anyway we all just got on with it and grumbled quietly like proper Brits.

So we flew into Marco Polo airport on Saturday 14<sup>th</sup> May to be greeted by Brett and a tag along member of our group Laurence, Brett then explained he could take 3 in his car but the rest of us would have to wait for Bruce in the minibus that was stuck in traffic and would be around an hour. Nothing more we could do but wait so we went outside to get changed into holiday gear and bask in the Italian sunshine until our ride turned up, after loading up it was around an hour and a half drive to the Hotel Garni in Slovenia quite close to the local Lijak flying site. Despite conditions looking perfect for flying we were told it wasn't flyable today but the next few days were looking good so it was a case of more relaxing in the sunshine and making a start on the hotel bar. After getting freshened up and a little nap for some of us we walked down the road to a local restaurant for food

and more beer/wine. The food here was excellent and great value for money so everyone went to bed full and content safe in the knowledge we would be flying the next day.

Each evening whilst most of us were sober enough to take things in we were told when the following day's briefing would be, so the first day we were up and sorted for a 9.30 briefing, breakfast was very good with a wide selection of a continental selection. I think some of the group struggled without a full English but the girls running the place did a good job of cooking eggs to each particular person's tastes. Anyway the briefing revolved around the plan for the day and the predicted weather for the week, Brett was constantly checking the weather radar for updates and predicted we would have a few good flyable days then 1 or 2 non flyable days before things got really good to finish the week off. So after loading up off we went to the Lijak landing for a more thorough briefing and get issued with maps and retrieve instructions. We each took a turn to introduce ourselves to Brett and his team (Bruce and Carla) talking about what wing we flew, experience and what we wanted from the week then the maps and retrieve cards were handed out. All very good with the maps having the



# Always tell Tam you're going on a flying holiday

takeoffs, turn points and landings printed on them to work with the coordinate files he had emailed us before the trip, the cards were credit card size with all the details for organising our retrieves .

The one problem with all of this was the majority of the group isn't really big on technology so struggled



somewhat, and none of the team seemed that keen on helping out and explaining things clearly, which would have consequences later. After some time Brett decided it wasn't going to be flyable at Lijak and so we would go to Meduno for a better chance so off we went to the Meduno landing field. After another hour or so drive and another briefing we ended up in and ice cream parlour sheltering from the weather, eating ice cream, drinking tea and coffee and playing table football.

Eventually the call was made that it was probably flyable on the hill so up we went. At the top it was pretty well clagged in, but no one accounted for the hardi-

Situations Vacant

Professor of the

# DARK ARTS

required



Tony Pickering is hanging up his abacus at the end of this year. We therefore need someone to take up the role of Club Treasurer. So, if you feel that you can add up (mainly), subtract (a little), and pull the wool over the rest of the committees' eyes, you'll be a shoe in.

Tony is leaving the accounts in a healthy state. The duties are clearly important, though not massively onerous. If you would like to know more, or demonstrate some interest, contact either:

Martin Baxter (Chairman)  
mrbaxter@hotmail.co.uk , or

anthonypaulpickering@hotmail.com

for an informal chat about what will be required.



ness of Northern pilots who had been told they could fly. Layers got put on and wings got unpacked to fly into the cloud and rain for a quick top to bottom, a quick pint in the landing field bar for the brave pilots before being whisked off to Coopers Bar for pizza, chicken and more alcohol! This is a great place with a massive rotisserie where they cook the chickens; we would visit here again in the week after a much better flight. After we had all been fed and watered it was back to the hotel where we found out they couldn't serve us anymore alcohol as it was after 9.30! Bruce rescued the situation by taking us down to last night's restaurant for a night-cap, well done Bruce!

Those who  
bombed out got  
the chance to  
have another go..





The next day saw us at Lijak again with conditions looking much better. Most of us had wings to dry out so spent time doing that before meeting Igor who runs the Landing field bar and sells the day permits for the take off/landing. After coffee and a bit of a chat it was time to head up the hill and fly, some of us did better than others. Those who bombed out got the chance to have another go but the ending was the same as before with the conditions just not working in our favour. When everyone had landed and packed we drove into Nova Gorica and had a nice meal and drinks to celebrate my birthday.

We woke to another flyable day and another try at the Lijak site, the task for the day was to get along to the Nanos ridge by flying along the Lijak and Covk ridges then jumping the gap at the end. The group had varied success with the weather playing a big part in how far people got and landing choices. I struggled to get any decent climbs and got a bit frustrated early on seeing

..but the ending  
was the same as  
before

others climbing out easily and setting off, Brett did a great job with the commentary over radio and I'm sure this helped the majority of us have good flights. I eventually got to base and set off cruising along the ridge and catching up with Brett who was taking his time assessing the weather and advising on the best course, I did get low going onto the Covk ridge but once there I gained height and had a nice float about. The weather was closing in from both sides so only Martin managed to get onto Nanos before it got too daunting for anyone else to consider going there, I was thinking of landing near the town but got a climb so headed back to the hills and spent an age slowly scratching back up the end of the Lijak ridge to try and fly back to Lijak. On hearing Brett saying he'd landed in a gust front I decided to put it down somewhere safe and landed around half way down the valley for my retrieve. Not a massive flight but the conditions had taken it out of me so I decided against a second flight from Lijak with a few of the others in favour of pizza and beer. Another very nice meal locally with the biggest pancake I have seen (and eaten).

Our last day in Slovenia so we had to get everything packed and loaded before heading out to fly the Covk ridge, things weren't looking as good today but still flyable so we were all happy. A quick check on the landing field and then up to take off where some others had the same idea and were already getting sorted and off the hill. A fairly pleasant mornings ridge soaring seeing how far down each end of the ridge you could get to clock up the k's before going down to land and have a drink and catch up with the others. A few of us went back up and



# Gemona is pretty quiet on wet Thursdays in May

even fewer lobbed off into what was now a strong wind more or less off the hill for a short fly down. Then it was then off to Italy and the rather quirky Hotel Willy, anyone who has been here will know what I'm talking about.

Today was the only non flyable day so Brett was going to give a talk before heading off to sort stuff for the upcoming comp, he did a really good job of explaining about new wing technology and his take on thermalling. All the group gained at least a bit more knowledge from the talk and we were all using bar a lot more than we previously had been doing for the next 2 flyable days. After the talk we were free to do our own thing, so a few of us went into town to find Gemona is pretty quiet on wet Thursdays in May. We were told it would be an early start in the morning as we were off to Bassano to avoid the

strong wind forecast , so we decided to eat in the hotel and it was the best meal of the week. The entertainment was provided by 2 of the party that had gone off and had a slightly different day to most of the rest of us!

After getting up early and sorting ourselves out we were told the forecast had changed and we were going to Aviano which was only an hour and a half away. We now had an hour to kill which as you can expect went down really well with certain people. A check on the landing site and an explanation of the day's plan before coffees and eventually going to take off. The site has a large American air force base out the front of it and can't be flown until after 12 on a Friday. This also obviously impacts on airspace but only out the front of the hill which wouldn't cause us a problem as the plan was to fly back to Gemona and land at Coopers Bar (the one with the chicken). It was a slow start for us all and for some it never really got going at all with just 2 top to bottoms. Mine was basically an extended top to bottom trying to go xc but never getting enough height and landing near a firing range a few villages down from where we'd launched. The guard in the base must have seen it all before as he casually let me out of the gate. The other

## The guard had seen it all before





part of excitement for me was half the wing collapsing when I wasn't that far above the ground! Rather scary and although it came out quick I did consider going down to land but stuck with it and after 5/10 minutes I was fine to carry on. One of the group did the task and 3 others got close, the rest of us managed it by means of a fly/drive/fly—launching from the Meduno take off and getting high before a final glide to the landing field and a game of spot the power lines of which there were many. A chicken and beer celebration ensued before the drive back to the hotel.

This was the day, our last day and supposed to be the best one of the holiday. We would drive to the Gemona

A game of spot  
the power lines,  
of which there  
were many



the collapse I had the  
day before helped  
me keep calm in the  
rough air

launch and fly back into Slovenia as far as we dare then fly back and explore the Dolomites if we felt really brave and ambitious. I'm pretty sure we all had a great day doing as much or as little as we wanted, sadly one of us didn't fly after discovering quite a few badly damaged lines on takeoff. Given the terrain today it was a wise move as we already had enough to worry about. Once again I struggled to get a decent climb out after launching early but stayed with it until I got something to work with that allowed me to drop back onto the main ridge. After that I managed to catch up a bit and had a great



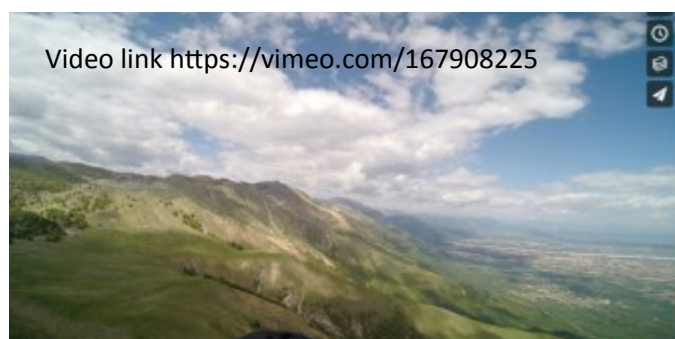




flight along to the main turn point, the collapse I had the day before helped me keep calm in the rough air along certain parts of the ridge and I certainly learnt a lot more about active flying! The run back was into wind which made things a little more challenging but I managed to get back over the town and land safely a short walk away from the hotel.

Overall we all had a great week and I certainly learned quite a bit, I'm not sure our group really worked with Brett and his team them being more focussed on achieving big goals, flying far and fast. Our group is simply about flying, having fun and drinking, the talk Brett gave was very good and extremely useful and we would have maybe liked more sessions or at least a longer one. He is very good with the commentary in the air too with clear instructions and sound advice, the one thing that let him down was his retrieve driver who seemed to get stressed out whenever he got in the van. Most of the team got an ear bashing from him at some point, it wasn't what he said but more the way he said it. Although I did get a few bits of sound advice from him on the hill so I'm not saying he's like it all the time, maybe it was just the stress from our group? [AS](#)

The retrieve driver  
seemed to get  
stressed out  
whenever he got in  
the van..maybe it  
was the stress from  
our group?







## David Brown SITES NEWS—Sites North

### Whernside

Let me start with news of a development regarding parking and access to Whernside, near Ribbleshead. Mike and Rachel Benson, owners of Broadrake Bunkhouse, have kindly offered us parking (and landing) giving access to the hill via the Three Peaks path. The details, such as car numbers for example, are yet to be worked out before full details can be published in the site guide including OS mapping. Broadrake is a new bunkhouse conversion of a high standard and would offer a great base for visiting pilots (spread the word) and possibly a coaching day venue as well as a club social venue.

There is a Broadrake website at

[www.broadrake.co.uk](http://www.broadrake.co.uk)

Here are some photos I took when visiting Broadrake recently with more on the website.







### Brant Side

Next, I received a text from Tam (our Skywords editor) to inform me of an altercation his wife had with a women walking by their parked car along the track at Brant Side. The thrust of her complaint was “can’t you read....”etc. prompting Tam to ask me if anything had changed with our parking arrangements. I contacted the Raw family and spoke to the daughter. She wasn’t the person on the track and nor was it her mother. They were unaware of any problems or changes. I visited the site shortly after to discover a ‘Yorkshire Dales’ sign is now affixed to the gate. Here is a photo of the sign.

It is the usual Bridleway only sign banning trail bikes and 4x4 vehicles. It does read in small print ‘no through route’ which suggests to me that we are OK to park by the sheep pens. I would suggest, however, that pilots parking there should display a notice in their windscreens saying ‘Parking by Permission’. I haven’t had time to check the permission with the Park authority so if in doubt, please park by the first gate.





## Jan Tempest The Grand Tour

I am afraid that due to you editor's holiday in July, and the consequent lack of an August newsletter, Jan's blog is now out of step! Anyway, its still a good read! *Tam*



Picture credit: gemona-pgopen.com

Beebop to a bonkers French band, dancing on tables in a ski resort (very apt) and a funk/ceilidh in a village square - it's hectic on the comp scene.

Flying gets thrown into the mix and there's been some interesting stuff this past month. The motif for the summer seems to be once again unreliable weather and recently has seen storms following me around.

After returning from a couple of weeks in the UK I'd missed nothing in Gemona. 2 tasks each for the British Open and PWC and so much rain my camper had to be towed off site. I was lucky enough to travel in tandem with Andy Smart who wind dummies for







Picture Credit: [airtribune-production.s3.amazonaws.com](https://s3.amazonaws.com/airtribune-production)

lots of comps and knows many sites so we headed off across Italy stopping at Cornizzolo near Lake Como. The wind was light and a bit off but finally rewarded with a lovely flight and gorgeous views over lakes to land back at the restaurant.

Unfortunately la dolce vita was rudely interrupted a couple of hours later when bombing round the Milan ring road and I got a blow out. In a tunnel. In rush hour. Managed to limp to the exit and was stranded with no hard shoulder and artics thundering past. Translators, cops with guns and lord knows what got it sorted but thank heavens for breakdown insurance. Next day a garage owning pg pilot fixed me a new tyre for €20.

Next site was Cavallario on the road to Aosta. Peaceful-

ish wild camping on the landing and up the hill with local pilots. On t/o and hit by a storm. Back down the hill with wet wings!! Repeat the process next day but this time we waited it out and got a short top to bottom before yet more rain

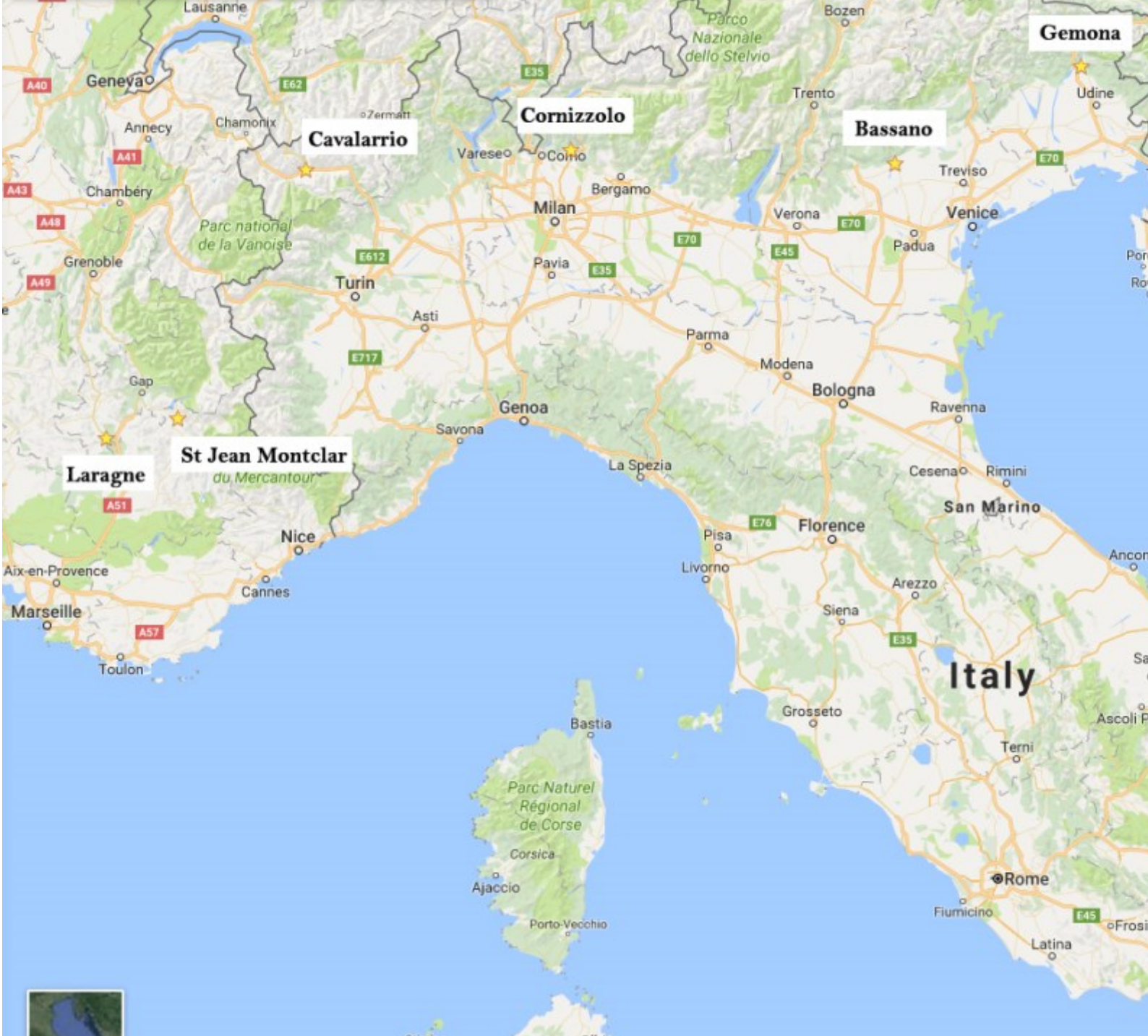
40 minutes isn't a great result for a week and several hundred miles but then it was more Alpine driving to St Jean Montclar for the Gin Wide Open run by Brett Jannaway and Toby Colombe. For some completely obscure reason I got into the comp and was pretty nervous as my planned prep flying hadn't happened,

A pretty village at 1300m whose 450 inhabitants made 130 pilots very welcome. The best feature was taking a chair lift to the 1880m take off - a huge grassy slope



Photo credit: *GIN Wide Open*





marred only by power lines and a steep drop over cliffs and trees directly in front.

Lots of help was given in the form of briefings, how to fly info, meteo, talks and it helped to fly with Toby Colombe, Petra and Micky- all Gin Team pilots of course but flying B wings and still beating us hollow. Tasks set varied from about 25 to 100km on a very good day- beelining along the ridge or out round the valley past Fort St Vincent and over Lac Pon Serrieres, the largest reservoir in France.

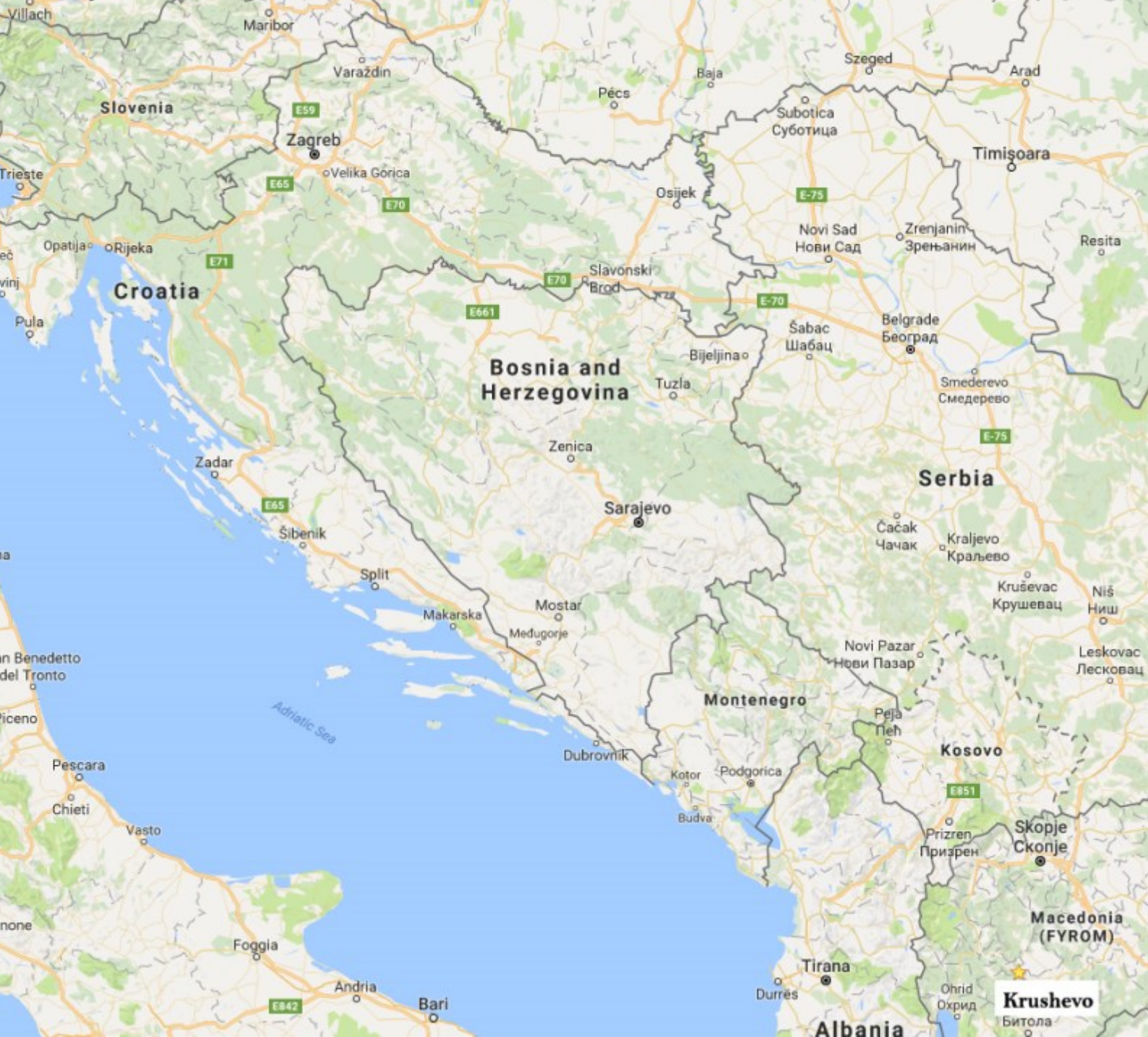
It could be pretty hairy after take off with 100+ gliders trying to remember which way to turn and jostling around in the gully. Day 1 I was trying to get a bit of height along the short ridge when some twit aimed straight for me, I pulled away and the cliff edge was looming at an alarming rate. Couldn't even get back over the power line to slope land and ended up right on the

edge but in one piece and had to slog back up for a 2nd try which was outside the t/o window so - null points!!!

Fared a bit better the next day by keeping clear of the rabble but GPS elected not to play so hitting waypoints was pure luck. And thus it continued, doing my own thing but taking a cue from the leaders. The best flight was when I flew half the course in the wrong direction, got some great convergence and marked thermals for others to join me. Loved it.

There was some rough stuff and it was interesting how many people who'd switched to a higher glider decided to switch back for Alpine flying. Almost every day there were collapses, tree landings and reserves thrown. Unfortunately the local rescue service were a bit keen and kept sending out helicopters so a few tasks had to be either stopped or delayed.





Same venue for the Nordic Open but this was much easier. More experienced pilots were up and away faster leaving me to set and fly my own tasks in peace. Several landings out and it's very easy to hitch back. More helicopters and incidents. It's a difficult site for novice pilots. It can be rough and there are lots of trees. A couple of times Ziggy's glide angle meant I had to take an early decision to head out rather than scratch but a good time overall and a lot of learning

Massage was pretty busy too and popular with the locals, including one woman who'd consulted an exorcist about her back problems!!!! That was an interesting treatment.

Next stop Larnaca 40 miles down the road for the Ozone Chabre with Jocky Sanderson as Meet Director. First 2 days were weathered out so back to St Jean/Vincent for free flying. Monday looked good so up the twisty roads

to the Chabre S t/o. It's a decent size, quite steep but as in so many southern sites full of stones with gorse bushes to catch dangling toes. A task was set to the north and all systems go. Not being in the comp some of us had to wait till after the window closed. Unfortunately before everyone had even taken off and a large gaggle was thermalling right behind t/o a Swiss pilot had a collapse and went into a spiral straight into trees at the bottom. As you can imagine his death cast a pall over the week and after seeing so many accidents in the previous two weeks I was a very nervous flyer. Apparently after a death it's a mark of respect to cancel the next task so we had a free flying day from Bergieres, a large grassy site but the wind swung and a lot bombed out. A mad hitch back involved being taken miles in the wrong direction, hippy campervans and a French ambulance driven by a Geordie.

Back to a lovely surprise as my shiny new BGD Base had



been delivered. Great excitement and out next day to play on the Chabre. Took straight off into +3.5 then swallow dived. Hmm. Went for a nice easy flight heading out front and getting the feel of him. He's really lovely, pretty, turny, stable, faster and very floaty on landing. And loads easier to launch than Ziggy who's now sulking. Managed a reasonable flight the next day too so some confidence returning.

The comp went pretty well overall after the sad start - well organised, good friendly campsite, lots of safety talks, Honorin Armand and making an appearance. Lots of fun so thanks to Jocky and team.

I had hoped to claim the tandem flight from the LCC 2 years ago but in the circumstances it wasn't to be. That would have been the icing on the cake!! Maybe next year.

Another longish drive back to Bassano for a thermal course with Andy Breuer of Montegrappa Air Park but it was cancelled due to lack of bookings and iffy weather - again!! Ran into the Plants and the Darwoods and managed a pleasant flight before following someone into lift out front and finding only sink. Back up and on launch the thunder started so wimped out and as the next 2 days were forecast bad headed off hoping to fly at Lijak but more wetness and wildness forecast.

A very looping slog down through Croatia, Serbia and into Macedonia. Hot and humid and spectacular storms each evening.

So- am set up here for the next few weeks. The European HG Champs have just started and the World Rigid Wings so am surrounded by some very top chaps. It looks pretty amazing - lowish mountains with the massive Pelagonian Plain out front. Despite July having only 4 days rain the bad weather has once again visited us. Been here 5 days and only had a short flight at Ochrid with a bunch of Swiss pilots. It's a bit special to fly out over the village and lake, looking at the Albanian border 3 km away. Followed by a trip to the very yuppy Cuba Libre Paragliding Club on the lakefront for a swim and a cuba libre.

The comp started 2 days ago with a practice task and yesterday the Rigid got away but only 6 made the 70km goal including Nev Almond. Lack of thermals and an overcast sky kept the flexis grounded until free flying was declared.

Fingers x'd for today.

*JT*



Photo credit: *Fly Laragne*





# EYE CANDY FOR CLOUD LOVERS



Kelvin-Helmholtz waves, Canary Islands

Courtesy: *Severe Weather Europe*

## DHPC Site Officers

### Northern Sites



David Brown

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07757 333480

01524 242192

Addleborough  
Bishopdale  
Brant Side  
Dodd Fell & Grove Hd  
Nappa Scar

Semer Water  
Stags Fell  
Tailbridge  
Wether Fell  
Whernside

### Southern Sites



Toby Briggs

[tobybriggs@btopenworld.com](mailto:tobybriggs@btopenworld.com)

07582 156471

Addingham  
Baildon  
Cow Close Fell  
Cowling and Sutton  
Great Whernside

Hawkswick  
Ilkley Moor  
Kettlewell  
Kilnsey  
Windbank



# CLUB NIGHTS

Club Nights take place on the first Thursday of the month. These nights are great for meeting up with the rest of the club, getting to know your fellow pilots a bit better, finding out what's been going on, and making plans etc. Over the Winter months we organise talks, often by some of the leading lights of the sport.

Meetings are always the 1st Thursday of the month, at the Horse and Farrier, Otley. 7.30 for 8pm.

**Next meeting: September 1st 7.30 for 8pm.**

To kick off the winter social season next Thursday we are delighted to welcome Mike Cavanagh (Ozone), one of the country's most talented cross-country pilots, to share some of his wealth of experience and tips with us. The evening will culminate in an expose of a very special Highland flight from Carn Nam Feuaich (look it up!) to Ullapool, crossing

To quote:

"A grand day out with a fantastic posse of pilots. For me this flight had it all.

The pathless route to find a launch site, the tricky conditions on launch, the relief to get high, the challenge when low, your mates flying over your head, the elation to get high again, the weather to make you think, the vast boony crossings, the long glides and big climbs, the banter on the radio with reports of pilots far ahead, but most of all the views to go with the sensations and etch



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them in your mind. From deep blue lochs, to snow clad peaks, from endless bogs to rocky crags, from lovely fluffy clouds to ones hanging with menace and from big blue skies, with glistening sea and distant islands to a coastline studded with fantastical peaks. The flight had everything, including the perfect landing field, great mates, fish and chips and the best retrieve ever. I hope I'm lucky enough to do it all again, in the meantime there are lots of photos."

Plenty of time for questions afterwards.



Cover Photo this month: Ed Cleasby and Kevin Cefn on Johnny Barnes. 29 August 2016



# Skywords Index—Jan 2012—Present

## Safety **Redone to Sept 2012**

Flying with other aircraft	July 2013
Collision Avoidance on the ridge. Nigel Page	Jan 2014
Second Chance, Toby Colombe	Feb 2014
Dales Emergency Action Card	Feb 2014
Following on the ridge. Nigel Page	Mar 2014
Crowding. NP	Apr 2014
Venturi, Rotor and turbulence behind the ridge. NP	May 2014
Thermalling with others - joining thermals. NP	Jun 2014
Strong Winds Up top. NP	July 2014
Thermal Wind mixing. NP	Sept 2014
Cool landings in hot places. NP	Oct 2014
Deep Stall. NP	Nov 2014
Slope Crosswinds. NP	Dec 2014
Throwing your washing. Judith Mole	Jan 2015
Skills – why keep a log book? JM	Feb 2015
Reserves. Kate Rawlinson	Feb 2015
Skills – flying with others. JM	Mar 2015
NOTAMs. KR	Mar 2015
Accidents and how to avoid them (1). JM	Apr 2015
CAN Procedure	Apr 2015
Accidents and how to avoid them (2). JM	May 2015
GA Alliance calls for new airspace policy	May 2015
Flying with RC models	May 2015
Speed Bars. KR	June 2015
Happy Landings. NP	July 2015
Safety Reminders (especially) for experienced pilots	Oct 2015
UK Airprox Board – Have Wings, will travel	Jan 2016
Role of the Safety Officer. David May	Feb 2016
Gasco safety night write up	Mar 2016
Airprox board – Craven Herald Paraglider airprox report	Apr 2016

Spring Thermals – Beware	Apr 2016
Stance (Flybubble article)	Apr 2016
Active Flying	May 2016

## Sites News

Wether Fell Deconfliction	Feb 2012
Lambing Season	May 2012
Stags Fell Sign system	Sept 2012
Windbank / Hawkswick access and restrictions	Dec 2012
“The glorious 12 <sup>th</sup> ”	Aug 2013
Pen y ghent	Aug 2013
Fremington Edge	Sept 2013
Barbon Low Fell (Johnny Barns)	Oct 2013
Windbank new stile	Oct 2013
Stags Fell	Feb 2014
Stags Fell	May 2014
Windbank – rebuilding the wall	
Stags / Brant side	Jan 2015
Addleborough, Nappa Scar, Semer Water (North Face)	Feb 2015
Nappa Scar	Apr 2015
Bishopdale	July 2015
Nont Sarahs fence	Dec 2015
Parking at Whernside	Feb 2016
School Sites	Mar 2013

## Coaching (All Ed!)

Flying equipment thoughts for the new season	Feb 2012
Spring Deserves special respect	Mar 2012
Flying with crowds	May 2012
Develop your flying	Jun 2012
The Art of Out landing	Aug 2012
Reviewing the year	Sept 2012
Thank You Mr Kagayama (packing /caring for your wing!)	Nov 2012
Guide to Wave flying	Dec 2012
Pilot Ratings / Club Membership	Jan 2013
Various / Website Coaching Section / DEFINED FLYING CHALLENGES	Feb 2013



## Skywords Index—Jan 2012—Present

Early Season Rustiness	Mar 2013
Flying Scenarios to Avoid (1)	Apr 2013
Flying Scenarios to Avoid (2)	May 2013
Flying in turbulence	July 2013
Flying by numbers	Aug 2013
Anatomy of an XC	Sept 2013
From CP to AP	Oct 2013
When the wind blows	Nov 2013
Holding your own (brakes grips)	Dec 2013
Crossed (cross wind/slope launch)	Jan 2014
Retrieval (the art of getting back)	Feb 2014
Coaching and the DHPC coaching structure	Mar 2014
Response to FSC on proposed changes to training syllabus	Apr 2014
Milking Sniffing and Scratching ..the art of staying up	Apr 2014
When? (to take off)	June 2014
Reflecting on your season	Oct 2014
Brass Monkeys!	Dec 2014
Winter Flying	Dec 2014
Transitions	Feb 2015
A new season beckons	Mar 2015
Big Brother (Live tracking)	Apr 2015
The need for speed	Oct 2015
How to avoid Skidmarks	Jan 2016
Pilot Development – Achieving Ratings	Feb 2016
Loose Ends	Apr 2016
Stags Fell—A site for all seasons and tastes	Jun 2016

## Foreign Trips Reports

Destination	Author	Date
Ager	David Hedley	Jan 2012
La Palma, Canary Islands	Dawn Westrum	Apr 2012
Algodonales	Kate Rawlinson	May 2012
Zillertal, Austria	Simon Goodman	June 2012
Pennine Parafest Report	Simon Goodman	Aug 2012

The Dolomites Flying Circus	Simon Goodman	Jan 2013
Dales Do Bassano – Italy with Kelly Farina	Kate Rawlinson	Oct 2013
Algodonales	Kate Rawlinson	Dec 2013
Last of the Summer vino (Alicante)	Sean Hodgson (Ogi)	Jan 2014
Coupe Icare write up	Jan Tempest	Nov 2014
Morocco (1)	Tam	Dec 2014
Morocco (2)	Tam	Jan 2015
Chile in November	Ian Brindle	Feb 2015
Sierras Sortie	Tim Rogers	Mar 2015
Flying in the land down under	Rosie and Pete Darwood	Apr 2015
50 shades of Dales	David May	May 2015
XC in GV	Andy Smith	June 2015
Escape to Brazil	Pete Darwood	Sep 2015
No passport required. Slovenia	David May	Oct 2015
Escape to Al Andalus (Algo)	Minhaj	Dec 2015
Chile	Richard Meek	Jan 2016
Flying Around Roldanillo, Colombia	Rosie Darwood	Apr 2016
Bir	Minhaj	May 2016

## UK Flying reports

Pennine Parafest	Simon Goodman	Aug 2012
God Given Day	Kevin Gay	Mar 2014
Valentine's Day	Kevin Gay	Apr 2014
LCC write up	Jan Tempest	July 2014
Pennine Parafest write up	Jan Tempest	Oct 2014
Saltburn to Whitby	Kerim Jaspersen	Nov 2015
The Buttermere Bash	Tam	July 2016

## Photos

### Clouds

Lenticulars over Oxenhope	Jan 2012
Condo Wave Clouds	Mar 2012
Wow! Ancona, Italy	Aug 2012
Pyrocumulus	Feb 2015
Chamonix	Apr 2015
Cumulous Upyours	May 2015



## Skywords Index—Jan 2012—Present

Lenticular clouds, Chamonix	Nov 2015
Kelvin Helmholtz, Breckenridge	Dec 2015
Lenticular, Chamonix. Pyrocumulous Mt Etna	Jan 2016
Sunrise, Col de Miage	Feb 2016
Mammatus, York	May 2016
? Dunno, but beautiful!	Mar 2016
Everyone one's a fluffy one	Jun 2016
North South Cup Dales Photos	Jun 2016
Thunderstorm over Cartagena	July 2016

### Library (Book/Video) review

Security in Flight, Jocky Sanderson.	DVD	Jan 2012
Performance Flying, Jocky Sanderson.	DVD	Feb 2012
Dynamic Decisions International, NOVA.	DVD	Mar 2012
EN Certification.	DVD	Apr 2012
The Spirit of Flying, Gregor Subic	DVD	May 2012
Flying the Holy Land	DVD	Jun 2012
And The World Could Fly, Noel Whittal	Book	Jul 2012
The Cloudspotter's Guide	Book	Aug 2012
The Race	DVD	Sept 2012
Scottish Paragliding	Book	Sept 2012
Red Bull X Alps 2005	DVD	Nov 2012
The Journey, Greg Hamerton	DVD	Dec 2012
Manilla Sky (2007 World Champs)	DVD	Jan 2013
Security in Flight 2, Jocky Sanderson	DVD	Feb 2013
Weather Watching	Book	Mar 2013
From Beginner to Cross Country	Book	Apr 2013
Wide Boyz (Rock Climbing)	DVD	May 2013
Hanging in there, Jon Chambers	Book	July 2013
Flying with Eagles	DVD	Sept 2013
Ozone Future Style	DVD	Nov 2013
Never Ending Thermal, Sean White	DVD	Dec 2013
Understanding flying weather	Book	Feb 2014
Instant Wind Forecasting	Book	Mar 2014

Clouds and weather	Book	Apr 2014
The Friend from Mexico	Book	May 2014

## Competitions

How to register flights on XC league		Feb 2012
UK flexie record—280Km		May 2012
Dales Trophy Night		May 2012
LCC/Buttermere Bash Report		Jul 2012
Cow Close Site Record Broken		Jul 2012
Inter county cup report		Aug 2012
The BOS Club Class		Sept 2012
Around the Dales Three Peaks – Dave Smart		Jan 2013
Competition Report, War of the Roses		May 2013
Competition – Photo comp results		June 2013
Competition – new PG distance record 412km		July 2013
Chabre Open report		Aug 2013
Baildon Sod report		Aug 2013
Pennine Triangle completed		Sep 2013
Competition Round up		Dec 2013
PWC scandal!		Mar 2014
Competitions – Dodd Fell Challenge		Mar 2014
Trophy night!		May 2014
Photo comp results		June 2014
Mike Cav, Uks 1 <sup>st</sup> 100k declared triangle (facebook post!)		June 2014
North South Cup		June 2014
Dean Crosby 216km flight		Sept 2014
Competition round up		Dec 2014
Competitions – the 3 Peaks Challenge		Feb 2015
Copetitions – a valuable learning environment		Feb 2015
Club Trophy Board 2014		Apr 2015
Club Mugs 2014		Apr 2015
Competitons – DeanCrosby 206km declared triangle		Jun 2015
Competitions – Dales round of British Open Series (HG)		July 2015
Preparing for the X Alps in the Himalaya. Nick Neynen		Sept 2015
Competitions – Jake Herbert and Dave Smart success in BP Champs		Oct 2015
Competition. How we nearly made it to Manaco (Steve Nash XAlps review)		Mar 2016



## Skywords Index—Jan 2012—Present

Club Mugs 2015	Apr 2016
Club Trophies 2015	Apr 2016
The 3 Peaks Challenge—Hang Glider. Tony Fillingham	Jun 2016
BOS 2— Dales Rounds. Trevor Birkbeck	Jul 2016

### Other

EN D development stopped. “No one knows what they should be flying”	Jan 2012
Test and certification EN D wings	Feb 2012
Farmers Dinner report	Apr 2012
Wendy Problems	Apr 2012
National Park Consultation (DHPC Response)	May 2012
Wendy Overhaul, Wether Fell	May 2012
“It’s Dodd, stupid!”	June 2012
POD Harnesses Questioned by DHV	Jul 2012
1909 Wright Brother Film	Jul 2012
Stunning Wave on Wether Fell	Sept 2012
The Economist, on Hang Gliding	Dec 2012
Ratho Repack Report	Feb 2013
Iain Fairbrother Cross found	Sep 2013
Brummel Hooks (poem!)	June 2014
Tour de France NOTAM	June 2014
Ed Cleasby – Royal Aero Club award	July 2014
Hughie McGovern – a great loss	Jan 2015
Paradiction Crossword	Sept 2015
Pat Dower review of 2015	Oct 2015
Hang Gliding Sites in the UK – 1970s	Oct 2015
Dales Sites word search	Dec 2015
Individual member memories of 2015	Dec 2015
My paragliding addiction – Toby Briggs	Jan 2016
Back Flying after 30 years!	Apr 2016
Mystery of Missing Hen Harriers	Feb 2015
Honorary Life Membership for Noel Whittal	Mar 2015
Improve your flying with individual goal setting	Mar 2015

# DIARY DATES 2016

Jul 16—30th	European Hang Gliding Champs, Krushevo	<a href="http://www.fai.org/events/events-calendar-and-results?id=34877&amp;amp%3BEventCalendarId=10520#fragment-1">http://www.fai.org/events/events-calendar-and-results?id=34877&amp;amp%3BEventCalendarId=10520#fragment-1</a>
Jul 30th	Ingleton Overground Underground festival	<a href="http://www.ogug.co.uk/about/">http://www.ogug.co.uk/about/</a>
Aug 7th—Aug 13th	BP Cup, 2nd Round, Peak District	<a href="https://www.bpcup.co.uk/cms/">https://www.bpcup.co.uk/cms/</a>
Aug 19—23rd	BOS Round 3, Mid Wales	<a href="http://www.bos.bhgcomps.uk/content/bos3">http://www.bos.bhgcomps.uk/content/bos3</a>
Sept 2—4th	Penninefest	<a href="https://www.facebook.com/">https://www.facebook.com/</a>
Sept 3rd—10th	Paragliding World Cup, France. St Andre	<a href="http://pwca.org/view/tour">http://pwca.org/view/tour</a>
Jan 17—28 2017	Paragliding World Cup Superfinal, Brazil. GV	<a href="http://pwca.org/view/tour">http://pwca.org/view/tour</a>
Nov 17 –20	Kendal Mountain Festival	<a href="http://www.mountainfest.co.uk/">http://www.mountainfest.co.uk/</a>

Upper Wharfedale Fell Rescue Association	May 2015
The Pennine Posse – Barny Woodhead club night talk	Apr 2016
Flying Twisted—Intro to acro—Alex Colbeck	May 2016
The Rush for Performance—Quantifying Glider Performance. David May.	July 2016

## Trophies

Cockcroft Trophy	Feb 2016
Iain Fairbrother trophy	Mar 2016
The Mark Sellen Trophy	Apr 2016

If you spot any errors or omissions, please just let me know: [markanddpat@sky.com](mailto:markanddpat@sky.com)