



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

Skyywords

www.dhpc.org.uk

October 2016

What are you looking forward to most on your trip to Europe?

Dutch karaoke, Dad dancing, general inebriation and misbehaviour

Just like at the club night at the Horse and Farrier in Otley then?



Martin Baxter

CHAIRMAN'S CHAT – October 2016

The club faces its biggest threat in a generation. You may recall the proposed increase in the airspace around Leeds Bradford Airport (LBA) that was first circulated in 2014. It all went ominously quiet after that but I went to a presentation at Burn Gliding Club last month and found out a bit more.

The proposal centres on an optimistic (in my view) airport expansion plan which forecasts passenger numbers increasing from around 3.4m last year to 7.5m in 2030. They want to optimise their efficiency and save fuel, whilst maintaining safety. (The quoted example is that by giving an aircraft the best departure path, its range could be increased by as much as 400km!). I don't pretend to understand the detailed procedures but I'm reassured that some of the British Gliding Association (BGA) members, who are full time commercial pilots, are prepared to argue the case along with the BHPA; and that the CAA will balance the commercial needs of LBA with General Aviation in due course.

Take a look at the attached chart. The existing CTZ (down to ground level) is the part circular bit centred on the airfield. The northernmost point is recognised by most XC pilots as the windfarm/golf balls at Menwith Hill. The bit to the west, south of the white dotted line (9, 10, 12) is the current CTA (down to 3,000').

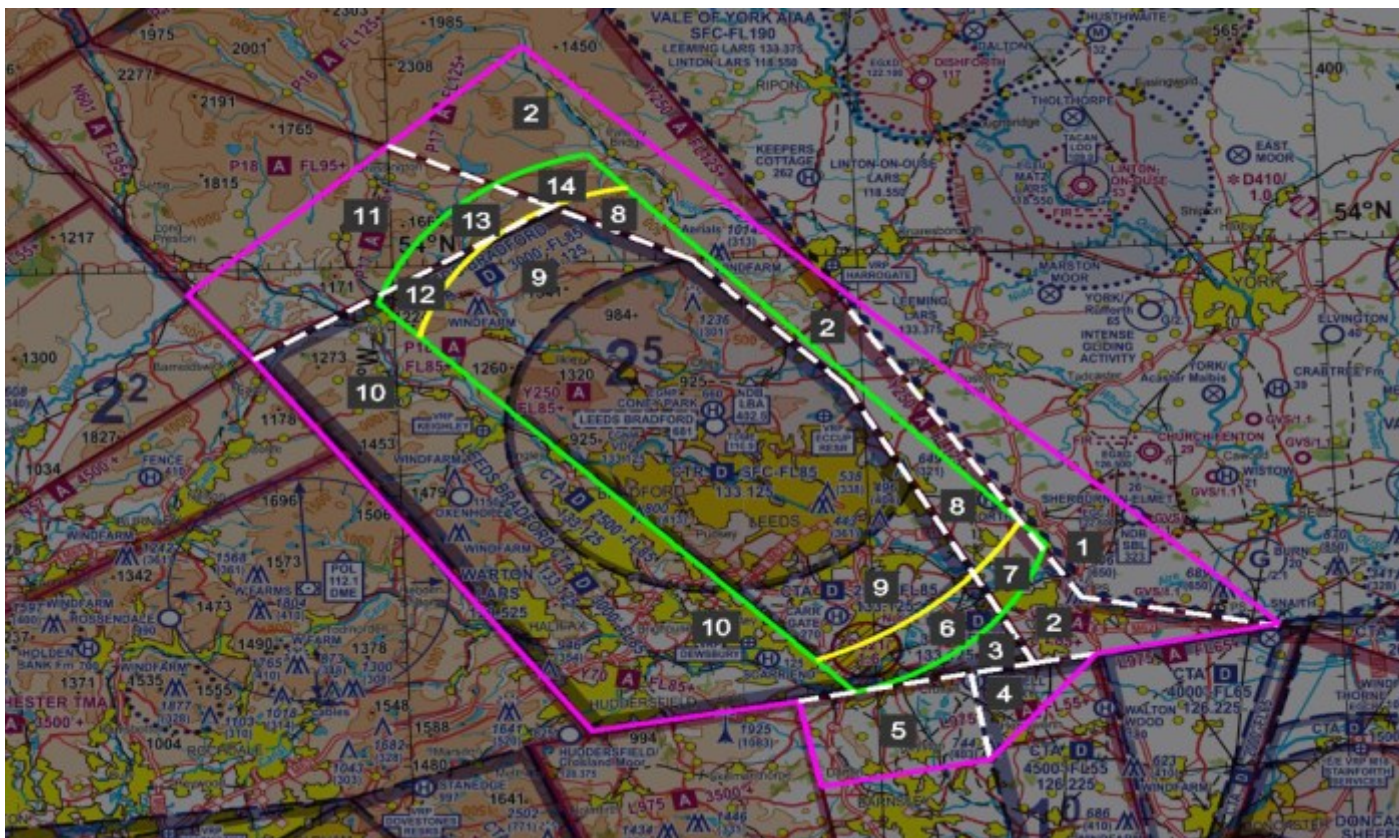
The proposal is to increase the CTZ to include areas 8 & 9. In the north the CTA would increase to include areas 13 & 14, but most significantly all the other areas within the purple polygon have airspace down to 3,500' AMSL. The gap between LBA and Doncaster (RHADS) (1-5) is known as the Upton Corridor and is of most concern to the Sailplane community, and the Derbyshire Soaring Club for XC flights out of the Peaks. Areas 11 & 2 are of most concern to the Pennine Soaring Club for XC flights from Parlick. Area 2 is our biggest headache since it would severely limit XC flights from Dodd/Wether Fell towards the Vale of York and beyond. The CTZ would envelope Addingham Moorside, and we'd need to try to negotiate a Letter of Agreement similar for that at Ilkley and Baildon to maintain it as any sort of flying site. Kettlewell and Kilnsey are just outside the restriction with clear downwind tracks, but triangles from there and Windbank would be limited. Conversely Cowling actually gets a little bit more headroom.

In consultation with the BGA, BHPA, DSC, PSC and our own committee we have agreed to 'keep our powder dry'. Formal consultation will start in December. I don't intend to publish details of our formal response in open forum (Skywords is available on the Web) just yet, but in essence we'll be aiming high. Acute choke points and the need for height to cross the moors represent good safety cases. We may have an unexpected ally in that the RAF are also concerned about areas 2 & 11 in the north. Apparently they don't like student pilots to enter airspace when they are flying solo.

I'll keep you posted, but if anyone thinks that we may have missed something please add your comments on the [forum](#).

Fly safely,

Martin Baxter. Chairman.



LBA Airspace proposal

Annual General Meeting



Thursday 1 December 2016 at the [Horse and Farrier](#) in Otley.

All members of the Dales Hang gliding and Paragliding Club are invited to submit formal proposals to chairman@dhpc.org.uk before 1 November 2016.

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

As well as setting membership fees for next year all committee posts are up for re-election. Please feel free to stand for any post - I promise you that no-one will be offended. All you need is a little spare time and a willingness to put something back into the club. If you want to discuss things without making a commitment please get in touch with me at the above address.

Welcome!

This month we welcome new member David Bradley. Congratulations on your choice of sport, and club. We are a quite approachable lot really, and look forward to meeting you at club nights and hopefully on epic days on the hill.



When I close my eyes I can still see him. Bent over his rucksack he repacks his paragliding gear in the middle of the busiest bus station in Rio. His movements are calm but efficient. It is almost 50 degrees in here and according to the news Rio's current heatwave makes it officially the hottest place on earth this week. We have just tumbled out of a plane from Manchester and we better be quick. In a couple of hours we want to get onto the night bus to Governador Valadares in order to meet our friend Dean. The schedule is tight but instead of vegging out we will walk up Piedra Bonita and fly over Rio de Janeiro. The flight will go wrong for me. I will lose my shoe during the take off and we have to get a taxi to the top to search for it. But we will find it, and have an amazing one hour flight afterwards. Through clouds and along massive walls we



will enjoy the view over one of the most vibrant cities on this planet. He has finished packing now and I am panicking. I rip my luggage apart, stuff things into a gliding bags and pull them out again. And this is what made Steve so unique. Not his cunning plans, not the way he organised himself and how goal orientated he was but how he coped with things, with the heat, with my slowness and

with the crowded bus terminal. How he expects nothing from me in this moment and how we laugh about the absurdity of this situation. I wish I would have some of these qualities.

I wish I could somehow understand what happened to him and why. I wish there would be no need to 'come to terms with it' and I wish he would still be with us, cause in my memory he always will be.

Rest in peace Steve Nash.

Kerim



A bit of a cliché but he was one of the nicest guys you could meet. I'm gutted, feel like I've lost a part of me.

I'll definitely carry on with Steve's philosophy in the things that I do, especially flying and running. He was a unique individual, one of a kind. Every move he made had purpose and meaning, there was no waste of energy. Everything he did was to a very high standard from his scientific approach to the x-alps to tiling his bathroom. A master of all trades. I knew the moment I met him 25 years ago, he was different from the usual climber and caver we taught in the early days. With his good

looks and chiselled features and his hair which never faulted, he could have been taken for the "all American boy". There was so much more to him than a pilot. A very faithful friend who you could trust with your life.

I know he'll never be forgotten, part of him lives on in his family and many of his friends. If I ever feel like taking it easy or giving up, I'll think of Steve and his "never say die attitude". What an inspiration. I feel lucky to have met him, taught him to fly, and more recently crossed the Pyrenees with him.

Dean



Club News

DHPC FILM COMPETITION

The inaugural DHPC Film Competition will take place on January 5th 2017 (club night).

For all you budding film producers (Al, Alex, Andy R, Andy S, Berrow, David, Dennis, Ed, Kerim, Pete B...I am sure there are many more) this is your opportunity to showcase the best of your footage. Entries are open to DHPC members and should be no more than 5 minutes long and flying-related - no other stipulations apply.

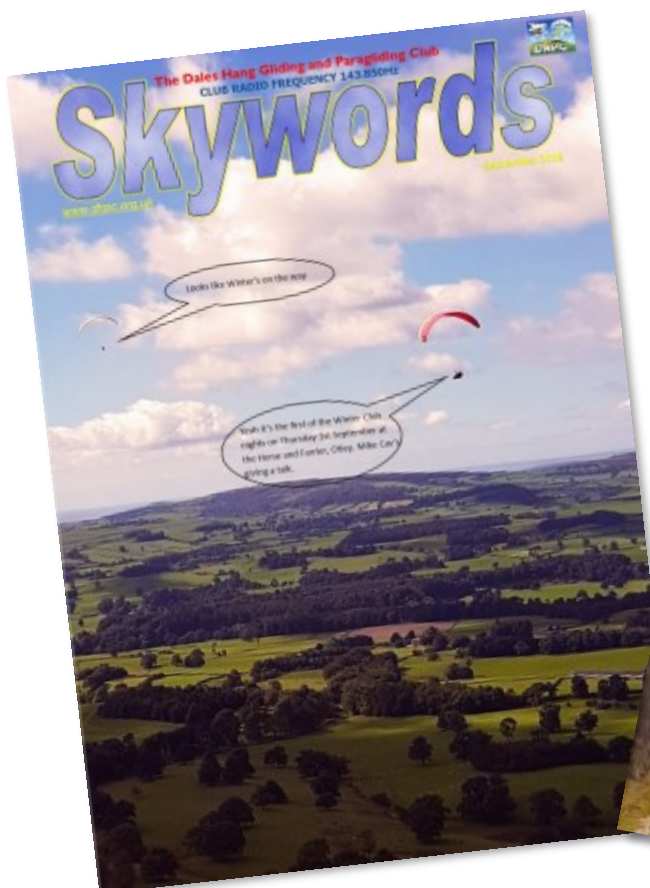
First prize is a brand new flying jacket.

Please submit entries to Rosie Darwood (rosie_darwood@btinternet.com) by 15th December.



Anything that can happen, will happen

It often happens in the National press of course, reporting on trivial non flying related world and national events— front pages all having the same person as their lead pic.. In September we had an a similar uncanny coincidence, with Ed appearing on both Skywords and Skywings front covers. As Skywords is published first, it is clear who is copying who!



Maintain Your Kit – Upcoming Events

Glider/Reserve/Harness Servicing/Repair

If you have been walking around with your eyes closed you may have missed the fact that Aerofix has changed hands and location, but I've had a word with the new management and they are prepared to offer the same service as the club has enjoyed in previous years.

So, apart from the location, it's the same deal, namely the provision of free transport to and from Aerofix, now at Bradwell in the Peak District. **The idea is that you drop off your glider/harness/reserve at the club night on 12 Jan 17 at the Horse and Farrier**, and then collect it again at the next club night on 2 Feb 17. That saves you a total of at least £34 in collection/delivery fees, or perhaps even more in petrol.

The only proviso is that you need to label your kit with your name, mobile number and email address. Payment (by credit card online) and any negotiation is entirely your responsibility; if it isn't paid for we won't collect it. Oh yes, and in this horribly litigious society that we live in please don't expect us to replace your pride and joy if my car bursts into flames (or anything) with your glider in the back.

It looks as though Kirsten & Nick completed a thoroughly professional handover to John, Theo, Sebastian and Matt. Early indications are that the standards are as good as they have ever been, so your wing is in good hands. Their standard service now includes a full laser line length check – you may have read about that in SkyWings. Check out their details at: <http://www.aerofix.co.uk> My car is a hatchback and space is limited, so if you want to take advantage of this service please book a place by email to [mrbaxter@hotmail.co.uk](mailto: mrbaxter@hotmail.co.uk)

We need to know your name, what items you want servicing, a phone number and your email address.



The Hayloft
Stretfield
Mill
Bradwell
S33 9JT

t: 01433 627195
f: 01433 627197
[info@aerofix.com](mailto: info@aerofix.com)
[www.aerofix.com](http:// www.aerofix.com)



Martin Baxter

Reserve Repack

Now that we're on a safety theme, we are giving early notice of the Reserve Repack—this usually happens in March each year, and usually at St Mary's school in Menston. Most manufacturers recommend that you re-pack your reserve at least every 6 months, some more frequently. Knowing how to do this could save you a lot of time, if for example you get an accidental deployment when you get a dragging across Wether Fell. It could of course save much more than that—and knowing that it has been done properly and on time will also save you any worries as you are bouncing around in that thermal you just found.

The repack is usually led by Bill Morris, a vastly experienced and licensed BHPA repacker. It is worth the small fee (the lowest of all local clubs) just to hear Bill speak.

Keep an eye on these pages and on the website for more detail in coming months

David May



Yorkshire hill becomes a mountain

From The Times

A hill in the Yorkshire Dales has become a mountain after it “grew” by 2mm since it was last measured six years ago.

Myrddyn Phillips, John Barnard and Graham Jackson, who have devoted their spare time to turning hills into mountains using state-of-the-art surveying equipment were disappointed in 2010 when Calf Top near the village of Middleton, Cumbria, failed to measure up.

However, using new techniques Ordnance Survey has increased its height from 609.579m (1999.9ft) to 609.602 (2000.02ft) using re-readings from GPS satellites that take into account the effect of gravity on heights above sea level.

Mr Phillips, 55, from Welshpool, Powys, said: “I am thrilled with this development and it is quite exciting to find out it was so close — just 2mm in it.”

Test your grey matter

From The Telegraph

Not 1 but two paragliding related clues this month from the Torygraph:

1. Greek character’s ten cheers (4)
2. Australian has single electrified air (5)

Answers on back page!

Vital Statistics - David Hedley’s 1st Log Book Challenge

A couple of brave souls have shared the details of their first log book. Below are David Hedley’s. Send your’s to markandpat@sky.com for inclusion in a future edition of Skywords. Come on don’t be shy.



My log book is actually an Excel spreadsheet, but here is a summary of the contents, including this Week’s 5-minute very disappointing top-to-bottom.

Flights: 281	Longest Flight: 3h24m
Total time: 164 hours 15 mins	Highest XC Score: 53.2 Km
Sites Flown: 56	Max Altitude 3083m (10115ft)
Most favoured: Parlick with 36 t/off	Above Takeoff: 1650m (5413ft)
	Maximum Climb: 7m/s
	Maximum Sink (in ordinary flight): -5.8m/s

All 6 maxima were from Sopot.

Sites embarrassed not to have flown: Windbank, though I've been up there a few times!



EAthER PROSPECTS



October 2016 : Wet Start, Drier later. Gales For End.

Issued : Sep 25 2016

Forecast

A mixed October is expected for this year with the continuing dominance of the Atlantic for the start of the month with wet and windy weather expected across many areas. For the middle of the month we are expected high pressure to build across the country bringing frosts for Northern areas including Scotland and Northern Ireland and mist/fog overnight for much of England and Wales. Drier and brighter for the day-time across much of England and Wales after overnight mist/fog has burnt off and feeling milder too. The end of the month is expected to see the Atlantic return with some wet and very windy weather coming in from the West.



October 2016 Forecast



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
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.



Ed's Coaching Column

LOGBOOKS: What's the point of them?



This month I'm going to look at Logbooks but with a slightly different take on them.

From my very first hops (hardly flight as we know it) I kept a logbook the official BHGA one in those days. We wrote down what we did, where, when and with who, crammed onto the pages. A novel concept by today's standards, but it was pre Spectrum ZX, pre the BBC Acorn, pre printer - but it seemed to work. I filled three books if I recall, the first full of real gems like:

'a whole 8 minutes, Wow!'

'made first 300' and 360 over take off – and top landed'

'landed in bog to avoid wall'

' went prone now feel like a real birdman'

I still have those logbook and with each passing year they seem to gain in interest. They stir memories and they are hugely amusing in parts. They remind me how much better the weather was back then, how seat of the pants some of our flying was and occasionally of our scrapes and breaks. It's engrossing stuff. To sit cross-legged on the loft floor and read them takes me instantly back almost 40 years, to the camaraderie, the sheer novelty and the craziness of it all, as men (don't recall any women sadly) tried to emulate birds.

My first point would be that they may initially be kept to show a coach/instructor for a task signature, but in fact assume a far greater significance over time in reminding us of our personal journey into flight. A diary may be regarded as a document of the present and past, but the real value becomes unlocked in the future. Try reading an old Hurricane pilot's logbook from the Battle of Britain.

After those first three logbooks I somehow lost the will to record, maybe it felt a bit like all the same, maybe I just lost the habit or maybe I simply had no-one to show them to any longer. I regret not having kept them going. The result is the following 25 years is a bit of a blank. I have odd fragmented memories, but mostly just a blur of forgotten names, places and years I can only guess at. I wish I could fill those huge blanks, but having drifted too far into the past I suspect they are now gone forever.

About five years ago it bothered me that I was really getting into my fourth 'morph' – paragliding and having better and better flights, but recording nothing beyond a tracklog of the longer (not necessarily better) flights on the xcleague. It was at this point I began my own website initially as a way of recording my day to day flying, but also to gather in other things as I felt inclined or able to add. I now have four years of recorded flights, detailed accounts, often with photos or videos. I lost the whole of 2013 by pushing the wrong button setting up 2014 – sometimes paper and pen does have advantages. I admit to finding that a hard 'bummer to deal with after all the effort.

When I began my flightlog I resolved to keep it going – not easy for a failed diary keeper with form. I also set myself certain rules to abide by:

- **Record every flight – even the 2 minute top to bottom**
- **Provide an account that said something about the day, the weather, the site, the people and of course the flying.**
- **Where possible add at least one picture, hence I almost always carry my ageing Muvi to grab some video to get the stills from. Picture are great memory and emotion triggers.**
- **Something that reflects my mood and gives an insight into how I was feeling.**
- **To make it widely available to others.**

So far, it's worked out well. I enjoy writing up the day – I don't regard it as a chore, rather an opportunity to think about the day and reflect on my own flying. I do the write up whilst it's fresh – even on the train back on a retrieve – occasionally I go back a week later and add or change a thought, but generally it's a raw conversation with myself.

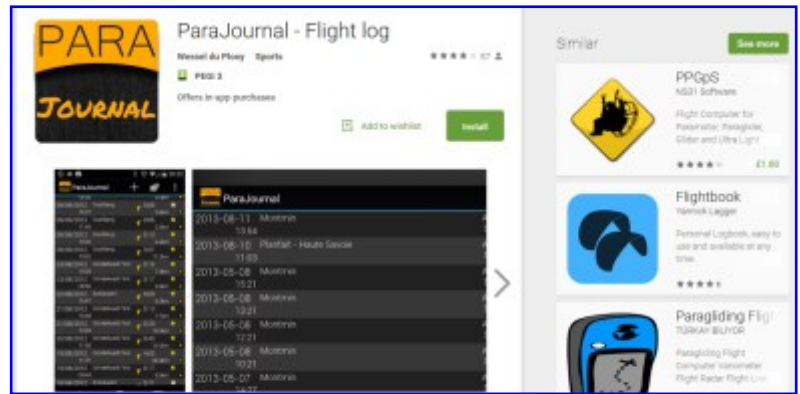
Some of the benefits are only now being felt – for example, I can look back at a particular month a year or more in the past and see how the weather compares with now. I can see how my xc's this August compared with August 2015 and 2014. If I visit a new site I can record my thoughts for future reference.

To do what I do does require the trouble and expense of having an on line presence – but you could just set up a simple 'off the peg' logbook on your pc. I prefer to share it online because it gives me an added incentive to do it – I have quite a few 'followers', and I gather others both enjoy and could learn from it. I, in turn, follow a few people who do similar and I get an insight into their flying motivations and experiences.

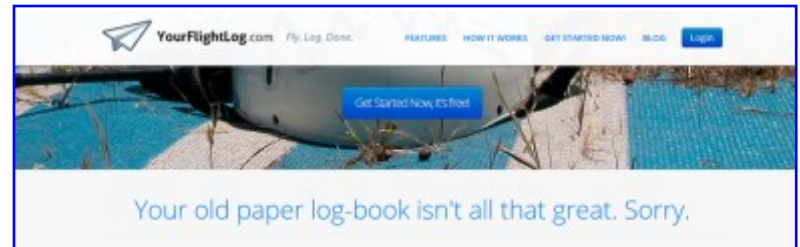
The DHPC forum includes a 'Flightlog' section, it could be a valuable resource – unfortunately it's too underused which I think is a real pity, as we could all learn by sharing a lot more. Fair enough, some people are shy, shrinking violets (although I don't seem to meet many on the hill), I suspect some simply regard their day as unworthy of comment. I think that's plain wrong – just reporting on the conditions across half a dozen sites over the region can show a wide variance that is useful to know for future site selection. It's not uncommon to find two sites 10 miles apart, one working superbly whilst the other is unpleasant or blown out.

If you simply wish to log your own flights electronically and keep a personal diary you could try one of the following, and there are others out there.

https://play.google.com/store/apps/details?id=com.weezul.parajournal&hl=en_GB

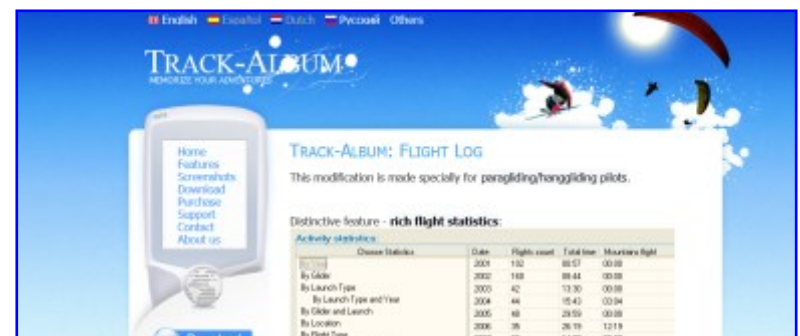


<http://www.yourflightlog.com/>

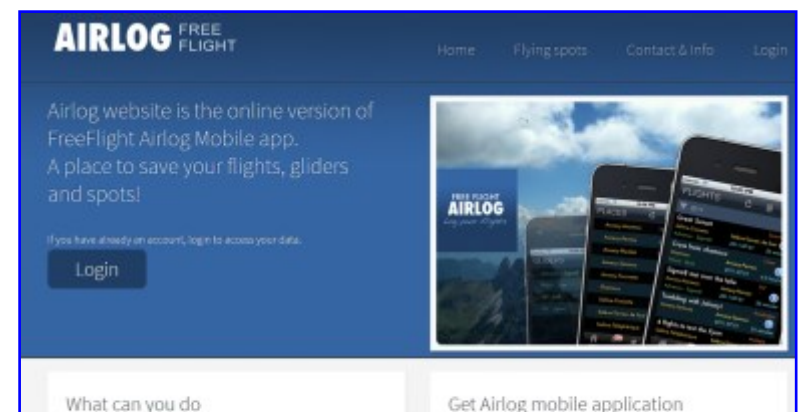


<http://www.track-album.com/>

(paraglider version)



<http://airlog.cloud2.mobi/front/home/main.php>



<http://freeflight-airlog.appstor.io/app-reviews>



Another, more club based option, is to adapt one that could be used by the whole club, set up as such and everyone could add their flights there. I'm suggesting just date, site, conditions, flying no great detail, just simply to build up a fuller picture, month by month of Dales flying.

Whatever way you record your flying is up to you, but going that step further and sharing your experiences benefits us all. Whether it be by writing brief accounts on the forum Flightlog, or providing links into your log of day to day flying is not something you need keep to yourself.



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	trev.birkbeck@gmail.com	Various
Steve Mann	HG/PG	Kirkby Malzeard	1765650374	stev.andbex@btinternet.com	Weekends
Kevin Gay	HG	Ripon	7794950856	krgay@talktalk.net	Various
Ed Cleasby SC/ CC	PG	Ingleton	7808394895	xcflight@gmail.com	Various
Rob Burtenshaw SC	PG	Oxenhope	7747721116	burtenshaw@fsmail.net	Sun and various
Peter Balmforth	PG	Leeds	7714213339	peter.balmforth@ntlworld.com	Weekends
David Brown	PG	Ingleton	7757333480	d.brown208@btinternet.com	Various
Alex Colbeck	PG	Harrogate	7717707632	alexcolbeck@gmail.com	Weekends
Kate Rawlinson	PG	Colne	7976510272	katerawlinson@hotmail.co.uk	W/e & school hols
Kevin McLoughlin	PG	Lancaster	7767652233	kevin-mcloughlin@hotmail.com	Weekends
Martin Baxter	PG	Wetherby	7775785479	mrbaxter@hotmail.co.uk	Weekdays
Toby Briggs	PG	Pateley Bridge	7582156471	tobybriggs@btopenworld.com	Various
Fred Winstanley	PG	Higher Bentham	7770741958	fredwinstanley@sky.com	Various
Richard Shirt	PG	York	7786707424	rshirt@advaoptical.com	Weekends
Simon Goodman	PG	Leeds	7720061200	simon.goodman@talktalk.net	Various
Andy Byrom	PG	Skipton	7796421890	andy.active@unicombox.co.uk	Weekends
Dave Coulthard	PG	Leeds	7595895149	d.coulthard2@ntlworld.com	Weekends
Sean Hodgson	PG	Haworth	7999606084	sean@ogi.me.uk	Various
David May	PG	Ilkley	7928318219	dav.may@gmail.com	W/e & various
Chris Williams	PG	Spain/Preston	7973222713	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. 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

www.dhpc.org.uk
143.850MHz



Rosie Darwood—Social Sec September Club Night - Mike Cavanagh on Highland Flying



It was lovely to see a good turnout on 1st September with plenty of newer members for the first club night of the season. Despite H&Fs best efforts with food and no Martin B to keep us in line, we did manage to start on time.

For those who don't know Mike is managing director of Ozone and a phenomenal xc pilot of over 25 years, having won the xc league several times. It was a privilege to hear him speak and refreshing to hear such enthusiasm and enjoyment from an experienced pilot.

COFAL

After a little background, he started by sharing with us what he thinks makes a good pilot – handily packaged with the acronym “COFAL”.

C is for comfort

which can encompass a whole range of things including the wing you fly, your skills, your kit, your mates (are they supportive? If they are constantly negative don't fly with them!). If your launches are letting you down, go and practice so you are comfortable with them. Mike also recommended flying different launches to increase your breadth of experience and allow you to be more comfortable when you try somewhere new. “Flying different sites is part of the learning process”. Then your energy can be focussed on situation awareness and decision-making (my words there, not Mikes).

O is for observation.

This includes pre and in flight observation – of weather, other pilots, birds etc. Clearly this is easier once you have got the “C” sorted.

F is for flexibility.

If your flight plan is not working think again. If the air is unpleasant, change your route. Don't just bash on regardless.

A is for analysis – Ed's forte. However, Mikes take was that we don't all necessarily need to be quite as structured as Ed and a good chinwag down the pub with mates after a flight serves a purpose. I've certainly noticed there can be wide variation in terms of what people thought of the conditions on the day; listening to routes and decision-making is often useful.

L is for LUCK.

Knew that would come into it somewhere...



DREAM FLIGHT

“We all live for our dream flights” began the second section of the talk describing Mike’s amazing flight across Scottish Highlands last Spring, from Carn nam Feuiach to Ullapool (145km turnpoint distance), complete with stunning photos linked with tracking software.

It started a little unpromisingly as they arrived a bit late and hurried up a tussocky hill, with the Scottish pilots already in the air and making their way West. In good company (Barney, Phil Wallbank, Phil Colbert, Jocky) he launched but initially it wasn’t easy. “Without being in the gaggle we would probably have bombed out”. This was a recurring theme throughout the talk, the importance of mates, and several times Mike credited his xc league wins to the group of people he flew with.



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.

Further details later in this newsletter.



After the climb however they did get separated, whilst remaining in radio contact which was helpful. Mike ended up making his own way North alone, before reaching a decision point. "There isn't a road for 50km" but the clouds looked good and he continued. Later in the flight as a convergence line came in he was both hailed and snowed on. At one point he was low and circling above two deer, hoping they might kick off a thermal. From the photos it didn't look a massively sunny day, although the clouds looked good there were also large shaded areas. Later on he described big "curtains of snow" coming in from the East. Eventually this pushed

him further towards the coast until he turned back South to head to Ullapool. Looking North the clouds still looked good and there was definitely a wistfulness in his voice...could he have got even further? He managed to get right back to Ullapool and land by the loch, before meeting the others for fish and chips. The photos of the scenery up there were amazing; I am looking forward to next Spring!

The evening finished off with a question and answer session and of course more beer.

RD



Next Club Night

Next up: Phil Colbert from the Pennines will come and talk about how to make the most of your instruments. A highly accomplished xc pilot, never far from the top of the xc league, he has recently developed "Airware" technology to enhance the use of your mates in the sky. Please bring along your cockpit for a practical demo.



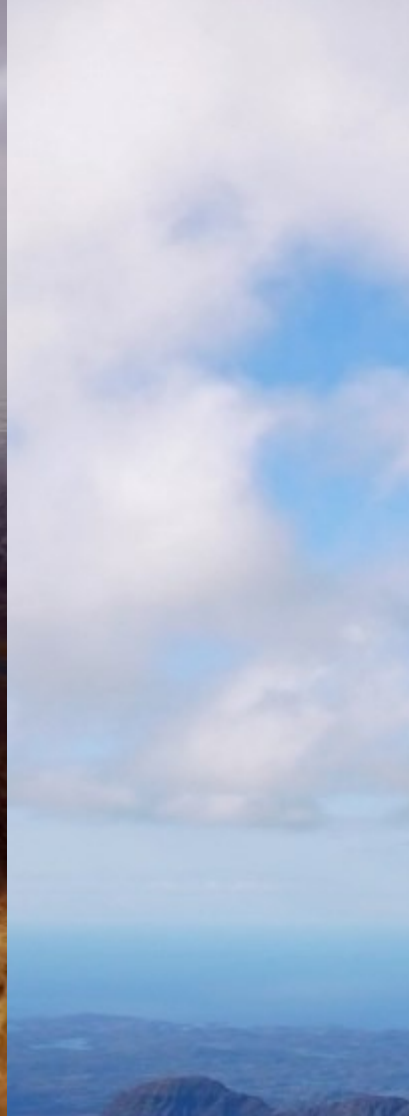
Looking west over Loch Monar, Skye in the far distance.





Cul Mor and Suilven in Assynt, Isles of Lewis in the distance







Looking back N along the convergence, Suilven on the left



Tony Pickering **..but seriously:**

DHPC Committee – Treasurer’s post.

At this years AGM I will not be standing for re-election to the post of treasurer. Having been in the post for several years now I think I’ve “ done my bit” and it’s time for a change.

At the present time no-one appears to be coming forward as a replacement and so I am putting this description forward so that any potential candidate can get an idea of what’s involved. I’ll try not to talk the post up or down, just describe it as is.

Whats involved ?

Keep ledger records of all income & expenditure.

Manage the clubs 3 bank accounts and reconcile the income and expenditure against the bank statements.

Pay suppliers and pay expense claims from committee members.

Check and record all expenses paid against receipts submitted with the claims.

Advise the committee on proposed items of expenditure.

Prepare a set of accounts for prior to the AGM. Have the accounts checked against the bank statements by a third party, usually the Chair person. Present the final accounts to the AGM and provide any further detail if directed by the committee.

Produce a set of nominal accounts – ie the income and expenditure broken down in to categories for analysis.

Produce a budget for the following financial year

Liaise with anyone appointed by the committee to audit the accounts. (NB it is not usual practice to have the accounts audited.)

Liaise with the membership secretary over the receipt of membership fees.

Currently the treasurer also collates payment and menu choices from members and farmers for the club annual dinner in March. This could however be passed on to someone else.

Update the banks with committee changes after the AGM.

How much effort ?

I reckon I spend 30 – 40 hours per year on the accounts. The majority of this is preparing the accounts for the AGM, particularly the nominal accounts.

It is not difficult to do. I have had no accountancy training. Anyone who has done a bookkeeping course would probably do it all much faster than me.

I use some freeware called ACE to keep track of the bank accounts and produce the nominal accounts.

Taste and try before you buy

I am happy to spend an evening showing anyone what’s involved.

If you are interested.

Then speak to either Martin Baxter or myself. I can be contacted on 01535 662846 or 07474 387773.



Jan Tempest The Grand Tour

I am afraid that due to your 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*

So last month I made it to Krushevo in Macedonia after a long old haul through the Balkans. 1400 miles from Lorraine and then 850 back to Tolmin my current base.

As usual I was winging it. Brett Jannaway had asked me to work for the British PG Team with the promise of some xc's and a fun time. I'd intended to meet Goran, President of the FAI, at the PWC in Gemona to firm

things up but with flying home that didn't happen.

Turned up at HQ - the (allegedly) 4 star Montana Hotel to be told there was nowhere for me to work, till a very helpful manager informed that the car park didn't actually belong to the hotel so I could set up right outside the door and also camp there at no cost for the next 5 weeks. Then met Goran and other Big Wigs on the hill. "Hello. I'd like to massage the pilots" "OK. Fine"

The hangie circus rolled into town - European Flexi Wings and World Rigids. Cool pilots, even cooler wings - and lots of bad backs. It's amazing to see them all on t/o then milling around in the air waiting for the start, then gone. 100km+ tasks most days with some long retrieves down often non-existent roads. Mostly decent weather though mega storms did hit and Skopje was badly flooded. Brits were 4th overall and Grant Crossingham just missed the podium, also coming 4th.

I got lucky and met Igor Todevski, local hotshot, guide

**“Hello. I’d like
to massage
the pilots”**



Photo credit: 19th FAI European Hang Gliding Championship 2016



and instructor and had a week's thermal course with him, for a fraction of UK prices. Now retired from comps he was ranked in the Top 20, holder of records. If anyone's coming to next year's Gin he's worth hooking up with as he has a fabulous house and local knowledge for Eu13/day including breakfast. I still hear "Make the perfect circle" ringing in my ears. T/o is at 1400m on an easy East facing hill and 5 minutes from town overlooking the Pelagonian Plain. Fairly easy to get away either into the valley or following the ridge south to the Greek border. We had a beautiful flight from the national park above Lake Ohrid. About 3km away the middle of the lake is the border with Albania. A friend landed over the border a couple of years ago to get away from a storm and while sheltering had her glider stolen. Cops escorted her out telling her "There are dangerous men about". She actually got her glider back.

Hitching back if free flying is a doddle. Everyone stops though traffic is sparse on some roads. I never had to wait more than 5 minutes. Once I landed near a speed trap. The cops recognised me and flagged down the next vehicle which was the local ambulance, complete with patient!

Make the perfect circle



Toby Colombe was running a couple of guided weeks so joined in one and had a lot of fun though it felt very strange to be in an organised group.

Then the European PGs took over. What a privilege to be in the same space as 150 of the world's top pilots. In 2 weeks 9 tasks were flown and we had 2 compulsory rest days. Of course the French took all the honours. I'd actually been in the air with Honorin Armand at Laragne.

But the greatest thrill was holding Felix Rodriguez's wing on t/o. Yup - I'm easily impressed. Brits did fairly well but had mixed fortunes. Poor Kirsty was top woman in the 1st task then suffered broken brake lines and a massive collapse.

My flying suffered as t/o is closed whilst the bonkers Enzos get airborne but on a good day all 150 were off within 20 minutes. 70% of the pilots are flying Enzos so one can argue it truly is a test of pilot skill. There seems to be a rush now for the Zeno and the Enzo 3 so next year should be very interesting. It's a fantastic spectacle - each pilot has 2 or 3 helpers and it's a complete madhouse. The leading 10 men and 5 women have priority and can jump the queue. The option of going earlier and having them pimp my thermal wasn't appealing so free flyers generally waited and watched conditions deteriorate.

A couple of times the west t/o was used. From there it's a fair way down to very limited landings and about 1 car a day.

I had some decent flights with a bit of x/c thrown in. Although Macedonia has a reputation for easy xc the thermals were very fickle and cyclic. You could follow a glider out and still not get their lift but close to the landing I did get a 500m save.

The week with Igor was spent going round in circles till I was dizzy and I had a great tandem flight with him, playing around clouds and watching everyone stuck on t/o whilst we couldn't top land. Big ears, wingovers, spirals and still we kept climbing.

Landed out one day and as I was walking to the road. A glider flew past me en route to the landing field. Heard a bang and a poor Russian girl had turned downwind and gone slap bang into some power lines. To really make a good job of it she'd actually hit the pole and was suspended from the centre cable with her wing draped over another. Of course when the local fire brigade rocked up their ladder was too short and the local headless chickens were well represented. Took over an hour to get her down and cart her off to hospital after the mayor phoned the hospital director and told him to look after

Photo credit: XC Magazine & Marcus King



Krushevo

“Dutch karaoke, Dad dancing, general inebriation and misbehaviour”

her. Luckily her friend turned up but we never did find out why it happened as neither of them spoke any English

Several more parties thrown in. Dutch karaoke, Dad dancing, general inebriation and misbehaviour.

When I went into Macedonia I had visions of refugees hanging onto my hubcaps trying to escape and/or taking me and van hostage. The people are incredibly warm and welcoming though the country is very poor. Excellent local wines for pennies, b&b 10 Euros per night and eat out for £2-£3. Every time I had a lift I was taken right back to the hotel.

I can highly recommend a trip and both Igor and Martin

Jovanski are great guides and instructors. A good place for low airtimers to spread their wings and gain some experience.

Hot footed it back to Tolmin for the Dhv Newcomers Challenge again. About 60 mixed ability pilots flying 40ish km tasks. Apparently it's open to Germans, Austrians and Slovenians so for the past week as a female called Jan - masculine name here - I've been a bisexual Austrian. Conchita has nothing on me!

2 blown out days due to the northerly Bora but 3 good days using Kobala t/o and generally heading west towards Stol and back to land at comp HQ Camp Gabrje. I've splashed out on a new Flymaster so on the first day the route didn't activate and I ended up battling around the valley but had some ok flying. Then tried a 777 but wasn't very happy with it and managed to bomb out.

Back to the shiny new Crabstix aka the Klapper since he has a tendency to throw collapses at me. A lovely wing though and we had another happy flight with a functioning GPS bleeping and blinking at me but at least I hit the waypoints. For those who don't know it Slovenia is a beautiful country - a bit like a mini Switzerland. English is the 2nd language, costs pretty reasonable and several camp sites are well set up for pilots with regular shuttles, weather info etc. Lots of rafting, biking, hiking, swimming in the COLD Soca on days off. Brett Jannaway runs XTC just up the road in Bovec.

I've actually looked at and even charged up the Go Pro which I bought a year ago but still no pics. You'll just have to imagine the glorious views, daily sunshine and warmth.

JT



Photo Credit: www.dhv.de



David May

Safety First: Collision Avoidance on the ridge.

"I'm flying along with the hill to my right and I see someone coming towards me on a collision course. What should I do?"

Earlier in the year I was asked this very question by a newly qualified CP. The query was not about the collision avoidance regulations themselves but rather how to apply them in a real world scenario. A simple question and the expectation was for a simple answer but instead I found myself leading with "It depends ..." and I continued by describing various scenarios and responses, some of which contradicted each other! How frustrating must that have been - I'm sure the pilot went away with more questions than answers.

I've been thinking about this since as I couldn't help but feel that I had failed to provide any useful input on the subject and I've come to the conclusion that although there wasn't anything inherently wrong in what I said the issue was that I said too much and the message was lost in the hustle of detail. Too much information can be as unproductive as too little. Too little and we learn slowly or not at all. But too much and we risk information overload - our brain just can't process it all effectively. So I've tried to take the subject of collision avoidance and in particular the scenario described above and distill it down to its' simplest form: if you have ever found yourself asking the question above then perhaps this will be of some benefit.

I remember accompanying my younger brother in the car when he was practicing for the driving test. He had already passed the theory exam and completed a course of lessons so he understood the rules and the practicalities of it all ... albeit under instruction. He could comfortably discuss the what and the how when seated around the kitchen table but once in the car, with all that information coming at him in real time, he struggled to keep up. There was just too much to think of: mirrors, gears,

pedals, indicators, lanes, speed etc not to mention all the other people on the road. I used to jokingly call it his 'white knuckle' phase as he gripped the steering wheel so tightly that the blood drained from his hands and the closest I could get to a conversation was a grunt of acknowledgement to simple commands such as turn left, slow down (... slow down ...SLOW DOWN!!!). His decision making was poor and delayed. Not a great combination.

It's not surprising to use an example of driving in the context of this article - collision avoidance while soaring a hill is very often compared to collision avoidance on the road. Understandably so as there are quite a few similarities between the two, not least that we all aspire to a 100% collision free record. If I were to tell you before you launch that you have a 10% chance of being in a collision during your flight or even a 1% chance would you still launch? Of course this is purely hypothetical and I have no idea how you might even attempt to measure such odds but I think it makes the point: the challenge is not to avoid A collision but rather to avoid ALL collisions. The good news is that this is a perfectly reasonable expectation. With observation and experience you will learn to spot the potential and deal with it before there is ever a problem but until then here are 3 tips that will help keep you safe.

- 1. Learn the Aerial Collision Avoidance Regulations**
- 2. As soon as you spot a potential collision situation look around quickly. You need to know what your options are.**
- 3. DECIDE – what YOU will do to avoid the collision.**

Note: in order to keep the discussion focused I have deliberately limited the scenario to the one described at the top of this article. Let's look at these points in more detail.

Learn the Aerial Collision Avoidance Regulations

You should fully understand the Aerial Collision Avoidance Regulations and be able to instantly identify in any situation where the right of way lies. Apart from the fact that the regulations form part of air law and you are obliged to both understand and abide by them there are only a handful to learn and they are simple to understand. There is no excuse to do otherwise. They are considered fundamental and form part of the EP course - see <http://www.bhpa.co.uk/pdf/BHPAEPTrainingGuide.pdf> for details.

To be absolutely clear on this point - if you are in any way unsure of what the Aerial Collision Avoidance Regulations are and who has the right of way in a particular situation, you should not be flying. You are needlessly putting both yourself and everybody else who might be flying with you in danger. **LEARN THE REGULATIONS.**

Look around quickly

When you are in the air you should be looking around constantly and have a fair idea where everybody is in relation to yourself. But as soon as you find yourself on a collision course with another pilot take a quick look around so you know what your options are. Can you move in or out from the hill and in particular, can you turn around if necessary? This should only take a second or two.

DECIDE

I believe this is the crux of the subject - how much should you take responsibility yourself and how much should you assume from the other pilot? It's easy to get lost at this point in a discussion about who has precedence and who should give way and when and by how much etc. But if you are serious in having a 100% collision free flying experience then the answer is simple - assume **NOTHING** from the other pilot if you do not need to. Your decision may well be to hold your course, perhaps moving a little closer to the hill as you go. You may turn around or even move out to allow the other pilot to pass to your right between you and the hill. The

point is not what you do - these could all be perfectly reasonable courses of action - but rather you **DECIDE**.

Having right of way (which you do in our scenario) is not a license to rigidly hold your course on the assumption that the other pilot will take full responsibility to avoid the collision. This is both illegal and unnecessarily risky. Illegal because the first and foremost of the Collision Avoidance Regulations is that you should do everything you can to avoid a collision - regardless of who may or may not have right of way.

Risky because you have effectively abdicated all control of the situation and put your safety fully in the hands of the other pilot. No doubt there may be situations when you have no choice but to do so (though if this ever happens you should certainly do some post analysis to understand how you got in such a situation in the first place) but don't hand over control needlessly. In our scenario as both pilots fly towards each other there will be a point before which avoiding a collision is fully within your control. After that point you will be too close to the other pilot to turn away and effectively, to a greater or lesser extent, your safety will now be in their hands.

So observe, assess and react in a timely manner while you still have full control of the situation. Knowing who has right of way gives you a basis for observation - in our scenario you will be looking for the other pilot to give some indication that they have understood the danger and will give you the room you need to pass. If this is not forthcoming **in a timely manner** (none of us are mind readers) then do not procrastinate - simply remove yourself from the situation. You should already know what your options are - turn around, fly out from the hill, perhaps you might even consider top landing or slope landing if available. But you need to make this decision early while there is still plenty of room between both pilots and you can manoeuvre safely.

So remember:


1. Learn the Aerial Collision Avoidance Regulations
2. As soon as you spot a potential collision situation look around quickly. You need to know what your options are.
3. DECIDE - what YOU will do to avoid the collision.

Note: You should also read: Collision Avoidance on the ridge (Jan 2014), and Following on the ridge (Mar 2014) (Nigel Page)

Competitions

Dales Paragliding XC League

<http://www.xcleague.com>

XC League		uk cross-country flying		Home Sign In Contact					
User: Guest									
Key Latest Entries League Info									
Dales PG League 2016 All Flights									
Dales Paragliding League									
101 flights 3,126.8 points 24 pilots									
League	Dales PG	Show	All Flights	Go	Year 2016 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 Ed Cleasby	Dales	Nova Triton 2	439.5	85.0	81.7	81.4	78.2	74.2	39.0
2 David Smart	North Yorks	Ozone Delta 2	361.3	130.1	108.4	82.9	39.9		
3 Mike Cavanagh	Cumbria	Ozone Mantra M6	296.8	129.1	126.4	41.3			
4 Pete Darwood	Dales	Nova Ion 3	184.4	48.9	40.0	30.7	24.7	21.3	18.8
5 Jake Herbert	Dales	Nova Mentor 4	164.6	125.6	22.1	16.9			
6 Richard Meek	Dales	Nova Mentor 2	139.1	39.6	24.2	23.2	18.0	17.4	16.7
7 Rosie Darwood	Dales	Nova Ion 4	137.3	52.0	23.6	23.2	15.1	12.1	11.3
8 Kevin McLoughlin	Dales	Nova Factor	136.6	35.6	34.7	22.6	15.9	15.1	12.7
9 Dean Crosby	Dales	Nova Triton 2	129.3	129.3					
10 Geoff Crossley	Cumbria	Advance Omega XAlps	119.9	86.3	19.8	13.8			
11 Chris Fountain	Dales	Skywalk Cayenne5	101.5	52.4	24.8	24.3			
12 Simon Tomlinson	Dales	Advance Sigma 9	79.8	15.7	14.5	14.1	13.6	12.6	9.3
13 Glenn Brookes	Cumbria	Niviuk Hook 3	74.3	38.1	22.4	13.8			
14 Mark Morrison	Dales	Ozone Buzz Z4	73.1	14.6	12.7	12.2	12.1	11.1	10.4
15 Nick Pain	Dales	Advance Iota	71.3	71.3					
16 Peter Balmforth	Dales	Axis Vega 2	62.3	21.4	20.6	10.8	9.5		
17 Gary Senior	Dales	Gin Atlas	52.5	17.1	12.1	11.7	11.6		
18 Chris Greenwood	Cumbria	Gradient Nevada	51.9	40.8	11.1				
19 Tim Oliver	Cumbria	Ozone Swift 4	50.7	20.7	10.9	9.6	9.5		
20 Richard Tang	Pennine	Advance Sigma 9	46.7	46.7					
21 David May	Dales	UTurn Blacklight	22.8	22.8					
22 Alex Colbeck	Dales	Niviuk Artik 3	19.2	19.2					
23 David Brown	Dales	Advance Iota	13.2	13.2					
24 Gavin Price	Pennine	Skywalk Chili 3	9.0	9.0					

Dales Hang Gliding XC League

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

Pos	Name	Club / Glider	1st	2nd	3rd	4th	5th	6th	Total
1	Fillingham Tony	Atos VR Dales	≅210.32	≅178.22	≅130.79	≅112.21	≅98.78	≅79.31	809.63 1076.42 (13)
2	Birkbeck Trevor	U2 Dales	≅103.04	≅78.26	≅29.12	≅13.26			223.68 (4)
3	Lumb Andy	Atos VR Dales	≅36.53	≅32.57	≅31.1	≅21.37	≅20.45	≅17.43	159.45 258.42 (13)
4	Gay Kevin	T2C Dales	≅67.41						67.41 (1)
5	Hetherington Andy	Atos VR Dales	≅32.4	≅32.15					64.55 (2)

EYE CANDY FOR CLOUD LOVERS



“Reach for the sky”

Courtesy: Neil Farnworth . #nafphotography

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

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07582 156471

Addingham
Baildon
Cow Close Fell
Cowling and Sutton
Great Whernside

Hawswick
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: October 6th 7.30 for 8pm.



Phil Colbert
Of Pennine Posse fame
And Multiple XC record holder, on:



7 Bridge Street
Otley LS21 1BQ
Telephone : 01943 468400

MAKING THE MOST OF YOUR INSTRUMENTS – AND AN INTRODUCTION TO AIRWARE

Have you ever felt your instruments were letting you down? That perhaps you weren't making the most of their potential? That maybe a different set-up would work better?

Many of you will know Phil Colbert, one of the country's top xc pilots, from neighbouring Pennines club. He has recently been developing "Airware" technology; live tracking software that allows you to see where nearby pilots are in the air and improve pilot awareness. We are delighted to welcome him to talk at our next club night, to discuss which instruments different pilots use and why, followed by a live demo of the Airware technology. Valuable stuff for anyone interested in xc flying and something to work on over the winter.

Please bring along your **decks (and head-torches!)** with you for an undoubtedly fun and different night.

DIARY DATES 2016

Jan 17–28 2017	Paragliding World Cup Superfinal, Brazil. GV	http://pwca.org/view/tour
Nov 17–20	Kendal Mountain Festival	http://www.mountainfest.co.uk/

And finally—Kerim was in St Hilaire!





..go on, inspire your club mates, share your flying experiences!

Skywords Index—Jan 2012—Present

Safety **Redone to May 2014**

Collision avoidance on the ridge	Oct 2016
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
15 Items that might save your life	Apr 2014

Sites News

Whernside Parking	Sept 2016
Brant Side Parking	Sept 2016
Wether Fell Deconfliction	Feb 2012
Lambing Season	May 2012
Stags Fell Sign system	Oct 2012
Windbank / Hawkswick access and restrictions	Dec 2012
“The glorious 12 th ”	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, BP Cup, Defined Flying Challenges, Coaching Days	Oct 2012

Skywords Index—Jan 2012—Present

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
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
Log Books— whats the point?	Sept 2016

Foreign Trips Reports

Destination

Author

Date

Krushevo, Tolmin.	Jan Tempest Grand Tour	Oct 2016
Gemona Lagagne Bassano Conizozolo Krushevo.	Jan Tempest Grand Tour	Sept 2016
Slovenia & Italy	Andy Smith	Sept 2016
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
Highland Flying	Mike Cavanagh (and Rosie Darwood)	Oct 2016

Skywords Index—Jan 2012—Present

Photos

Clouds

Reach for the Sky	Oct 2016
Kelvin Helmholtz Clouds, Canary Is	Sept 2016
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
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	Oct 2012
Around the Dales Three Peaks – Dave Smart	Jan 2013
Richard Westgate Cup	Apr 2013
Competition Report, War of the Roses	May 2013
Competition – Photo comp results	June 2013
Dales Trophy Presentation	June 2013
Competition – new PG distance record 412km & Uk goal record	July 2013
Jon Chambers 4th in XAlps	Aug 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

Skywords Index—Jan 2012—Present

Photo comp results	June 2014
Mike Cav, Uks 1 st 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
Competitions – a valuable learning environment	Feb 2015
Club Trophy Board 2014	Apr 2015
Club Mugs 2014	Apr 2015
Competitions – 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
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	Oct 2012
The Economist, on Hang Gliding	Dec 2012
DHPC Facebook page	Jan 2013
Ratho Repack Report	Feb 2013

School Sites	April 2013
GPS Technology—the Feck it Master	May 2013
Cloudspotter App	July 2013
Martin Baxter joins BHPA Exec	Aug 2013
The Glorious 12th	Aug 2013
Iain Fairbrother Cross found	Sep 3013
Wave Site (Poem)	Mar 2014
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
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
Calf Top becomes a mountain	Oct 2016
RIP Steve Nash	Oct 2016
Leeds Bradford Airspace proposal—Chairman’s Chat	Oct 2016

Trophies

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

Crossword answers

- 1. Greek character’s for ten cheers: IOTA**
- 2. Australian has single electrified air: Ozone**