



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

Skynwords

www.dhpc.org.uk

December 2016

I can see the English Autumn from up here



I can see a new committee on the horizon



Umm, think I'll stay down here

Dont forget the AGM. Dec 1st

Christmas Comp - Win your subs for 2017!



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Silly Santa Hats Everywhere

Happy Christmas from your committee



Martin Baxter

Chairman's Chat - December 2016

Two months ago I reported on the Leeds Bradford Airport Airspace Change Proposal (LBA ACP). Following the last meeting on 15 Aug at the Burn Gliding Club we had hoped for some relaxation of the airspace, but following an update yesterday, as you can see from the attached diagram the situation has actually worsened. The area to the north remains much the same, but in the west CTA 6 is back down to 2,500' and CTA 15 is back down to 3,000'. Much to the consternation of the Derbyshire Soaring Club and the sailplane community in general, the Upton Corridor (CTAs 12, 13 & 14) remains stuck at 3,500'.

The proposal was first aired some 2 years ago. By their own admission it has taken this long because they were initially too ambitious and have been forced to make a number of changes (reductions) following wider airspace consultations with National Air Traffic Service (NATS) in Prestwick. Apparently changes (reductions?) are due to be announced at RHADS (Doncaster) shortly but we have been assured that the LBA ACP has been co-ordinated with this by the CAA. We were also told that the CAA have not allowed the airspace designers to increase decent angles (in order to raise the base of airspace), implying perhaps that the CAA support the

proposal as it stands.

I got the impression that their motivation has shifted more towards compliance with existing rules, whilst providing for increased numbers of passengers has now slipped into second place. Perhaps they are struggling to justify those numbers.

It would appear that informal consultation has reached an impasse. Formal consultation is due to start towards the end of Jan 17. Whilst the negative effect it will have on our sport (especially cutting the country in half) will play a part, our main objection will be based upon a safety case of choke points and obstacle crossings. The committee has already drafted its response and I'll be happy to discuss the situation further during the AGM.

The best suggestion that I heard yesterday was to close LBA. It's too high and has a runway facing the wrong direction. The traffic could be farmed out to neighbouring airports who could use the business. But that's a decision for government and may be a price that we have to pay for a Northern Power House. In the end the CAA will have to balance the freedoms and safety of those outside controlled airspace with the protection and efficiency of those within it.



Leeds Bradford Airport Airspace Proposal 23 Nov 16

Airspace	Lower Limit	Upper Limit
CTR 1	SFC	FL85
CTR 2	SFC	FL125
CTR 3	SFC	FL125
CTA 1	3000	FL85
CTA 2	3000	FL95
CTA 3	3000	FL125
CTA 4	3000	FL125
CTA 5	3000	FL85
CTA 6	2500	FL85
CTA 7	3500	FL95
CTA 8	3500	FL125
CTA 9	3500	FL125
CTA 10	3500	FL125
CTA 11	3500	FL85
CTA 12	3500	4000
CTA 13	3500	4500
CTA 14	3500	FL55
CTA 15	3000	FL85

Fly Safe
Martin
Baxter
Chairman



Club News

Annual General Meeting

Thursday 1 December 2016 at the [Horse and Farrier in Otley](#). 7.30 for 8 pm (or 6.30 to eat)

Free beer— collect your voucher from Neil Plant to claim a free pint / other drink!

Reports

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

Accounts & Membership

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

Suffice it to say that finances and membership are reasonably healthy.

Proposals

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

Committee

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

[We hope to see you there.](#)



Neil Plant



Martin Baxter



Free Beer



Christmas Comp

Following the success of last year's comp, when we were snowed under with 0 entries, we are running the same format again this year! Last year if you had sent back the page as presented in the newsletter, you would have won, and had your subs paid for you, because it already had one answer on it, and no one else entered!

Its pretty simple really, all you have to do is look back at each month's Skywords for 2016 and spot the bit that features in the comp. It may look a bit daunting but I've made it a bit more obvious this year! There's no more than 1 answer in any month's mag.

More fun than going shopping, and could save you money!

Deadline for entries is midnight on Xmas eve

New Software

This month has been pretty hectic in the Skywords production offices. Gathering stories, editing photos, taking all the staff out for the Xmas party etc. Added to this has been the adoption of new software. Having used MS Publisher up to now, we have moved to Scribus, with many tears of frustration as we got to grips with new ways of doing things - at one point taking over an hour to work out how to do something that would take a split second in Publisher! So the whole mag has been redone from scratch!

Why bother? Simple really - photo reproduction in PDFs produced by Scribus is much better than Publisher, crisper, clearer, punchier. Hopefully you will notice the difference!

Competitions 2017

More dates are being released for 2017 - see the diary elsewhere in the newsletter. Of note in January is that registration for the LCC opens. Below is a note from Ian Henderson.

"Well it's not exactly flying weather right now but already we're starting to think about next year's Lakes Charity Classic. Last year's event has gone down well and most pilots reported having a great time.

We're going to keep the same formula as this year. The LCC will be held on 15/16 July 2017 and will be based in Grasmere.

Registration for Cumbria Soaring Club members will open in mid January with registration for non members opening at the end of January. Watch the CSC web site for exact dates

Why not make certain of your registration by joining Cumbria Soaring Club? It saves £10 on your entry fee and you're supporting a great club!"

New Members

Welcome to the club, as someone once said. We welcome new members; Rosie Lyle, Benjamin Ireland and Ian Tunstall and Pierce O'Carroll. May your flying with us be safe and everything you hope for. You have joined just in time to vote at the AGM - if you can bring some sense to the meeting that would be a welcome change ;-)

Merry Xmas to all our readers!





Ed's Coaching Column

A comparative review of two (Andoid) Flight Assistant Apps



XC Soar

versus



XC Track

There is a huge range of flight assistant (apps) available for both android and iOS ranging from simple loggers, to navigation assistants and those claiming to be full blown flight instruments. Fortunately, for those of us at the lower end of the gliding spectrum, some of the best are free and well supported. Probably the best known are **XCsoar** and **LK8000**, the latter resulting from a rather acrimonious spinoff from xcsoar in 2009 and very similar in all but the menu system. Lesser used by UK pilots, but popular on the continent is **XTrack** and the less known, **Flyme**. For iOS users there is the very good flyskyhy and, if you wish to pay for it, apps such Freeflight from Butterfly Avionics with its various costed bolt-ons.

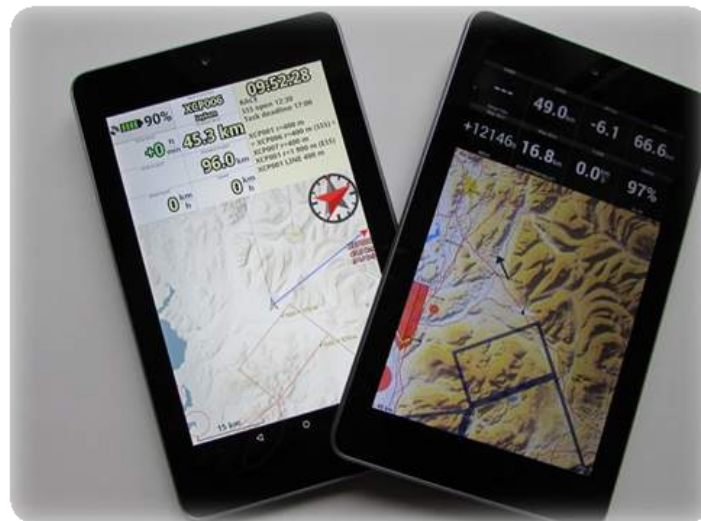
For the past three years I've been able to select on launch whichever of the three apps on my tablet (android) took my fancy for the day. My options being XCsoar, XTrack or flyme. The latter is very good, but I soon found it limited in terms of the info' fields it offered, the mapping and the ability to insert routes easily or in the detail I wanted. That isn't to say it's a bad app and its development continues so could now be much improved. Its simplicity may be preferred by some. Therefore, over the last few years I've concentrated on using XCsoar or XTrack. They sound like companion

apps, but are in fact quite different and from completely separate developers. The development for both is ongoing, XTrack after a break of two years is now undertaken by two Czech pilots (Xcontest team).

I'm a great fan, in equal measure of both XCsoar and XTrack. For most of the last two years I've used XCsoar, preferring its easy, logical menu system, good mapping, clear airspace and very quick routing. Slowly however, my preference has increasingly leaned towards XTrack.

This isn't to say anything against XCsoar and if I was asked to choose only one I would struggle.

A further point worth mentioning is that none of the expensive, dedicated flight instruments; Flytec, Flymaster, Oudie, Skytrax etc, appear to offer the clear navigation features that the apps do. Great varies, but the mapping, airspace and ease of



XTrack left, and XC Soar side by side on Nexus 7's

routing seem rather a weakness. Their strength is centred mostly around flight information (good vario, approved logging, viewability, low power usage, reliability) and less on clear navigation. Conversely, apps lack a good responsive vario and although I can BT my Skydrop, there's little point – if you have a good vario, why BT the info to someplace else draining yet more power. All apps suffers to some degree from poor

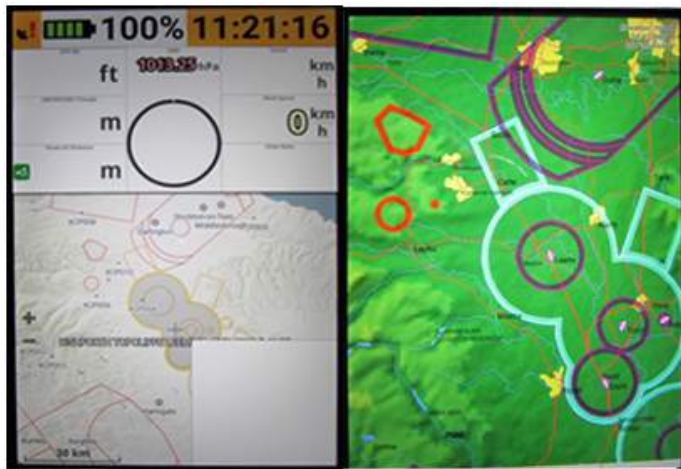
readability in bright conditions unless using an e ink display, which is better, but lose some of the functionality being greyscale. Not all apps are equally poor, I find XCtrack a lot easier to see than XCsoar. Just in case anyone is using a Compass instrument it may be worth mentioning that they seem to bridge the gap, but their popularity is limited by reliability issues and questionable support. They are also VERY expensive at over £1000! Hardly competes with freeware.

What follows is my personal view, putting XCsoar and XCtrack side by side to see how they measure up. I realise XCsoar is well known and used, so I thought it may be useful to introduce the lesser used XCtrack against it as they do essentially the same job.

SCREEN DESIGN

(layout, features, clarity, colour functions)

XCtrack; like my Flymaster, is widget based. This, for me is a big plus, as I like the ability to design the screens (yes, screens as many as you like, but more than four just complicates matters). This means a screen can have a particular focus, it could be the main map/airspace screen, the task screen with timings, the thermal assistant, meteo screen, the route screen, flight info'



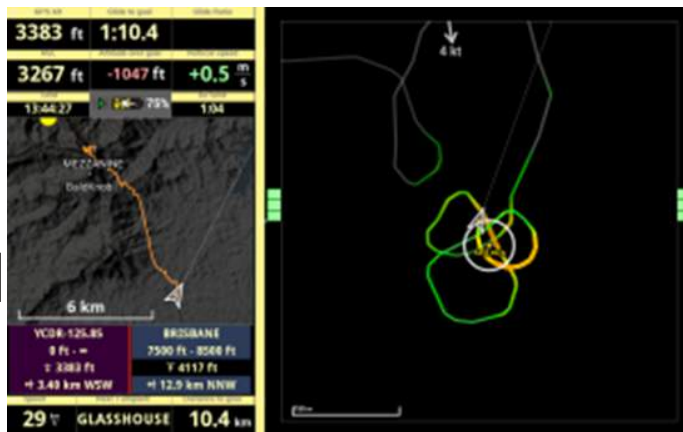
Mapping and Airspace - (XCsoar on the right)

screen or a combination of whatever takes your fancy. Every single widget is hugely configurable from size and position to units and display options. By comparison **XCsoar** is essentially single screen where you choose field layouts and subject from the options. It still works OK, but on say, a smaller mobile phone screen it gets increasingly cluttered the more fields you add although various screen swipe (gestures) can allow flicking between full map/map plus info', zoom, thermal assistant.

MAPPING

This is greyscale on **XCtrack**, but is more detailed with

contours added. On **XCsoar** it is coloured with a wide range of colour and shade options to choose from. Airspace is clear on both, but the addition of clip height and colour (line or fill) on XCsoar makes it great for distinguishing an ATZ from MATZ, D area or other airspace types (See above). On balance, it's hard to say which is the better, but I'd go with XCsoar as the airspace updates are more regular. Both draw a full



XCtrack - sample layout in inverse black showing map airspace info boxes and thermal assistant

colour by vario value snailtrail on the map, but XCtrack wins with its clear, sharper clarity in overlaying the map and better detail on zoom.

Colour abounds on **XCsoar** from mapping tones to the previously mentioned airspace types – change them as you wish. Other colour features include cylinders that change from red to green as achieved, glide and vario values that go green when positive, the vario snail trail, again reds and greens, plus a host of other things as you dig deeper. The colour features are one of the big things I missed using e ink screens as the app really comes alive with colour and the clarity of extra information. There is however a price to pay as it probably drains power a lot of use has shown I get about 16 – 18% power use /hour (in other words about 5 hrs from a fully charged tablet).

The colour features are more limited on **XCtrack** and only used for the essentials like cylinder colours, airspace, glide, vario and snail trail. Routing is a lot clearer as a result and includes an overlay triangle projection (flat and FAI) and optimisation that can be set for any number of turnpoints or scoring multipliers. You always know how you're doing. Again, and probably due to the greyscale mapping, the power drain reduces to around 12- 14%, so XCtrack wins on the power stakes.

ROUTING

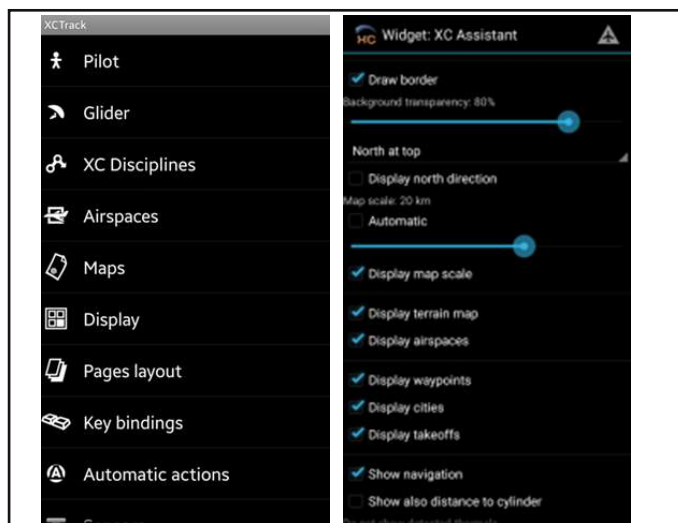
(task insertion, task information,

Routing is a doddle on **XCsoar** nothing could be

faster, unlike my slow, cumbersome Flymaster. It can also hold stored routes with can be loaded instantly. It's fairly Oudie-like in this respect, but I don't know if the Oudie holds a file of stored routes. Where **XCTrack** comes out on top is that not only is it fast, but it handles all types of task, where **XCsoar** for whatever reason doesn't do entry cylinders as start without a pre-exit being prescribed. Once entered, the route and progress is simply clearer on **XCTrack** as cylinders change colour and progress notes are added alongside the snailtrail showing wind changes and distances. It can be as detailed as you set it to be and is a very professional system with coned goal cylinders planned. If you're able to check out the routing system of both apps you'll soon see the difference and which suits you best. Both score highly, but for me **XCTrack** just goes that step further. Both accept routes and multiple waypoint sets from xcplanner which can be stored and brought up as required in any of the common file formats.

MENU NAVIGATION

This matters to me. I love technology, but I'm no fan of anything complex and get quickly frustrated by anything more complicated than it need be. Years ago I tried



XCTrack main menu and thermal assistant sub menu

LK8000 which was all the rage then, for whatever reason I couldn't make much sense of it odd, because it's very similar to **XCsoar** which I took to instantly and find very easy to navigate. How well you take to a piece of software however is fairly subjective, and I know a few who have struggled with **XCsoar**. **XCTrack** I find equally straightforward, if very different in its menu structure. However, it shouldn't pose too many problems for people; an introduction to the basics helps. Being widget based means that each field has various sub menu's that allow them to be tailored precisely to your wishes. The simple act of designing

screens in infinite ways is fun in itself. I have no particular preference in terms of ease of navigation, but once set up **XCsoar** has one big, frustrating nigggle that **XCTrack** doesn't. Should you (or something) touch the screen inadvertently, especially during take off, it's very prone to popping up info' boxes. In other words the screen is very touch sensitive. By contrast, **XCTrack** screens are 'set', with only a very definite swipe used to move between screens. When bobbing about in the air it's certainly a more stable app to be working with.

WHAT ELSE?

Other features (FLARM, connectivity, mapping, sounds, alarms)

Because **XCsoar** essentially came from the gliding world, it includes features which reflect that, the main one being FLARM (Flight Alarm). Whether this has the same relevance to paragliding is questionable. **XCTrack** does not have the FLARM facility as its roots are in paragliding.

Live tracking as an option is available only on **XCsoar** via L24 and Skylines no big deal if you use other means, either vario unit, phone or a dedicated tracker.

However, with **XCsoar** you will need to run it on a device with an Sim card slot and connection.

Both apps will store your flights and their respective igr files are just becoming acceptable for the xcleague.

XCsoar will allow a basic replay of your flights, **XCTrack** won't, but will do basic flight analytics.



XCTrack - alongside Skydrop beating along Wether Fell, with triangle and turnpoint optimisation running (green/brown boxes)

For each app maps are downloaded for all areas of the world, not all areas show the same detail however. Within **XCsoar** you have the ability to not only play with map colours and shading but just have terrain, topographical, airspace all any or none. I found having terrain 'on' using e readers made the screen messy and it's often left 'off'. For different reasons

leaving it off on phone or tablet can improve readability and improve power drain. With **XCtrack** there are two themes, black or white, essentially inverse. For a long time I used the black theme as it looked cool on the ground, but in the air the white theme proves the far more readable.

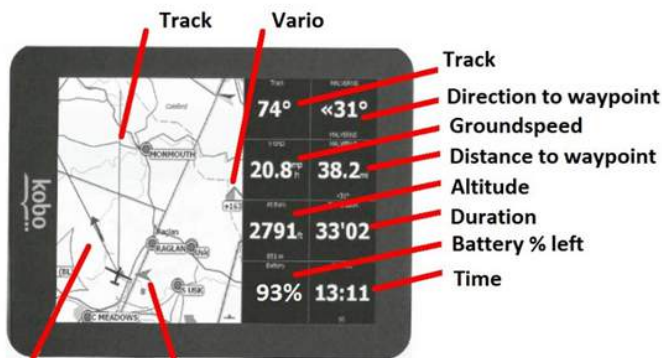
Because I have the excellent Skydrop, I am able to BT to both apps. The connectivity to **XCtrack** is fast and simple for whatever reason it seems more of a faff to **XCsoar**. Once connected both provide a good vario function, but already a Flymaster alongside there seems little point. That's not to say that some may not be very happy to simply use a phone/tablet and either xctracer or Skydrop BT's as their only flying instruments.

Sounds! Aside from the vario you may hate them, or love them. I will admit to turning off the airspace alarms on my Flymaster as they freaked me and I prefer visual. Both apps have sounds for most things, but **XCtrack** is altogether sweeter on the ear. Both also support a sound notification with a confirmation message which **XCtrack** extends to amber and red warnings for airspace.

HARDWARE

(what you choose to run it on.)

I started out with a Kobo (£150 from a 'professional' builder). It arrived broken and failed within a month.



Direction to waypoint
Kobo in landscape mode, showing the 8 fields option - each field configurable in XCsoar

I bought two more and added the gps module – again one kept freezing whilst the other I felt didn't do justice to XCsoar in greyscale, also being so slow and with lots of ghosting didn't help. At the moment I believe some have made it possible to port XCtrack onto it this may work, or at least look better on it. Some are very happy with their Kobo, but being a flight instrument reliability must be a key factor and I guess I've had poor experiences that under-mined my trust in it. I don't want that sort of niggle whilst flying. There is also a question hanging over the continuance of the Kobo, but this may actually help e ink readers improve as newer models emerge.

I've run all my flight apps on the same Nexus 7 (£45) for the past 2 yrs. Essentially, I have it set up as a dedicated flight instrument with apps for flight, retrieve, weather, gpsdump etc. It's proved cheap, very reliable and so multifunctional, but it could be smaller, at 7" it's rather large. I'm currently looking at the dual screen Yota2 which sits somewhere between my mobile and my tablet in size and offers both colour and greyscale screens on either face. I do have both apps and more on my phone, but never use them. I always have a dread of finding myself in the back of beyond with a dead phone.

I don't think what you choose to run your app on matters too much. However, what you do go with should be reliable, make full use of the features and have a decent battery life. I wouldn't recommend it as your sole instrument for navigation, given the complex airspace in the UK.

Whilst writing this I appreciate that **XCsoar** is very familiar to many pilots, so I apologise for telling you what you already know. My intention was simply to introduce the lesser used **XCtrack** and make some comparisons. I began my 'app journey' two and a half years ago as a sceptic, moved to agnostic, but now I'm a great fan and would hate to be without one or the other.

A nice choice to have.

EC



Reference links

www.xctrack.org/

<https://www.youtube.com/watch?v=RBbOwAetulQ>
(xctrack tutorial – current version has menu at top)

<https://www.xcsoar.org>

<https://www.youtube.com/watch?v=EICTI7pLfkQ>
(Inserting routes into xcsoar video)

Lots of info and discussion on pgforum and elsewhere.

Summary

Both apps are great navigation tools, which display mapping, airspace and routes with excellent clarity depending on what you choose to run them on. The vario feature is best ignored on both. Both have an easy to use menu system with lots of scope to tailor to your specific likes.

Very little to choose between them, but XCtrack with a lower power requirement, slightly better mapping, more comprehensive route/task options and freedom to design screens just shades it (for me).



Xmas Comp! Santa Claus



1.



.....

2.

flying monk

.....

3.



.....

Good Luck!

4.



.....

5.



.....

6.



.....

Send completed sheet to :
markandpat@sky.com

7.



.....

8.



.....

Or simply send email with number
answers to : markandpat@sky.com



.....

To win: all the above are extracts from a page of Skywords from 2016. They are all reproduced at actual size, colour etc. All you have to do is identify which Month and which page number. Answers by midnight Xmas eve. Winner drawn at random & announced on Xmas Day! To help you along, Santa has already filled one answer in.



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	pe-ter.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	to-bybriggs@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	si-mon.goodman@talktalk.net	Various

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

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

Ed Cleasby
DHPC Chief Coach/Senior Coach
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 shoutbox



Dales Hang Gliding & Paragliding Club

www.dhpc.org.uk
143.850MHz



Gary Senior

Lord's Seat to Uttoxeter 14th May

My best UK XC flight to date at 56km. Great fun to fly down the length of our syndicate fly fishing stretch on the River Dove too!

Assisi to Spoleto (Italy) 13th June

Launched into low cloud expecting a top to bottom flight, landed 3 hours and 48km later having achieved a maximum height of 7 feet above takeoff!

Star of the day was James Harvey though - he didn't do the longest flight, but he landed, chatted merrily to the lady who owned the field, and then got invited in to her home for lunch and wine!!

Barton Fell 29th July

Having hiked up twice in the past and not flown, it was great to eventually get in the air and enjoy the superb scenery from Barton Fell, overlooking Ullswater. Good to catch up with Simon Tomlinson and Dennis Marston, and to share the air with Dave Eva again after his move from East to West.





Assisi. No wonder it was difficult to get above take off altitude!



Ullswater, Barton Fell



Photo: Dennis Marston

Barton Fell



High Pike

Photo: Simon Tomlinson

This month's front cover is from Gary Senior's recent holiday.
Exactly which recent holiday I hear you ask.
The Spanish one - Algo



*“Oh...
to be
in
England,
now that
Autumn’s
here...”*

So the major XC days were over, and we all started thinking about the long winter ahead with little or no flying. But November provided some fantastic days if you could get out, particularly early in the month. Dales’ pilots made the most of the flying at some spectacular sites, and have supplied some equally spectacular photos to help ease us into the winter months and remind us why we are addicted to our sport. My thanks to Gary Senior, Dave Eva and Dennis Marston for the photos



Blencathra

Photo: Dave Eva



Edale



Barton Fell

Photo: Dennis Marston



Wolf Craggs



Photo: Gary Senior



Photo: Dave Eva



Lords Seat, Mam Tor, Lose Hill. Photo: Gary Senior



November 26 2016



Phil Dale - on Ingleborough - Whernside in background



Flying Simon Fell - Pen Y Ghent in background



Ges Hey at the bottom of Littondale, flying from Cow Close Fell



Rosie Darwood November Club Night Pat Dower - Fun, Safety and Performance - The Pilot's Juggling Act



It is always a pleasure to welcome Pat Dower to speak. His experience and enthusiasm for both flying and teaching made for an excellent talk.

The evening began with a popular RHADS briefing, covering the Upton and Worksop corridors west of the Peak District. Here's to some great xc's from Bradwell next summer! Just an update from Pat following the talk: The RHADS transmission is on AM, which the radios will work on, If not you can buy a cheap AM/airband receiver .

After a brief break for refreshment we were on to the main focus for the evening. Starting with a bit of discussion Pat got us to think about our attitude to different statements on safety-related issues. Following this we identified what we regarded as low, medium or high risk activities.

He emphasised the importance of an incremental stepwise approach to training, building up in blocks, not biting off more than you can chew, in order to manage risk. In the worst case an over-enthusiastic approach could result in an accident or of "scaring you out of the sky" with either a significant loss of confidence or putting you off the sport altogether, Building on this then he focussed on each part of flying, from being on launch (what are the dangers, how can you make this safer), to launching, to flying, thermalling, low saves and landing. A safety profile of the flight provided a useful demonstration of the higher risk situations - the more dangerous parts occurring when you're nearer the ground (or other people). I remember on my (second!) speed awareness course the instructor saying accidents with happen due to a lack of space or time. Worth thinking about.

Focussed training can not only allow you to progress but also make you safer. For example ground-handling and flying different sites to improve your launch technique (I'm sure we have heard that too at a recent social - Mike Cav). Or going on an SIV to see how your wing responds to different scenarios and practicing what you need to do to recover it. The more the practice of flying becomes semi-automatic and intuitive the more you can focus your limited cognitive function on the important decision-making. On a more advanced scale he

described Chrigel Maurers attitude to training, which whilst at a different level to us mere mortals, follows the same principles. When he decided he would need to fly in the lee at times for the X-Alps he initially practiced this gingerly, in a staged way under controlled conditions, to see "what he could get away with".

Pat also commented how useful video analysis can be - and there are certainly plenty of go pros around!.

Talking about assessment of and attitude to risk, he quoted Hugh Miller "What separates out the great pilots is their really good judgment of risk".

Unsurprisingly one of the topics for discussion was the choice of wing. When should you move up? Why are you moving up? Do you need to? When should you step down?

Base Jumpers clearly need a finely honed assessment of risk. After an impressive Base Jumper versus tree video (uninjured!) the jumper said "I though I knew what I was doing. The red flags were there from the beginning and I didn't know enough to recognise them". Do we recognise "the red flags"? Are we looking out for ourselves and our mates? Are we prepared to call out when something appears unsafe. Do we have a mentoring system?

An accident doesn't usually occur due to one error, bad decision or malfunction, but the lining up of the holes in the swiss cheese. Have we built in a big enough safety buffer to allow for the inevitable errors that will occur? Or are we flying near the "red line" with little margin for mistakes.

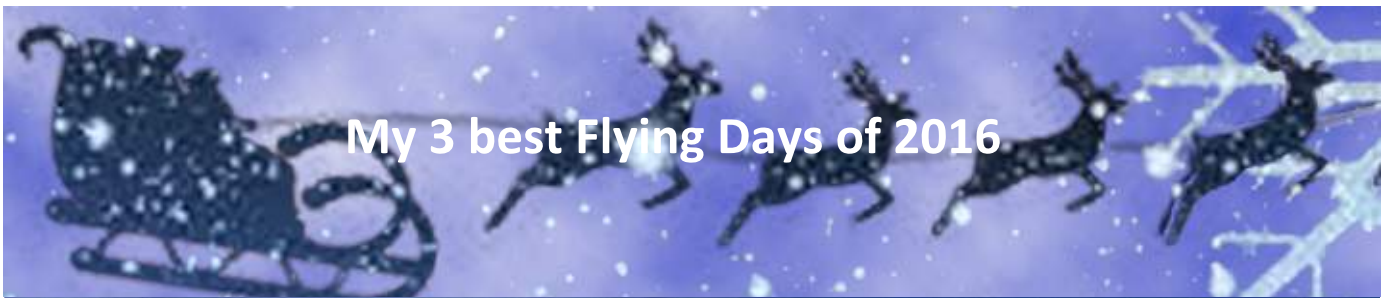
Pat finally talked about pilots nearer the end of the flying career or winding down. When is the right time to step down a wing? He warned of the dangers of complacency from overfamiliarity and highlighted that skills need practice to be maintained.

And finally he reviewed the trade-offs between fun, safety, performance and satisfaction. On any flight we make decisions based on balancing these factors...the wing we fly, the places we fly, the conditions we fly in, the routes we take and so on.

Plenty to think about for a safe and satisfying flying career.

Thank you Pat.

RD



My 3 best Flying Days of 2016



Longridge - 16 Oct

Photo: Dave Hedley

[Dave Hedley](#)

1. Recovering from a spin close to the ground. This "Best of 2016" came a split second after my "Worst of 2016". A little background - on my first day in Bulgaria this year I had to land early as I wasn't feeling well, so I left the hill, did a couple of lazy 360s to check the wind and set off to glide down to the road, but I hit sink and landed about 1km short. Another day I got flushed in the mountains and was worried (the first time ever that I've been seriously worried in the air) about getting over the last ridge out onto the safety of the flats. Another day I set up for a beautiful landing field, started going backwards and landed short. So on this particular day I took off and found my speed bar was wrapped round my harness (that's now number 15 on my pre-flight checklist) so I decided to go down to the bottom landing field, get a lift back up and have another flight. Becoming used to finding huge sink and big winds, I was determined not to miss this landing. I got to the end of the field and did my S-turns, and did them a bit too intensely, and spun. Absolutely mad, and a bit brain-dead, and I never thought I could be so stupid, but I was. People on the ground thought I may be lucky and finish up in a tree but I was told that my recovery was perfect, and I did a textbook landing just where I had intended. I was very lucky - I could easily have killed myself. I considered myself a safe and sensible pilot who didn't push things or do silly things - but I did. Later in the year I repeated the manoeuvre (on purpose) in a controlled environment and was told that I had performed a perfect heli. It made one would-be acro pilot very jealous, but I don't ever want to do it again. Moral - if you haven't already, then go on an SIV and learn how to get out of these situations. And, as David May wrote in November Skywords, "The crux of the matter is, remove low turns ... from your landing sequences." Yep!

After that, the other two are quite insignificant, but

2. Getting to 3000m ASL.

3. My first 50k flight.

[Tam](#)

Following Ed's article on keeping a comprehensive and complete log book spurred me on to finally get to grips with my recording of flights which I have somehow never got round to. I have always kept a log book, but it doesn't make comparing flights very easy. I eventually

settled on using a combination of the Flytec supplied Flychart software, and a spreadsheet that took me about 6 weeks to fully configure. Now when I enter flights it shows me if any parameters are records for me for that site, as well as an overall record for me. It tallies up total time at each site, in each area and each country and all the usual stuff as well and is linked up to flying reports on the website. I am only relating this because just by looking at the spreadsheet I can see that my flying this year is awash with new site records for me, in height gained, XC points accrued etc. So which would be my favourites? All of them modest really, however:

[9th April, Wether Fell](#). This flight took me to 100 hrs, and set my XC distance record (at 14.6Km!!). Although I thought it was a sign of great things to come, I never beat this distance in the rest of the season. Pleasant debrief in Green Dragon.

[14th August, Dodd Fell](#). With most of the rest of the club on Wether I got 2 scoring flights in one day. I

Remove low turns from your landing sequence

thought I had done 8 of the TPs on the grid challenge, only to find that I had the first point set at 400m radius, whereas it is 200, so I hadn't even started the challenge! Second flight was a nice climb (for me) to

2000ft ato, and a flop over the back towards Hubberholm.

[1st August, Brant Side](#). With light conditions I bombed out a couple of times, but persevered. As I walked back up from a second slope landing Pete D and Rich Meek disappeared over the back. I launched as soon as I could and got a great climb, straight up to 2400ft ato, easily a record for me. Should have followed Rich towards Dodd and beyond, but was fixated on flying to Hawes, which I did, just about. Large debrief at the Moorcock.

Next year is the year its going to happen. Bring on 2017!

[Martin Baxter](#)

Due to family commitments, my worst flying year ever! I'm embarrassed to report that I have only flown one Dales site all year. I've only maintained currency on trips that I have been forced to book (and find cover for) well in advance. I managed 10 days at Hotel California in Spain at the beginning of the year; a week in Wales in June and a couple of days at the Lakes Charity Classic. Still, I suppose that 26hrs 40 mins in total isn't as bad as it could have been.



Photo: Dean Crosby

...OK, so the weather was quite nice in Bir as well!



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

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



The Hayloft
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Martin Baxter

Reserve Repack

Sat 4 March 2017. St Mary's School, Menston .

11am—3pm

Most manufacturers recommend that you repack 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 led by Bill Morris as usual, a vastly experienced and licensed BHPA repacker. It is worth the small fee (the lowest of all local clubs) just to hear Bill speak.

David May



December 2016: Mixed Month: Drier with Frosts Mid Month

Issued: Nov 25th 2016

Forecast

A really tricky month to forecast as many of the mid latitude patterns this Autumn have been poorly handled by the numerical models. We are expecting a rather mixed start to the month with high pressure hanging on across Southern areas but still the risk of wet and windy periods as low pressure areas approach from the Northwest. High pressure is expected to build across the country for mid month bringing a colder, drier and frosty period of weather. For the end of the month we expect a return to more unsettled conditions with low pressure areas once again approaching from the Northwest. Overall there is low confidence in the forecast for this month due to ongoing uncertainty with the polar vortex and this will play a larger or smaller role in the weather across Western Europe.



December 2016 Forecast



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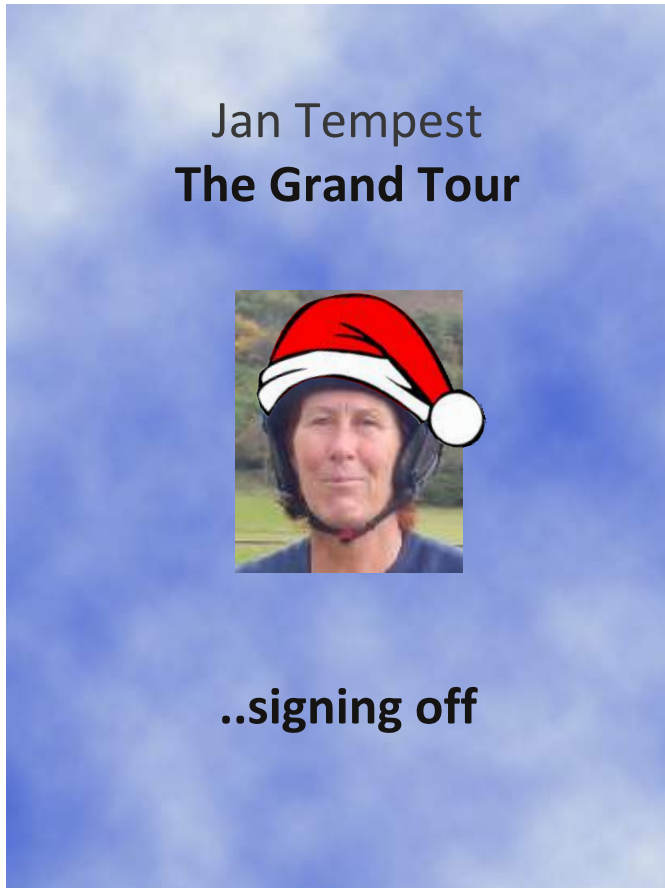
Stay in the mountain village of La Muela de Algodonales, Andalucia Spain, at the entrance to the flying sites.
Limited to small groups of 4 to 5
Included in price mountain bike guiding and bird watching days
***Based on group of 4**

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.

By the time you read this I'll be back in no doubt a wet and windy Yorkshire. It's been a mixed trip, a lot of miles travelled - not enough of them in the air. At the end of the last blog I was in Bassano, one of my favourite sites - good to fly but also has the infrastructure so getting to t/o is easy, good food and lots of places to park my camper. Unfortunately the lower Stella t/o was closed for maintenance. This put a lot of pressure on Bepe's a couple of hundred metres higher but very steep and carpeted. It's certainly not ideal for new pilots,



particularly on very light days, and Bassano gets more than its share of novice groups. The upside is that there's always someone available to help.

I only had a few days there - mostly light, but with the lift always where I wasn't!!!

The Base is proving to be a handful - partly because I'm flying in the lower 1/3rd of the weight range but I'm only now hearing tales of its instability and I can certainly bear that out. I took off into easy air and got my 8th collapse in 20 odd hours.

So - I decided it's kill or cure and brought forward my SIV course. But not before yet another accident. We were

driving to launch when a radio message came through that 2 pilots had thrown reserves and were in the trees overlooking the Dalla Mena valley. Being good samaritans and close by we went to help.

Steep cliffs about 500m above the valley floor necessitated a helicopter as the German pilot was injured. The rescue service was fantastic but after watching him being winched up I really never want to be in that position. Apparently he'd hit 5 up and made contact with the higher pilot who said he shouted at him. Umm - getting out of the way might have been a

Bassano - good food and lots of places to park my camper



Bassano. Photo Credit: Peter Weis



Idrosee

better option. His glider collapsed, pulled his reserve and the 2 tangled so he spiraled into the trees and off some rocks. Poor guy was there alone so I ended up waiting with him then having to take his stuff to Treviso hospital 40 miles away as he needed neuro surgery.

Not a great preparation for the SIV at Idrosee, baby brother of Gardasee and much quieter. I was with Eki Maute of the Achensee Schule.

It's like a cross between yoga and flying - truly great. It was pretty intense with a lot of classroom time jumping up, taking a half wrap and simulating the exercises or out on landing running round in spirals. I did grumble a bit at the 7.30 starts as it needs half an hour to get up the narrow road to the 1525m t/o. The lake is 1150m lower and 4km away so there's about 10 minutes to settle and practice Eki's favoured Hang Loose - hands off, floppy, admiring the fabulous views over Dolomites Lite (when it wasn't clagged in and we had to guess where the lake was) and singing to the birds. We had to fly before noon as the southerly wind came in very strong through the day - good for afternoon ground handling though.

As we were a mixed group ranging from our ex-para Acro man to fresh CP'ers each chose their own exercise with the emphasis on Rapid Descent techniques. I went for a B-Line stall - easy peasy but whilst others had well behaved gliders the Base chucked a front rosette at me.

Then I had to pull down to find the Stall Point but wimped out and let off too soon when the trailing edge started rippling about. Apparently it's better to concentrate on the feel of the glider rather than looking at the canopy.

Pitch Control/Dolphin - my bete noire. I'd hated the exercise in Annecy and felt seasick when I had to keep repeating it, so was dreading it, but Eki was very calm

and it was surprisingly easy. Going into a dynamic turn prior to entering the spiral yet again I got a collapse. Repeat it and now I learned a new word. "Hands to Regenbogen". As Regenbogen is a rainbow I was totally confused and hardly able to press the speak button to ask so winged it - literally! Apparently he said Rippenbogen which is ribcage as he wanted a milder version of hands to navel. I wonder if Lena and Kerim ever have any of these problems with English.

From Big Ears to Big Big Ears with speed bar in before the manoeuvre but again surprisingly easy - though

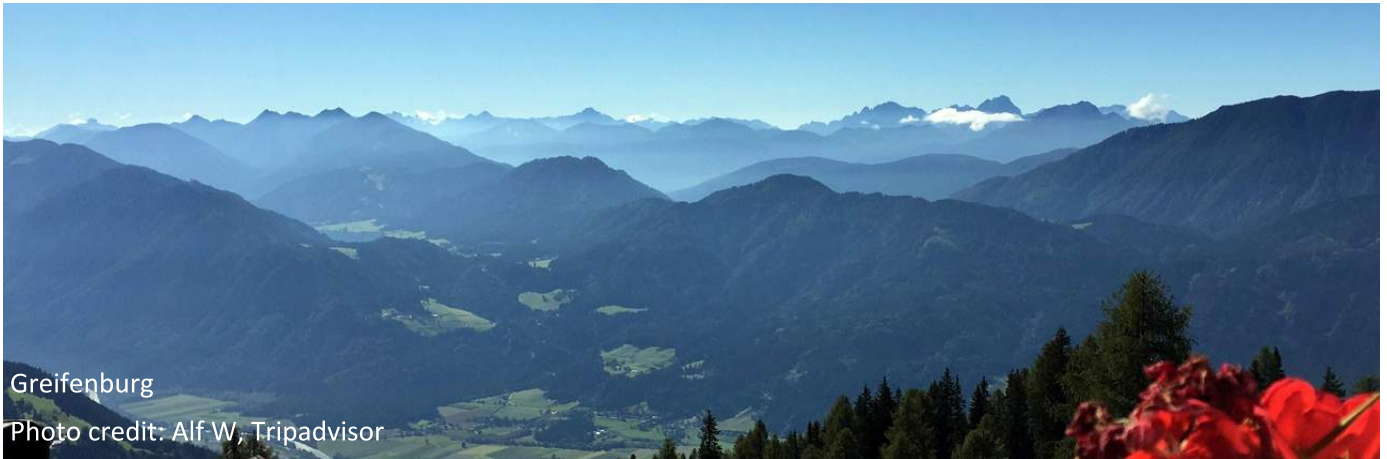
the ***%^!
glider decided for
me

some serious pumping needed and again some tucking.

I hadn't prepared a 3rd exercise as we were due weather and thought we'd be lucky to get just 2 flights. So the ***%^! glider decided for me. Nicely in the air, calm but a strongish head wind so on full bar. In the space of about 3 minutes I had 3 side collapses and 2 fairly large front tucks. All came straight out - maybe alone or maybe with my hands up. So fast it's hard to say.

The threatened weather waited till 6.00a.m next day thus scuppering our last flights. Big shame as we were all set to throw our reserves and get wet

So - unfortunately there's one Base now for sale. There's a lot I like about the glider - it's light, easy to t/o and handle but all these incidents have happened in



Greifenburg

Photo credit: Alf W, Tripadvisor

calm, easy conditions and I feel I can't trust him. What would happen in rough air? Back to Ziggy till I find the one for me.

There are lots of good SIV instructors about and everyone will have a favourite but I was very impressed with everything about this set up. The whole team are enthusiastic and caring. For preparation they sent me a 100 page Work Book detailing all the possible exercises and have a YouTube page. They understand that some guys have big testosterone and others are scared. I had the chance to go with Toby Colombe to Oludeniz and was almost tempted but not keen on flying to a Turkish resort where I can get English beer and chips when I could drive to and wild camp beside a beautiful lake and eat Italian food.

I will come to them again with the next glider. Of course - the drawback for most Dales Club members is that instruction is in German.

Thoughts on the trip - overall enjoyable but not as much flying as I'd hoped. I certainly don't feel I've progressed beyond where I got to in Algo in spring where I did my first proper xc.

There's been a lot of bad weather all over Europe. Greifenburg was a lot of fun and good flying. Gemona was a non starter - both the British Open and PWC got only 2 tasks in. I wasn't there as I flew home for 2 weeks, and thus missed Festival at Koessen where I would quite probably have chosen a different glider. Then across Italy and was twice on t/o when storms

broke out!!

Gin Wide Open at St Jean de Montclar followed by the Nordic Open at the same venue. Great. Good weather, ski lift to t/o, lovely organisers and competitors, business went well. Some bouncy stuff and an awful lot of trees but enjoyed the flying. A lot of collapses, reserves and helicopters though.

Chabre Open at Laragne. Good business but a tragic start when a Swiss pilot was killed on Day 1. New glider arrived and first couple of flights were fine.

Then the 1400 mile trek to Krushevo in Macedonia. Hoped to do a thermal course in Bassano but it was cancelled and more storms made it not worth hanging around.

Decent business with the Euro and World Hangies - they have the edge on best parties. Going round in circles with Igor Todevski and learning a lot. The glider behaved itself then!! A week's guiding with Toby Colombe and his group. One of the worst flights ever when I took off into thermic air, a collapse then kicked about the sky by the Jolly Green Giant. I later met a local who'd had 13m/sec from the site. Russian girl flew into concrete pole and got draped around high tension lines. Landed on the goal line for Balkan Open, cheered on by Slovenians who thought I'd flown the whole course!! Euro PGs not fantastic business as their days are very long and then they just want to eat and sleep and it was cold and dark by 8p.m. Met lots of great people, someone else did the meteo (hooray), loved watching and helping the Enzos on t/o.

Back to Slovenia for the Dhv Challenge again with the WW2 plane flying below me. Italy turned out very disappointing. Weather and various forms of non co-operation.

So - back to the UK for a few months and already planning my escape.

JT

..hangies have
the edge on best
parties



David May Safety - Mind the boxes

As a follow on to the article about collision avoidance on the ridge we have the related concept of getting 'boxed in'. This is when we find ourselves in a situation with limited (or no) safe courses of action - we are effectively boxed in. The phrase is beautifully descriptive: imagine flying into a box floating in mid air where you must not touch any of the sides - the only options are to fly through the box and out the other end or, if it is big enough, to turn around and fly out the way you came. No doubt flying into floating boxes is something most of us would try to avoid. At the very least, if you did decide to fly into a floating box you would have a good look beforehand to make sure there is a way out again.

But, as with a lot of things in our sport, the box is invisible. And yet we fly in and out of boxes all the time. For example, any time you pass between the hill and an oncoming pilot you fly through an invisible box - the hill on one hand and the track of the pilot on the other hand effectively form 2 sides of an open ended box. The width of this box will be the space between the hill and the other pilot. The length may be longer than you think - two gliders flying towards each other starting 100m apart will take roughly 5 seconds to meet in the middle (this assumes a trim speed of 36km/h or 10m/s). 5 seconds is not such a long time and probably once in this zone you will not want to (or have the option to) turn out in front of the oncoming pilot - so the box could well be 100m long!!!

Of course we pass each other on the hill all the time without issue. We can clearly see a way out. But should our exit become blocked for some reason after we have committed ourselves then things can get difficult very quickly. For example if the point we pass is next to a launch site and another glider launches in front, effectively closing the end of the box we hoped to fly out of. Suddenly there may be nowhere to go ... at least nowhere pleasant. And it's not just situations where the box may be closed that we have to look out for. The very nature of flying through a box means you are constrained to fly a particular line which may well take

you through an area of the hill you would not normally want to fly in, passing too closely in front of a gully known for venturi for example or off the end of the ridge etc. This can easily happen when taking the inside track and there is more than one oncoming glider, one after the other. The box can be quite long in this case.

There are 2 other scenarios I'd like to mention where we may find ourselves boxed in without expecting it. The first is when following too closely behind another glider. Should the glider in front decide to turn round we may not have the option to turn out in front of them but instead will be forced to maintain our line and only be able to turn once the other glider has passed going the other way. Depending on what is in front of us this may or may not be an issue. The point is that by following so closely we have unnecessarily limited our options in the event the other glider turns.

The second scenario is when ridge soaring and another glider is following the same line and direction but to our outside. We can find ourselves boxed in by this glider - it does not need to be next to us, it can be a little in front or a little behind but the effect is the same: the separation between the gliders is such that we cannot safely turn out from the hill should we wish to. If this status quo remains then the box can be very long indeed - the full length of the ridge possibly. It's in your best interests not to allow this situation to continue too long - after all you are the one in the box. If you are in front you could try edging out a little from the hill or speeding up. If you are behind then you could try slowing down a little - put enough distance between the 2 gliders and the box goes away.

So there you have it, a short discussion on the term 'boxed in'. The moral of the story is avoid flying into boxes but if you do, make sure you have an acceptable way out before you go in and keep the box as short as possible.

DM



Trevor Birkbeck

Brilliant trip to the Classic TT and Manx Grand Prix

Decades ago, I regularly went to the IOM for the TT week in June. Always exciting, it lost its international race venue status as bikes got massively faster and the race course just didn't meet modern safety standards. Still popular with both racers and race viewers, it was always a bit manic, especially on "Mad Sunday" when the mountain section is made one way with no speed limits.

Now that I'm a bit older and a much calmer rider (don't snigger) I was keen to go to the Manx Grand Prix which used to be a qualifying series for entry into the TT. These days, this has been enhanced by the addition of the

Classic TT where top riders such as John McGuinness, the Dunlops, Bruce Anstey, Guy Martin, etc race fast bikes (not quite up to MotoGP standards) at average lap speeds of up to 134 mph. Think about it – lamp

posts going past at close to 200 mph!

My good friend Noel Whittall has 2 sons and Rob, the younger one, is on another planet compared to normal mortals, as far as activity skills are concerned. He took up hang gliding when he was 16, after a year joined the National League, competing against the best in the country. In his first year he came 12th, the second year he won the League and in his 3rd year he became World Champion. Two years later he was World Paragliding Champion! Working for Ozone, Rob now lives in New Zealand designing paragliders and kite surfers. Always

been for a challenge, Rob took up motorcycle racing in NZ and, unsurprisingly, aimed to test his skills in the Isle of Man, ultimately in the TT.

So, Noel went to the Manx in support of his son last year and again this year – Rob's aim was to get a fast enough lap time to permit entry into the TT next year. I couldn't miss the opportunity to view Rob's efforts, alongside Noel, and so booked a trip to go with Kate, my trusty partner. However, as the sale of our house was ongoing at the same period, Kate felt her time would be better utilised by packing our myriad belongings. That's what I like to hear! I was therefore forced to leave her to it, and

go with my mate, Steve Mann, but just on one bike. Although I was keen to go on a classic, life didn't play ball so we went on my Honda Hornet. Weather can be an issue on the Island but this year was good, just raining on the way over and one day before we returned, at the Classic Trial. Brilliant...and we



Noel's Triumph Model H on which he competed in the VMCC events

were in a good hotel on Douglas sea front, near all the nosh joints. What could be better! The great thing about the IOM during race week is that there is something (motorcycle related) to do every day of the week, even when the racing isn't happening – VMCC events, Jurby race meet (on the old airfield), trials, trail riding, amazing bike and car museums, Ramsey sprint – and all activities throughout the whole week carried out in a most good natured manner.

So, how did Rob do? He was racing in 2 classes (1) Supertwin class on a Suzuki SV 650 and (2) A faster class



Rob on the GXSR 600 at the Gooseneck in the Manx Senior

on a Suzuki GSXR 600...all race tuned by a British outfit (although they were Rob's property). His times were improving as he learned his way round the Island – he was slightly hampered by being new to the IOM and not given an early start position and subsequently being held up by slower riders. His times steadily improved throughout the week, culminating in his best flying lap time in the Manx Senior race of 113.8 mph. Quite amazing, Rob's riding was looking very polished – and he's hoping that his performance will get him an entry into the TT next June.



The event at Jurby airfield was a stunning day out. The race event had lots of top riders like John McGuinness, Bruce Anstey, etc on classic bikes as well as less current

stars like Mick Grant, Graeme Crosby tearing round the circuit—although unless you could get to the front of the crowds, the viewing was a bit limited with the circuit being totally flat (and me being a bit of a short ass). Lots of other notables being there such as Steve Parrish (talking about bikes on a stand), Henry Cole et al. I'm sure there were many more there as Jurby was the place

to be on that day. Lots of amazing bikes on display that were not bombing round the track, like this creation "the Flying Milliard". Built using two cylinders from a Pratt and Whitney engine by Allen Milliard, this is

an amazing construction. It attracted a lot of attention and, later, went round the circuit with Steve Plater on the back. At 5.3 litres, it is very uneconomical at low



single figure mpg.

You should see some of his other creations, not here, I just viewed them on the internet—the Millyard Dodge Viper V10 (eight litres, this has done 200 mph at Elvington), Kawasaki V8 1600cc and a V12 2300cc, a 50cc Honda SS100 which reached 100 mph, also at Elvington, just to mention a few. All rideable, of course.

Jurby also has a most impressive new museum which is huge. Quite a lot of the vehicles (about two thirds) in it are owned by the builder of the museum, a local construction chap. There is so much great gear to see, that you need to leave several hours to go round it all. Here is a pic of an immaculate Jaguar SS100 parked outside—the next time we visited there was a pair of matching McLaren cars outside with consecutive reg numbers! How the other half live.

Back at the Gooseneck, our favourite viewing point, there were always nice bikes to see like this Egli Vincent.

I chatted for quite a while to the French owner who had come over to marshal—in fact, he did this every year.

Another day, we were at the Ramsey sprint, always a good watch. This was a run-what-you-brung event where you could have a go on tiddlers, modern



fast bike or custom built monsters. Eventually, as the day wore on, this event got rained on so they stopped the riding as got a bit slippery.

Our last 2 days we went to the Classic trial, the first day down at the South Barrule area was very wet but obviously that didn't stop a trial.

Great to see star riders doing their bit, like James Witham, always happy to chat to viewers. We got seriously wet that day and wondered what we going to do about drying our gear out—we shouldn't have worried. William Wan, the Chinese proprietor of the Sugarlands Hotel on Douglas prom (he's been running this hotel for 30 years) took all our gear and hung it in there drying room. Nothing was too much trouble at this excellent medium priced hotel and the breakfast was to die for! Planning to go back to the Manx with Kate and would hope to stay at this place again. On the Sunday, our last day on the island, the trial had moved to Laxey and the sun was out. We watched a couple of sections and then went for lunch where we were able to watch MotoGP.

Everywhere we went, folk were so friendly. Definitely planning to return with Kate next year!

TB

Thank God I got that Airware, I could see Tony Fillingham coming from 10k away



This winter take the opportunity to set yourself up for better, less stressed flying.

Following Phil Colbert's AirWhere (air-ware.co.uk) demo at October's club night the Dales club is fully behind getting the system adopted both for flying safety, easy viewing of airspace and awareness of what other pilots are doing around you.... including, most importantly, if they're in lift! The club is also investigating ways of deploying ground stations so that we can show live tracking of flights and which hills are working.

We recognise that the build side is a bit of a barrier though. You might not have the tools or you might feel doubtful about putting components together or what exactly you need to buy. We want to take the stress away with one or several build nights. Phil and I will be on hand to guide you, bring spare tools and do the fiddly bits. Even better, all you need to turn up with is a

working Kobo ereader (Touch or Mini). We will source the radio and computer units, wires, GPS etc. You just pay the balance on the night and walk away with a working flight computer with all UK airspace and collision awareness for

about £60. The Kobos tend to be around the £30 mark on eBay and the AirWhere components will cost around the £30 mark. Bargain.

If you're at all unsure about whether you want to go for a one of these gizmos then we have some available to

lend out. Just contact pete@logans.me.uk. And there's a build support Facetube group at

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

Similar efforts are going on in the surrounding clubs and eventually we'll expand so that Air-Ware live tracking will be available in most flying club areas.

Your only choice is whether you want a hardwired Air-Ware unit or a WiFi version. Phil and I recommend the hardwired which is based on the Kobo Touch, it's more rugged and reliable with a larger screen and much longer battery life. You might want to use the WiFi version if you already have a hacked Kobo that has a GPS unit on it.

Send your name and choice of hardwired or WiFi version to pete@logans.me.uk. The first build night will be coordinated with Rosie but should be in January. Then sit back, all you have to do is bid on an ereader which is

probably going to be even cheaper after Christmas.

BTW if you want to host a base station on your house so that airborne pilots can be seen on the web with live tracking then please contact Pete Logan who will go

through the details, fit and maintenance. Hosting a base station boils down to a tiny amount of electricity and broadband being used plus an antenna on your roof. You'll feel the warm glow of contributing to pilot safety and awareness.

PL

(Note the system is being renamed "AirWhere")





The Dales

Hang Gliding and Paragliding Club

Farmers' Dinner

Saturday 4th of March 2017



The Devonshire Arms, Cracoe (01756 730237)

www.devonshirecracoe.co.uk

Dress code smart casual, 7:30 for 8pm

Following the success of the last few years we are again at The Devonshire Arms in Cracoe. As usual we'll meet in the bar for drinks from 7.30pm where there will be a free tab for the farmers. At 8pm we'll move through to the dining room to tuck into a scrumptious 3 course meal. During coffee the Chairman will thank the farmers for their continued hospitality, followed by presentation of flying awards and then we'll launch straight into the raffle. Oh and there may be the odd balloon/helicopter as well...

We plan to run the minibus service for the farmers around Hawes again - if there is sufficient interest. We may even be able to squeeze a few members on board. The function room only seats 50 and so everyone will be strictly limited to 2 tickets.

The Devonshire Arms has limited accommodation so if you want a room there, book early (mention the club when booking and the staff will give you a discount on the advertised prices). There are also a number of B&Bs within a short distance if that is more your style. You could even consider camping...

The club will be paying for the farmers and their guests. The cost for members will be around £25.00 each. Menus and booking form in next month's mag



Club Nights take place on the first Thursday of the month (with the exception of January, when we give your liver a rest, and it's on the second Thursday). These nights are great for meeting up with the rest of the club, getting to know your fellow pilots a bit better (while they are not wearing their helmets), 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.

The venue is the Horse and Farrier, Otley. 7.30 for 8pm.

Next meeting: December 1st 7.30 for 8pm.

DHPC AGM

Free Beer

Details elsewhere in the newsletter



7 Bridge Street
Otley LS21 1BQ
Telephone : 01943 468400

Future Club Nights: Jan 12th - Video Competition, Aerofix Drop off - details elsewhere.

Feb 2nd Aerofix talk (TBC), March 2nd Ruth Churchill Dower (TBC), April TBC. Farmers' Dinner: March 4th

DIARY DATES 2017

Date	Event	Website
Jan	LCC registration	www.cumbriasoaringclub.co.uk
Jan 17 - 28	Paragliding World Cup Superfinal, Brazil. GV	http://pwca.org/view/tour
Feb 19	Registration for Ozone Chabre Open Opens!	www.flylaragne.com
Feb 27	BHPA AGM	Nottingham
May 5 - 14	World Paagliding Accuracy Champs, Albania	www.fai.org/civl-events
Jun 2 - 3	Buttermere Bash, Cumbria	Faceache
Jul 1 - 15	World Paragliding Champs, Pedavena, Italy	www.fai.org/civl-events
Jul 15 - 16	Lakes Charity Classic, Grasmere	www.cumbriasoaringclub.co.uk
Aug 6 - 12	Gin Wide Open, Macedonia	www.flywideopen.org
Aug 6 - 19	Womens World Hang Gliding Champs, Brazil	www.fai.org/civl-events
Aug 6 - 19	World Hang Gliding Champs, Brazil	www.fai.org/civl-events
Sept 22 - Oct 5th	Icarus Trophy, USA	www.icarustrophy.com



Pete Darwood Competitions - New Paragliding World Record



Keen to get going even before his new role has formally started, Pete reports on a new world record

For those with your head in the sand, well not on the paragliding forums anyway, it may come as a surprise that various paragliding records have been broken recently. You may be forgiven however as sadly on this occasion the Dales did not figure in the record books.

It is in Quixada (Brazil), once again, that pilots have been taking advantage of the long thermic days with near constant trade winds to knock off the hundreds of kilometres.

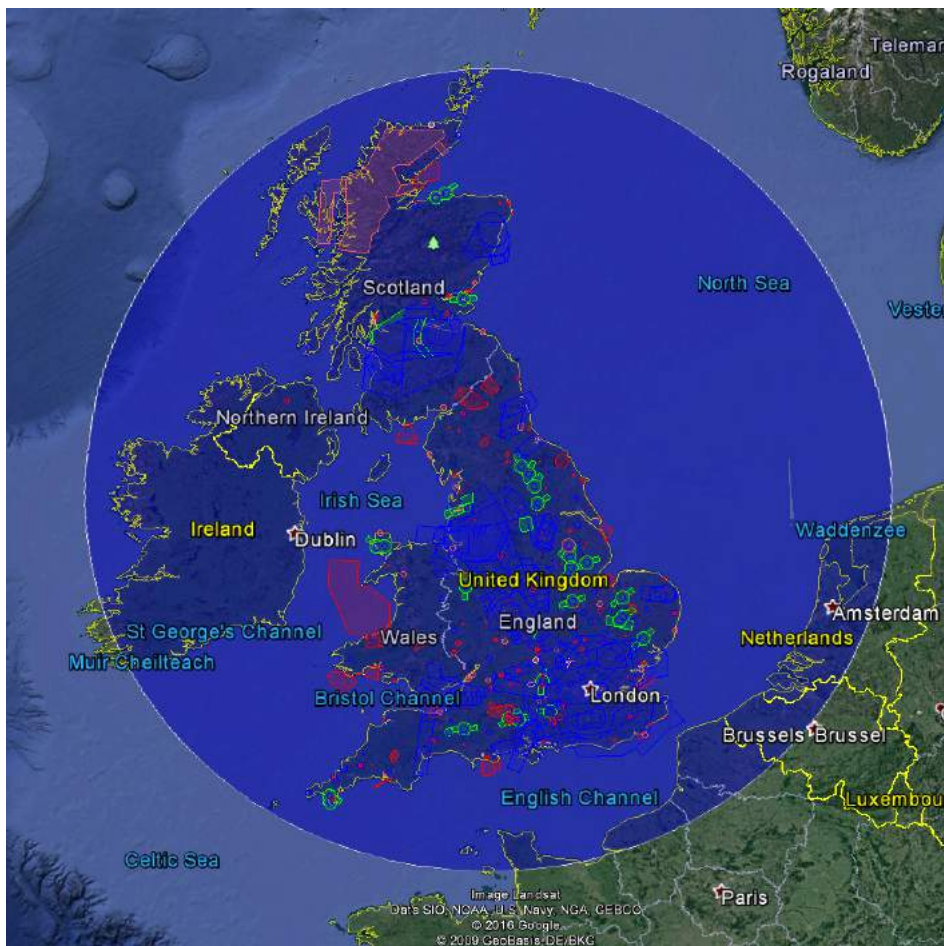
Notable achievements this year include over 400km on the new, much talked about, EN-B apparition from Nova with 428km open distance flown on the 1st November. However, just to prove that this was not just an illusion, it was repeated on two other new EN-Bs; 440km open distance on the Air Cross U-Cruize on the same day and

403km open distance on the Skywalk Chili4 two days later. It looks like those who are moving up in the B category next season will be spoilt for choice!

However, the real top honours go to Rafael Saladini, Donizete Lemos and Samuel Nascimento, who on the 13th October, pulled out a stunning 11 hour plus flight from Araruna/Tacima (Brazil) to eclipse the previous open distance record by more than 50km. Just to put this into perspective, 564km is more than 1.5 times the *distance* of the total (over six flights!) of this year's Dales XCleague winner, and more than four times the distance of the longest Dales flight this year. Congratulations to the Brazilians and to the rest of us it looks like we need to up our games!

PD

You COULD break the new record flying from the Dales and landing in the British Isles. Dingle or Ronaldsay would do it, from Dodd Fell. Downwind from Dodd for 564km (350 miles in old money) would get you to Antwerp. Tam



Competitions

XC League info as at 24.11.16

Dales Paragliding XC League

<http://www.xcleague.com>

XC League uk cross-country flying

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User: Guest

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

Dales PG League 2016 All Flights

Dales Paragliding League



Lightweight

112 flights 3,295.0 points 24 pilots

League Show Year Scoring

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	192.0	48.9	40.0	30.7	26.4	24.7	21.3
5 Jake Herbert	Dales	Nova Mentor 4	164.6	125.6	22.1	16.9			
6 Kevin McLoughlin	Dales	Nova Factor	144.6	35.6	34.7	22.6	20.7	15.9	15.1
7 Geoff Crossley	Cumbria	Advance Omega XAlps	141.5	86.3	21.6	19.8	13.8		
8 Richard Meek	Dales	Nova Mentor 2	139.1	39.6	24.2	23.2	18.0	17.4	16.7
9 Rosie Darwood	Dales	Nova Ion 4	137.3	52.0	23.6	23.2	15.1	12.1	11.3
10 Dean Crosby	Dales	Nova Triton 2	129.3	129.3					
11 Chris Fountain	Dales	Skywalk Cayenne5	101.5	52.4	24.8	24.3			
12 Simon Tomlinson	Dales	Advance Sigma 9	83.5	15.7	14.5	14.1	13.6	13.0	12.6
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 Gary Senior	Dales	Gin Atlas	68.3	17.1	15.8	12.1	11.7	11.6	
17 Peter Balmforth	Dales	Axis Vega 2	62.3	21.4	20.6	10.8	9.5		
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>

League									
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		730.32 907.69 (10)
2	Birkbeck Trevor	U2 Dales	103.04	13.26					116.3 (2)
3	Lumb Andy	Atos VR Dales	31.1	21.37	20.45	15.89	13.28		102.09 114.71 (8)
4	Hetherington Andy	Atos VR Dales	32.15						32.15 (1)

EYE CANDY FOR CLOUD LOVERS



"Morning Glory" - Appelscha, Netherlands. Photo credit: Robert de Vries, via Severe Weather Europe

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Cowling and Sutton

Great Wherside

Southern Sites

Hawswick

Ilkley Moor

Kettlewell

Kilnsey

Windbank

Have a safe
and happy
Christmas



From your
Committee

<https://youtu.be/EIDqhlPubxo>

