



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

# Skywords

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

Issue:116 January 2017

'appy New Year, 'appen

## THE DALES



We're all off to the Club  
Night Film Comp on 12 Jan

Don't just follow us  
like sheep though

No, mek up your own  
bloody mind to go

..and Jack Pimblett's  
coming to show his  
film too!

# HANG GLIDING & PARAGLIDING CLUB

## Inside this month

### Regular Features

**Chairman's Chat** A new committee

**Club News** AGM / Christmas Comp / New members

**Weather Prospects** for January

**My First Log Book** Toby Briggs

**Safety** - News Year's Resolutions

Repack details - please book early

**Cloud Eye Candy** Chamonix Sunset

### Special Features

**Christmas Comp** The answers, and our winner

**Policeman's Crag, Clough Head** Mystery Solved

**Rich Meek, 4 Go Mad** an St Andre

**Library News** New additions

**The Past: Skywords Archive** - For those bored with just parachuting

**The Future** - Proposed Logo for Club T Shirt

**Farmers' Dinner** - Announcement (sort of)



Martin Baxter

## Chairman's Chat - January 2017

Twenty five members claimed their free beer at the AGM last month. The membership secretary told us that the club has 175 members so this is chat addressed to the 150 members (and any non-members) that couldn't make it.

I'm extremely grateful to the outgoing committee. They all reported what they had been up to over the last 12 months. Jan got the prize for the shortest (best?) report and Rosie the prize for the most entertaining one. Surprisingly the Chairman didn't get the prize for talking the most parabollocks.

Neil reckons that membership is slightly down. That is likely to be due to a reduced output from the schools: something we need to keep an eye on. But finances remain in pretty good shape (I don't intend to go into the detail here since Skywords is published on t'interweb). It was unanimously agreed that there would be no change to subscriptions. If things go according to plan we won't need to increase subscriptions for another 3 years.

I outlined my cunning plan for the new committee back in November and I'm relieved to report that nobody lost their nerve. You can see them all in glorious technicolour on the website and elsewhere in this publication.

By the time you read this the sites officers will have delivered Christmas drinks to the farmers. We've had a slight hiccup with the Farmers' Dinner. It's still on Sat 4 Mar at The Devonshire Arms in Cracoe. But the pub has changed hands since we made the booking and the new team hasn't been able to come up with a suitable menu yet. However Helen is all over the problem and with her taking a lead (rather than myself and Trev – quantity over quality!) I rather suspect that we are in for a treat.

So the club has a committee, a sound financial footing, and the goodwill of the farmers. What could possibly go wrong?

Have a great 2017 everyone.

Fly safely,

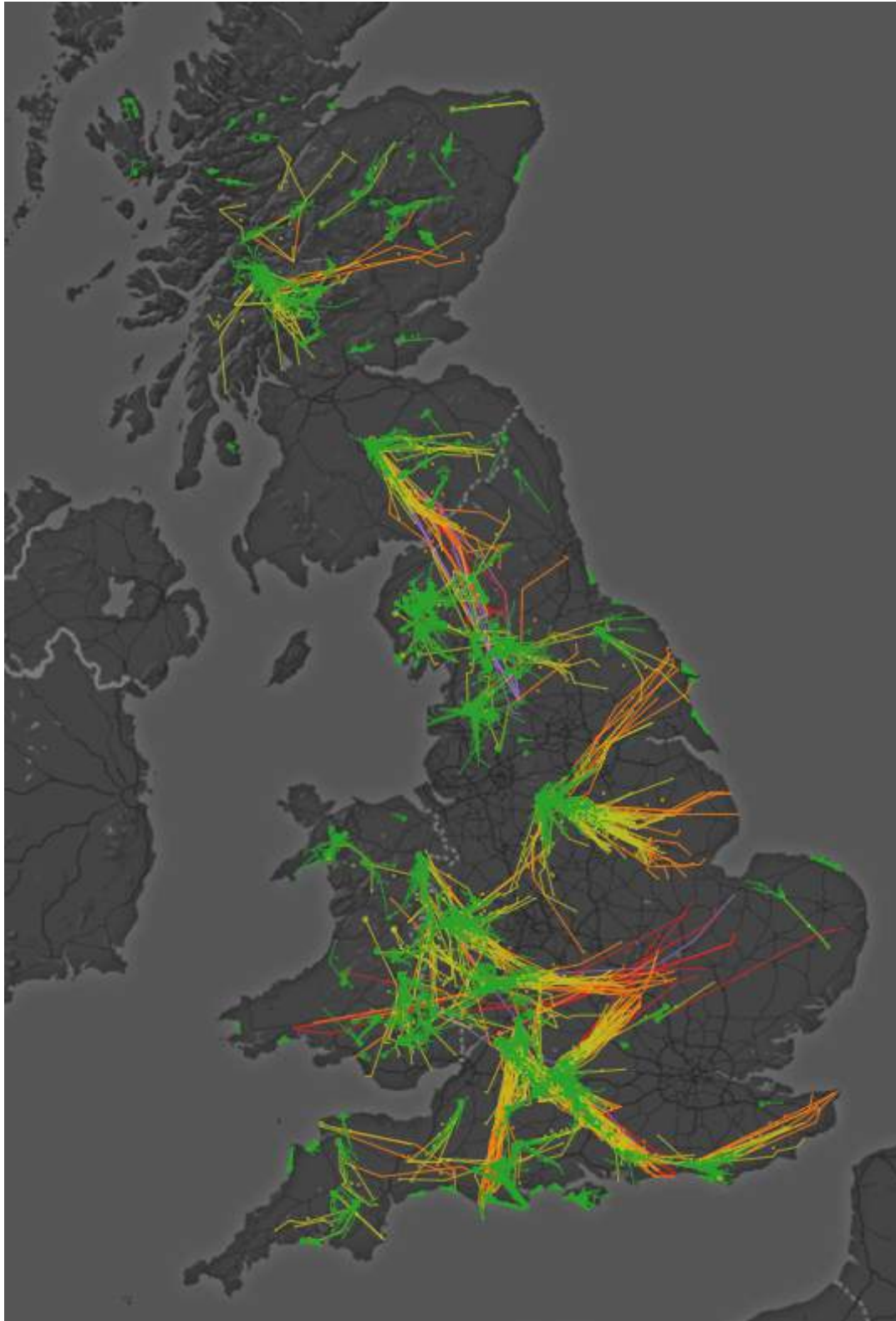
Martin Baxter  
Chairman

### **New Members**

Welcome to the club, as someone once said. We welcome new members; Martin and Tom O'Hearne. May your flying with us be safe and everything you hope for.



Find your flights / compare your flights to others with your wing / compare to others from the same hill, etc etc - a great web site



[www.hilltop-analytics.com/pg-xc-flight-browser/](http://www.hilltop-analytics.com/pg-xc-flight-browser/)



### Christmas Comp

A much better postbag of entries this year, thanks for taking part. The lucky winner's name was pulled from a champagne bucket full of entries on Xmas morning. Step forward our lucky winner Pete Logan. Free subs for 2017, congratulations. At least the rest of know that Pete has some spare cash , so can buy us all a beer to help him celebrate!

### 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. Let me know if there are any dates you think should be in the list. Tam

### International News

## NORTH-WEST Evening Mail

### Hovercraft dispatched after reports of a crashed paraglider in Ulverston

11 December 2016 6:33PM

A FURNESS Coastguard rescue team were called out this afternoon amid concerns that a paraglider had crashed near the shores of Ulverston.

A hovercraft from Ulverston Inshore Rescue also attended at 2:59pm after reports of a crash in Canal Foot, Ulverston.

A thorough search of the area was conducted which revealed that it was actually a blow-up Santa which had been mistaken for a kite.

There have been no less than eight entries for the inaugural DHPC film competition, with some really fantastic footage. A lot of time and talent has clearly been spent on this. No spoilers here...come along on 12th January, meet the people behind the camera and vote for your favourite film. The winner will get a brand new flying jacket. Runner up prize: DHPC subs for 2017. After the comp Jack Pimblett's "tumbles'n'shit" will be shown.



## David May Safety - New Year's Resolutions

With the New Year just begun we're all beginning to look forward to the 2017 flying season. Now's the time for New Year resolutions so why not add one or two that will help keep us safer. Below are a few suggestions:

### **1. Repack your reserve.**

Your reserve is there as your 'last hope' if things should go terribly wrong in the air. Most of us will never need to use it but, if you do, you will want it to work without fail. Repacking your reserve regularly is an important part of ensuring this will happen.

The DHPC annual repack will be on March 4 at St. Mary's School in Menston. Details are on the website (<http://www.dhpc.org.uk/news/duplicate-of-reserve-repack-mar-4-2017>). Further details also in this edition of Skywords.

DHPC Repack 2016



### **2. Have your wing professionally serviced**

Like everything else in this world, as our wings get older they begin to deteriorate - the canopy becomes more porous, lines lose strength and can shrink/stretch. The end result is your wing no longer flies as well as it did when it was nice and shiny and new. In particular, changes in the length of the lines due to shrinkage/stretching can result in your wing no longer being trimmed as designed and in extreme cases this can be quite dangerous.

To facilitate this the DHPC has organised transport for your equipment to/from Aerofix ([www.aerofix.co.uk](http://www.aerofix.co.uk)) to save you shipping costs. You will still have to pay for the service. For more details please see our website, or this edition of Skywords - you'll have to be quick though, kit needs to be booked in and then dropped off at the Jan Club night on Jan 12

### **3. Ground handle some more**

Chances are the time you spend ground handling will have steadily decreased over the years. I doubt I spent even 1 hour ground handling last year and it's something I'd like to change for 2017. Learning to control your wing on the ground is fundamental to your safety. Most obviously it will give you the confidence and control you need to launch safely. But you will also learn how to collapse your wing when you land without the



risk of being dragged. It gives you a better feel for conditions and when it's not a good time to launch. You learn about the feedback from your wing and what it's actually telling you. There are some excellent videos on the web of exercises you can do, check via the coaching section of club website (not just the first page!).

#### 4. Why not go on a SIV course

SIV stands for 'Simulation d'Incident en Vol' and roughly translated means simulating unstable situations in flight. In short, you deliberately put yourself into difficulty and, under instruction, learn how to get out again. A well run SIV will allow you to experience situations such as large collapses, spins and stalls under the best possible conditions and perhaps more significantly, you will learn to recognise when you are close to the spin point or stall point. There are differing opinions on whether a SIV course should be a fundamental step in a pilots' development but personally I have been on two, I've learned from each of them and will go on another ... perhaps even this year.



Kerim  
Annecy SIV

#### 5. What about becoming a Club Coach

I've found coaching others also helps improve my own understanding as it has forced me to think about many areas I have taken for granted. As we gain more proficiency it's natural for the fundamentals to sink back into our subconscious - muscle memory is a term you may hear used - and we no longer have to consciously think about them. However, there is a risk with this where we may pick up bad habits, or become complacent ... perhaps without even being aware of it. When coaching others, you are forced to think about it all again - a bit like standing in front of a mirror and taking a good hard look at yourself. How you doing ...

Again, more details on the website, and Chief Coach Ed's contacts elsewhere in the magazine.

So, take your pick ... or  
why not pick 'em all.

A safe and happy 2017  
flying season to you all

# Clough Head

## Mystery of Lake District's Policeman Crag Solved



Photo Credit: Bob Smith / Grough

Detective work by a member of Cumbria police's staff has uncovered the story behind a Lakeland landmark's name.

Keen local historian Raymond Greenhow, who works for Cumbria Constabulary, was determined to get to the bottom of how Policeman Crag came by its name.

The cliff, whose name is not marked on Ordnance Survey walkers' maps, lies near the top of Fisher's Wife's Rake on Wanthwaite Crag, overlooking St John's in the Vale on Clough Head's western flanks.

Mr Greenhow, an alarms manager with the force, began researching the tale of Policeman Crag after seeing a reference to the death of a policeman on Clough Head. Local people knew of the crag name reference but no-one seemed to know to whom, when and how this referred.

He identified the crag's name to be a reference to PC James Armstrong who died on 30 September 1847.

Mr Greenhow's research of public records and papers led him to the report of an inquest held at the Royal Hotel in Keswick on Monday 4 October 1847.

Constable James Armstrong's body was laid out before the coroner's court following its discovery at the foot of Wanthwaite Crag, near Threlkeld. The court heard that on Wednesday 29 September, PC Armstrong set out to travel from Keswick to Pooley Bridge on foot to execute a warrant of a non-payment of a fine.

Following the payment PC Armstrong made his way back

to Keswick. On his travel back he became lost and, instead of keeping to the road, his disorientated route took him high up Wanthwaite Crag. On trying to get lower he fell more than 300ft, leaving a trail of blood which resulted in his eye being knocked completely out, his right leg and arm being broken, nearly all his ribs fractured and his neck broken.

PC Armstrong, 40, of the Derwent Division, left behind a widow and three children. The inquest's verdict was one of accidental death and the evidence suggested the officer in darkness had lost his way, venturing high on the fell before trying to retrace his steps, resulting in the fatal fall.

Raymond Greenhow said: "This is an interesting but sad tale of an officer who died in the execution of his duty which was a non-payment of a fine warrant.

"The incident has lived on in the memory of the local people of Wanthwaite and Threlkeld. With the specific crag now referred to as Policeman Crag in memory of a pillar and protector of the community.

"His death shows the demands on a police officer back then, with the execution of a warrant taking days to complete in what would have been difficult weather conditions."

James Armstrong has now been included on a roll of honour of police officers who have died in the line of duty.

*Originally published: [Grough.co.uk](http://Grough.co.uk). 20 Dec 2016  
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# Club Coaches

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

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

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

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

Ed Cleasby

DHPC Chief Coach/Senior Coach

January 2016

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

There are more details of coaching within the Club on the web site. Coaching days are announced in the shout box and on the home page.



**Dales Hang Gliding & Paragliding Club**  
[www.dhpc.org.uk](http://www.dhpc.org.uk)  
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# Xmas Comp! Santa Claus

Win your club  
subscription for  
next year here!

1.



.....October, Page 19

2.

**flying monk**

.....May, Page 11

3.



.....January, Page 16

Good  
Luck!

4.



.....March, Page 10

5.



.....April, Page 17

6.



.....July, Page 1

Send completed sheet to :  
[markandpat@sky.com](mailto:markandpat@sky.com)

7.



.....September, Page 14

8.



.....June, Page 18

Or simply send email with number  
answers to : [markandpat@sky.com](mailto:markandpat@sky.com)

9.



.....February, Page 6

So, our winner is:  
**Pete Logan**

Drawn from all correct  
entries whilst the  
Morrison family were  
entertaining, but still  
upright at mid day, Dec  
25th.

Congratulations Pete,  
and thanks to all who  
took part

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.



## Toby Briggs

### My First Log Book

My first blue plastic covered BHPA logbook records my time on my first wing.

The first entry is my first flight after leaving school with Dean at Active Edge. It was at Wether Fell on 6th Nov 2010, there was light wave and although my max height gain was only 642ft, I can remember flying around looking for sink and noted that the only area not going up was behind takeoff. The flight of 1hr 2mins was my first tick on my path to becoming pilot rated although my only thoughts at the time were my cold hands and getting down.

I got my Pilot tasks signed off on a Coaching Day on Wether Fell on 3rd July 2011 (trainees please take note, I turned up with half a dozen streamers on small canes to mark out a 10m radius top landing area, no body was going to tell me I was landing outside some undetermined area) I obtained my Pilot Rating on 19th July 2011.

I progressively increased my p.b.'s for height gain, duration and distance with my best height gain of 6556ft, for this Logbook, occurring on the 25th Feb 2013 at Panchgani in the Western Ghats of India. Like most days at that time of year in Panchgani it was a "blue day" and I can remember punching up through the haze of multiple inversion layers to pop out on top to the deepest clear blue air with the haze line disappearing below to the horizon.

The longest duration and distance occurred on the same flight later that year in Bir in the foothills of the Himalayas in Northern India on 25th Oct 2013. It took me 5hrs 25 min to fly 105km on the first good day after the monsoon on my first trip to Bir. The previous two weeks cloud base had been below the tops of the front ridge of the Dhauadhars and because I didn't know any different I had pushed out on the milk run to Dharamshala and back for a 85km flight under low cloud fighting my way up from low on each spur after the long transissions in 5hrs 22mins. This day cloud base had risen and I had managed to climb onto the back wall for the first time and was looking down on the spurs which I hadn't even seen the tops of until then. Cloud base dropped forcing me off the back wall and onto the front spurs but remained high enough to make transissions less of a task, I clocked up the 85km milk run and headed down the ridge in the opposite direction towards Joginder Nagar Train Station and 360 Camp far enough to get my 100km on return.

My last flight was logged on the 18th Nov 2013, my new wing was waiting for me on return from my Bir trip and so began my second logbook.

I also record my annual hours.

2010	6hrs
2011	85hrs
2012	92 hrs
2013	149hrs
Total for Mentor 2	332hrs 15 min

#### Studying for Pilot Exam, or need a refresh?

There is of course plenty of material on the website in the coaching Section. Derbyshire Soaring Club made videos of their lectures on the 3 sections of the syllabus, which you may also find of use. Each has links to the slides used in the presentation. They are available on YouTube





## Rich Meek Four Go Mad in St Andre

Back end of UK season, I realised I had a couple of weeks holiday left and an opportunity to get something else out the year at the end of the UK season. There were two decisions for me; duration and location. If I took all of my remaining holiday for flying in some far flung location it would mean nothing left for the end of the year and selfish for my family. So with that in mind I discounted the idea of a fortnight in Bir, India and gave more thought to the location for a week in Europe with Algodonales the firm favourite. A chance conversation with Pete Darwood revealed that Rosie and he had booked a Gite at Fly St Andre 6th to 16th October and there was space for another two. Whilst I was pondering the offer David May joined Pete and Rosie so when I confirmed that completed the group.

We were a well organised group, if I do say so myself, and in readiness for the trip had read the pretty comprehensive briefing notes on the FlyStAndre.com and ozone websites, plus downloaded bus/ train timetables in case of landing out and downloaded the various XCSoar maps/ waypoints/ tasks.

## All the prep done we were ready to rumble

We flew out of Manchester to Nice on Thursday 6th and hired two cars as this was roughly the same price as a car big enough to take the four of us and our gear. The obvious bonus of having two cars was in driving to

launch and retrieves but it also made our return journeys easier as we were departing on different days. By the time we got out of the airport it was something in the region of 19:30 so we decided to stop at a shopping centre en route out of Nice for a bite to eat and to pick up some initial provisions.

Fly St Andre is approximately 2 hours drive from Nice so we arrived near to 23:00. The accommodation at FlyStAndre.com was superb; it's a massive old farm house which has been renovated and can rented in numerous units ranging from 2 bed apartments up to 32 in total across the whole house. It is also very well placed being circa 1km from the main landing field and having decent sized fields to land in should the conditions be favourable – more of this later.

We awoke on the Friday morning to clear blue skies and after a hearty bowl of porridge for breakfast the owner, Mark Taggart, came around and gave us a quick run-down of the main things to know. Mark is a fantastic host and has been in this area for many years, he's a pilot of 20+ year's experience and has flown flex and rigid hang gliders but now is mainly a paraglider pilot. Mark explained the key things we should know, covering the launches/ landings and the valley winds. We were also introduced to another paragliding group staying in the main farmhouse; this group of about 12 were with a school run regular trip and reported having many good flights over their time there. I should also mention that the other sources of information are the local school, Aerogliss, which has a building just by the landing field and Nigel Cooper an ex-pat Brit who does some guiding amongst other things.

The forecast for Friday was for 8mph WNW in the middle of the day and with our UK heads on that





Le Chalvet SW launch

sounded great – but out there it's different and that strength of wind is pretty strong and the direction is awkward particularly up at the Cheval Blanc where the valley orientation is NNW. Armed with our packed lunches we squeezed into one car for the 20 minute journey up the Le Chalvet mountain arriving about 11:30. On our way up we checked out the southerly launch and headed on to the westerly and found there were already a decent number of pilots up there, the majority paragliders but three hangies too.

We took our time getting ready and waited until a number of other pilots had launched before I launched just before 13:00 quickly followed by Pete, Rosie and finally David. I was flying my recently acquired Delta 2

with Pete flying his Ion 3, Rosie on her Ion 4 and David on his Blacklight. There were already many pilots flying

## 8mph sounded great, but out here it's different

and soaring/ thermalling comfortably so there was no problem in staying up.

Looking North from La Reniere antenna





We explored the ridge to the north pushing on past the antenna at La Reyniere where we found decent climbs and re-grouped at the northern end of this ridge before we faced our first valley crossing to Lambruisse. This was a 2km cross wind transition so nothing too dramatic, we set off from approx. 2,100m and not too far apart but from that first glide it was quite noticeable the advantage that David and I had over Rosie and Pete; we lost 300m on that transition whereas the lons lost 500m. Pete pointed out this performance differential on a number of occasions and I think it plays no small part in his desire to change his wing.

David and I cruised on this ridge but unfortunately Rosie didn't manage to find any lift to work her way up so picked out a decent field and landed safely. Pete did manage to get on to the ridge, he found some lift and worked his way up and joined David and I on the north end of Lambruisse. Our idea at this stage was to continue northwards and transition to the Cheval Blanc. The wind, at altitude, was as per forecast a WNW and

we could see that the wind would be cross slope on the southern end of Cheval Blanc. So with that in mind David and I hatched a cunning plan to push 2km west towards a small ridge which ran north – south, work our way a bit further north before hopping back to a point on the Cheval Blanc which we hoped would be better in to wind. This crossing worked well enough for me but David lost height and headed back to the safety of the Lambruisse where Pete was still cruising watching our efforts. I continued with the plan and left the small ridge at 1,800m arriving at 1,600m on southern tip of the Cheval Blanc. Instead of the hoped for lift I just found some turbulence from the wind being forced down the valley so after two beats there I headed back to the north end of Lambruisse and immediately caught some strong lift which had me back to the top of the ridge in no time at all.

Meanwhile Pete and David had decided to have a go at the same route and made it across to the small ridge at 2,000m. David pushed further north before hopping



across to Cheval Blanc and had a similar experience with the turbulence and headed back to Lambruisse. I think Pete had heard some of the radio chatter and decided he wouldn't try for Cheval and so headed back to

## **..seriously large G&Ts - the drink of choice of the discerning DHPC member**

Lambruisse where we regrouped again.

David and Pete headed south, past where Rosie had landed out (we had been in radio contact to check she

was OK and she had her retrieve sorted), on past the launch to land at the main landing field. Well one of them made the landing field, the other landed short in the (dry) river bed – but I'm not saying who, eh Mr Safety Officer I stayed out a bit longer pushing out to the west again and exploring the Samee area before returning to the Le Chalvet ridge where I top landed and drove the car down.

We returned to the Gite and debriefed our activities over some seriously large G&T's (the drink of choice for the discerning DHPC member), some fine wine and food. We were all happy with the day's adventures and had flown for up to 3 hours and 40km in some quite strong conditions. We decided that the next day we would avail ourselves of Nigel's services as a guide and arranged to meet him bright and early at our place.

Saturday dawned with very similar conditions and our routine was established; porridge for breakfast, make a packed lunch and get up the mountain. Today we had Nigel's services and he joined us at our accommodation providing some further briefing. Nigel took us up the mountain in his large people carrier which meant we didn't have to think about retrieving a car later. On the way up Nigel stopped and we reviewed some other aspects of the local topology including the Crete des Serres which would form part of the day's plan. The Crete is another ridge to the south of St Andre and is regularly used to extend a Le Chalvet loop flight by a further 20k. Nigel briefed us on the areas to work if you arrive low (c 1500m) as it's by no means certain that you can work your way up to the ridge itself from that altitude.

Our plan was to fly as a group and we discussed a few task options including pushing westward on to Sapee, dropping back east on to the Coste Longe/ Maurel/ Cordeil ridges – we would make our decision once in the air and got a feel for what was possible. Nigel's advice was to get launched as soon as conditions indicated we'd be able to stay up, probably around 11:30, as conditions strengthen quickly making launches more challenging. With his words ringing in our ears we were off by about 11:45 and headed north again to La Reyniere antenna. About 12:30 we began to push out westward to tentatively feel our way. First couple of attempts were unsuccessful but by about 13:00 Nigel, Pete, David and I were across on the eastern side of Sapee with a westerly wind. David got unlucky and lost his lift as he was heading north and found himself below the ridge height at Sapee – with the westerly wind this meant he was in the lee and he gamely headed to a







Cheval Blanc. Photo: Pete Darwod

scree in the hope of finding a leesider to get him back up. Unfortunately this was not to be and he landed out safely near Lambruisse.

This next bit of the story is without verification, as there were no witnesses to his landing, but according to David he was watched on his descent and before he'd even unclipped from his harness an attractive French lady approached and offered him a lift back. Now that's the gift of the Blarney!

Meanwhile, Pete, Nigel and I worked around the north of Sappe and on to its western face. We followed the ridge to the south cruising until we found a good thermal which we worked together to about 1975m and then set off on the 3.5k glide back to the launch ridge losing on 250m on the crossing. Conditions weren't fantastic back on the La Chalvet ridge and we were struggling to make any decent height. Eventually Nigel got a thermal and dropped back on to the Maurel ridge which is directly east of the Le Chalvet. I think both Pete and I were wary of following too quickly as the valley between the ridges narrowed and had very limited landing options so we stayed on Le Chalvet whilst Nigel worked up Maurel then hopped across to Crete des Serres. I think Nigel had advised that it was good to be at 2,000m before leaving Le Chalvet for the 4.5k crossing to Crete des Serres. Well at about 14:45, we got to 1850m and given we'd been flying for 3 hours already we both thought we'd give it a go and could always land out at the Gite if we didn't make it. I arrived a first at 1400m and Pete was about a minute and 50m below me. We worked the small face which Nigel had pointed out earlier and when I got up to

## **..before he had even unclipped from his harness an attractive French lady approached**

1650m I dropped back on to the main Crete ridge and immediately picked up a great climb to get me up to ridge height. Pete followed suit and we then cruised to the southern end of the Crete maintaining a healthy height above the ridge and a 100m or so in front as the wind was fairly brisk by this time. From there we retraced our path back to where we had joined the Crete and then headed back to wards St Andre landing in the fields outside the Gite. The day had given us a 4 hour/40+k flight and we were very happy at that.

We had agreed to join the other group in the house for a home-made pizza evening using Mark's purpose built pizza oven in its own room (did I mention this place was well appointed). As the sun was beginning to set and we were preparing a few accompaniments to the pizza the other group began to return from their evening sleddie rides. It was getting distinctly dusky as one of their group came in and let out a loud shout of "damn it" as





he landed. I was closest and ran over to see what the problem was – he had a very obvious dislocated ankle and was in some considerable pain. He was obviously a well brought up chap because at no point did he resort to the kind of language I would have expected in that situation. Rosie was quickly summoned to the scene and took charge. The transition to medical mode was startling and reminded me of the mild mannered janitor who transformed into Hong Kong Fooey (only those of a certain age will get that reference). Anyhow, there was no messing with Rosie, who gave very clear instructions for what she wanted others to do as she investigated what had happened and what the problem(s) were. After she was satisfied that the leg/ ankle was the most serious injury she reduced the dislocation and strapped it up. Given that this was the last day of their trip the patient was all for having a beer and seeking further treatment back in Blighty but under Rosie's advice which was supported by another Dr from their party he was driven to the local hospital. As it turned out he'd also fractured his leg and I think he needed an op to pin it back in place.

Despite the shenanigans with injury the pizza evening was absolutely great; making our own pizzas and then eating them round a camp fire – fantastic.

Next day Sunday, we were on our own again, with conditions fairly similar to the previous days but cloud

base at about 2300m. We were off by 12:30 and had another 4 hour/ 48k triangle flight this time pushing out a bit further west of Sapee and then east to Cordeil, Maurel and Crete des Serres.

Monday 10th we availed ourselves of Nigel's services again, have I mentioned already what a nice bloke he is and how reasonable his prices are? We were up the mountain promptly and launched by 11:30. We had discussed task options of pushing further west on to the Mouchon/ Montagne de Coupe and also dropping back west on to the Coste Longe as per yesterday. Nigel suggested to push south of the launch to enable an easier closing of our triangle aspirations. We then trod the familiar pattern north to La Reyniere antenna which seemed to be a little trickier today and we all, other than Pete, had to work our way up from fairly low (1500m). It's funny watching the Doarama tracks back, David and I were almost joined at the wing tip as we worked a thermal and then pushed westward towards Sapee and scuttled back to the safety of the ridge. About 12:30 David, Pete and I attempted another push westward to Sapee. Pete turned back but David and I pressed on and were rewarded with strong climbs which took me to base and into the wispies. I pushed on further west and managed to get on to the Montagne de Coupe which I followed northwards until it turned further to the east and was no longer into wind, I could feel it getting more







turbulent there so retraced my route halfway along this ridge to a point where I got another strong climb to base which got me back to Sapee. Meanwhile David had worked his way north on the Sapee ridge with Rosie, Pete and Nigel on the Lambruisse ridge; so we were all working roughly parallel ridges each spaced about 4k apart.

David had to work really hard to stay up on Sapee but he stuck at it and was rewarded with a climb which tempted him to glide back to the Lambruisse ridge. Unfortunately he arrived low and despite some valiant scratching he landed out in the valley. I can't remember the exact details but I think the blarney again secured him a prompt lift back to St Andre – the luck of the Irish! Rosie, Pete and Nigel had by now dropped back eastwards off the Lambruisse ridge towards Coste Longue. The air was quite strong giving some turbulence and Rosie decided to land in the Thorame Basse valley in a huge field she'd spotted on a previous day. Pete and Nigel got up on to the Coste Longue and I could hear the reports on the radio that conditions were strong. I was on glide from Sapee and blasted straight over the Lambruisse ridge without stopping to top up in my eagerness to catch up with the others. Not the best of plans on reflection as it put me low in a bit of tricky spot on the next ridge which has a steep valley in front. It

took me 20 mins of scratching and probing on the ridge at 1600m until I finally caught a good climb which took me back to 2400m.

Whilst I was scratching Pete had got to 2400m and pushed south east to get on to Maurel. As mentioned before Maurel is a tricky ridge because it has a narrow valley in front (west) and it's flat/ rounded top means there isn't a clear lift line from the top of the ridge. Pete was unfortunate with as he got a really sinky glide which put him in a tricky position; he got down to about 50m above the Maurel ridge top, without an obvious source of lift and facing a long walk down if he top landed. He chose to bail out to the valley behind Maurel and in front of Coste Longue and landed safely. When I topped out my climb I followed the same path which Pete had tried but I managed to





get a better glide and then managed to get a climb in just about the place Pete had to turn back from which took me back to 2300m and kept me in a comfortable position as I tracked over Maurel. The flight was completed by a crossing over to Crete des Serres and then landing back at the main landing field where the others had already gathered. Another great 4 hour flight.

By this time we'd had four great days but I think it's fair to say that we had each found them fairly challenging. The forecast for the Tuesday was for stronger wind so with our fatigue none of us was too eager to go flying. As it turned out the day was another good one and some of the other pilots in the area had flights similar to the previous days. The weather was changing and on Wednesday the conditions were much less buoyant and we all landed out in the

valley in front of launch after about an hour of scratching. We did go on for an afternoon flight off the southern launch and had another hour under an overcast sky.

And then the heavens opened. On Wednesday night we had a monstrous thunder storm, torrential rain and

## all in all a fantastic trip

strong winds continued throughout Thursday. David wasn't bothered as he was returning, he was up at some ungodly hour to catch a train to Nice before his return flight. I returned on the Friday with Pete and Rosie staying on until Sunday – they had some flying on their extra days but they report it was much harder work and the summer conditions had definitely changed.

So all in all a fantastic trip and thanks to Rosie, Pete and David for making it so. St Andre les Alpes is definitely on my list of locations to return to and for anyone that is interested we would all recommend the services of FlyStAndre.com and Nigel Cooper the guide.

Here are the links to the Doarma visualisations of our flights:

- 07/10/16 <http://doarama.com/view/1000446>
- 08/01/16 <http://doarama.com/view/1001201>
- 09/10/16 <http://doarama.com/view/1003430>
- 10/10/16 <http://doarama.com/view/1005325>





## David May Safety - Reserve Repack

- When:** 4th March 2017  
**Time:** 11am - 3pm  
**Where:** St Mary's School, Menston  
**Contact:** David May. [safety@dhpc.org.uk](mailto:safety@dhpc.org.uk)  
**Price:** £10 for DHPC members, £15 for non  
**Cheques to:** David May, 14 The Crescent, Ilkley, West Yorks. LS29 8LX  
**Booking?:** Advance booking preferable

### Why bother repacking?

A properly packed and fitted reserve can open within 30 - 50m of being thrown. Most manufacturers recommend repacking every six months (some as frequently as 90 days). There are several reasons for this:

- ▶ Once the reserve is packed, it can absorb moisture from being left in damp air conditions, not just wet from rain. The moisture will not get back out again easily and can cause damage to the strength of fabric and lines as well as causing the fabric of the canopy to stick together.
- ▶ The reserve packed in the harness gets squashed, especially if the harness is the type that the pilot is likely to sit on it whilst waiting for a launch or having their sandwiches. The effect of this is to almost iron creases into the reserve which have been shown to make the deployment slower, as the airstream takes longer to get between the leaves of the canopy to allow it to open.
- ▶ After about a year, the rubber bands that hold everything together long enough to deploy properly, can decay and need checking.
- ▶ Any velcro in the system needs to be checked because if left for a long time the it can get "welded" together, and it takes great strength to pull the reserve out. It has also happened that the velcro on the side holders for the bridle on the harness did not open.
- ▶ A reserve can also be difficult or sometimes impossible to throw due to incorrect fitting to the harness.

Or perhaps you're the type of person who prefers a visual argument. There are links to videos showing slow and fast inflation on the website.

### When your reserve falls out...

Can you refit your reserve when it accidentally falls out, after a quick drag over Wether Fell?. It really is simple, once you know how. If you cannot refit it safely then at best you could lose a day's flying and at worst...

### All welcome

Everyone is welcome: paragliders, paramotors, speedwings, even hang glider pilots.

Bill Morris, a licensed BHPA packer, will be with us. He will give a short introduction on what to do at the start so please do not be late

Let me know the make/model of reserve(s) you are bringing as it helps Bill to have a list of what to expect and if there are any reserves that will require a little extra attention

Bring your harness with the reserve attached. This will allow you to practice pulling it and also to have it replaced in the harness after being repacked.

DM



**GASCO** Presents...

FEB CLUB NIGHT  
HORSE & FARRIER, OTLEY

# "I HAVE CONTROL"?

**Safety Evening 2016/2017**



[www.haywards.net](http://www.haywards.net)



[www.caa.gov.uk](http://www.caa.gov.uk)



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

## **OTLEY**

Thursday 2nd February 2017, 1930 hrs

**c/o THE HORSE & FARRIER, 7 BRIDGE STREET  
OTLEY LS21 1BQ**

Contact Rosie Darwood on 07903 067 613  
or e-mail [rosie\\_darwood@btinternet.com](mailto:rosie_darwood@btinternet.com)

## Maintain Your Kit - Still time to book for Jan Club night

### 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 [chairman@dhpc.org.uk](mailto:chairman@dhpc.org.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)

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*Martin Baxter*

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Tel 01433 627195  
[info@aerofix.com](mailto:info@aerofix.com)

**Now relocated to Bradwell in the Peak District**

Please note our new address and telephone number

# AeroFix

## Paragliding Service Centre

To order replacement lines please  
email [info@aerofix.com](mailto:info@aerofix.com) or call us on  
01433 627195

"Probably the best Paragliding Service Centre in the World!"



Like Share



January 2017 : Mixed Start To 2017 But Cold Later

Issued : Dec 25 2016

Forecast

A rather mixed start to the new year is expected with high pressure hanging on across Southern parts of the UK but wet and windy weather continuing to affect Northwestern parts.

Becoming more settled around mid month as high pressure begins to dominate the weather. Some uncertainty regarding the position of the high and it's possible that if further North we could see colder air come in from the East across parts of England and Wales.

A much colder and unsettled end to the month is expected with frequent outbreaks of polar/arctic air from the North and Northeast. Depending on the storm track for the end of the month it's possible significant snow amounts could fall across Southern England. However, at present we anticipate the storm track to be slightly further North.



January 2017 Forecast



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



**From £250 per person \***

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

Stay in the mountain village of La Muela de Algodonales, Andalucia Spain, at the entrance to the flying sites.

Limited to small groups of 4 to 5

Included in price mountain bike guiding and bird watching days

\*Based on group of 4

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

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

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

# Club Contacts

Contacts details for the new committee are given here.



Martin Baxter - Chairman  
chairman@dhpc.org.uk



Ed Cleasby - Chief Coach  
coaching@dhpc.org.uk



Trevor Birkbeck- Club Sec / HG Comps  
contacts@dhpc.org.uk



Tim Rogers - Librarian  
library@dhpc.org.uk



Neil Plant - Membership Sec  
membership@dhpc.org.uk



Rosie Darwood - Social Sec  
social@dhpc.org.uk



Pete Darwood - Paragliding Comps  
pgcomps@dhpc.org.uk



Safety Officer  
safety@dhpc.org.uk



Helen Setnika Zambas - Trophies  
trophies@dhpc.org.uk



Marek Setnika Zambas - Treasurer  
treasurer@dhpc.org.uk



Dennis Marston - Sites Officer North  
sites\_north@dhpc.org.uk



Simon Tomlinson - Sites Officer North  
sites\_north@dhpc.org.uk



Toby Briggs - Sites Officer South  
sites\_south@dhpc.org.uk



Alex Colbeck - Website  
website@dhpc.org.uk



Tam - Newsletter  
skywords@dhpc.org.uk

The committee meets on alternate months, on the 3rd Thursday of the month at 7.30 at the Horse and Farrier. So Jan 19th is the next meeting. Although minutes are not published, members are welcome to attend to observe proceedings (if you are that way inclined). Regular items cover each of the areas above. Hottest topics at present are: Club T shirst, and Leeds Bradford Airport Airspace proposals - though probably not in that order.

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



## Tim Rogers Library

You can browse the library and borrow or return items on club nights. Or you can email [library@dhpc.org.uk](mailto:library@dhpc.org.uk) or go to the Library board on the DHPC Forum with queries or requests - always interested to hear your suggestions for new stock, or ways to improve the library service.

You can view the list of books and DVDs available, and see what's in or out, on the Library page of the DHPC website. We've added two new books to the library this month:

### **Instant Weather Forecasting (5th Edition) by Alan Watts** - *"Bestselling gem of a book!"*

Instant Weather Forecasting has been a perennial bestseller since it was first published nearly 50 years ago. A brilliant concept, its winning formula of 24 clear colour photographs of cloud formations and their accompanying explanatory text enables the reader to read the sky, pick up the clues, and predict what the weather will do.

This revised and updated 5th edition takes into account the new ways users can receive professional weather forecasts,

factor them into their own cloud observations, and develop an even better understanding of how the weather will change.



### **Instant Wind Forecasting (3rd Edition) by Alan Watts** - *"Still the best book of its kind around"*



We've added this 3rd edition to the popular 2nd edition copy already in the library.

Instant Wind Forecasting is a quick reference guide for all who work or play outdoors whether dinghy, coastal or offshore sailors, fishermen, motorboaters, farmers, golfers, walkers or pilots. It will help them make meaningful predictions based on the look of the sky and the feel of the day. This book is the perfect companion to Alan Watt's international bestseller Instant Weather Forecasting. Its easily accessible format and revolutionary presentation has established the author's reputation as a layman's meteorologist.

TR

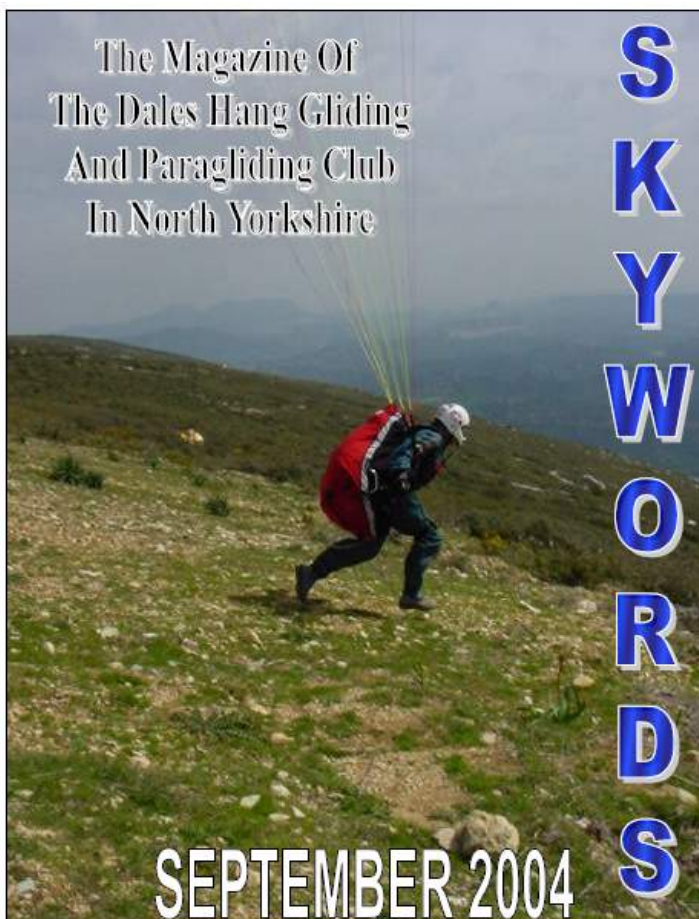


## The Past

### Skywords Archive

Over the Christmas period I have managed to finish going through the back copies of Skywords on the website. The index is now complete. What is clear is that there are some things that have not changed over the years - developments in parking at Wherside, the Editors' continued pleas for articles, complaints about the weather all feature strongly throughout our archive. What also sticks out is the enthusiasm for our sport, and the brilliance of the articles when they are supplied. From Bewaldeth Buzzards, to National XC league champs, to Trevs love life - its all there! I highly recommend looking through the index - published separately on the website, finding a subject that catches your eye, and having a look through the whole of the magazine.

In addition, I plan on publishing some of the stand out articles over the next few months - all at least 10 years old. The first one here is from the very first electronic copy of Skywords from Sept 2004. Even at this point, the magazine was also printed out, stapled together and posted out to members. So, at least some things have changed!



COVER PHOTO  
Craig Richardson Takes Off On Lijar (Algodonales) By Pete Logan

## New Thrill for the Bored- With-Just-Parachuting Set

August 23, 2004  
By COREY KILGANNON

GARDINER, N.Y., Aug. 20 - From 5,000 feet up, a parachutist glides gently to earth, destined for a soft, feathery landing in the grassy airfield here at the Blue Sky Ranch, at the base of the Shawangunk Mountains.

But suddenly, at about 500 feet, the jumper abruptly begins plummeting in a downward spiral and seems in a free-fall

death plunge. At precisely this unnerving moment, though, cheers erupt from a crowd assembled around a small artificial pond below, and the jumper deftly pulls out of the plunge by banking a turn toward the water.

In a steep, swooping approach, he hurtles toward the pond at about 70 miles an hour. The parachute bleats loudly and the jumper controls it like an airplane wing, `kilful`g himself off and flying low and steady and horizontal just above the pond surface.

It all culminates in a moment of graceful parachute control, as the jumper dips one foot into the water - or two feet, like a barefoot water-skier - and skims the length of the 240-foot pond before slowing to a gentle touchdown on the far bank.

It is called pond swooping, and the Pond Swooping Nationals began Friday at the ranch, a parachute club just south of New Paltz, a 90-minute drive from Manhattan. Ranch regulars claim to have invented this extreme form of high-speed, high-performance parachuting, now popular with a growing subset of thrill-seeking adrenaline junkies bored with simply plummeting to earth as plain old sky divers.

The tournament, in its sixth year, attracts the world's best pond swoopers, competing for about \$7,000 in prizes.

On Friday morning, they began their runs, swooping down to the water every minute or so - first Sonic, then The Punisher, then Fruitcake - flying over the water in a narrow buoy lane, first curved, then straight.

Just as many competitors in the weekend event skimmed along on their bellies or buttocks, or lost speed and control and splashed unceremoniously into the muddy water, to hoots and jeers from spectators. This is called chowing, and it is as integral to pond-swooping fun as the perfect surface glide.

Splashers get flagged down by the chow judge, Bruce Chapman, which means a big deduction of points from the judges sitting lakeside in lawn chairs. They assess a swooper's approach, skimlength and swoop control. In other events, swoopers try to land on a raft, and show their freestyle skills in an event called canopy expressions.

The crowd watched intently as Clint Clawson, 29, from Perris, Calif., drifted down from the clouds and swooped down on the pond. Mr. Clawson, a top pro on the national Pro Swooping Tour, has won the event at the ranch the past two years. With his black Chuck Taylor hightop sneakers, he traced a graceful arc in the water before landing on the far bank, while mugging for the crowd.

The son of skydivers, Mr. Clawson said he began jumping out of planes by age 9 and eventually started swooping for the thrills and the emphasis on `kilful maneuvering.

Swoopers use a small parachute called a canopy, which allows them to drop out of the sky much faster than a

larger chute. At 84 square feet, Mr. Clawson's canopy looks like a picnic blanket, made from densely woven nylon for minimum air seepage. During a dive, its riblike pockets fill with rushing air, turning the chute into a stiff wing that jumpers can steer like a high-performance glider. The swooper dives to gather speed and then converts it to lift, to sustain a long horizontal flight above the pond.

Another contestant, Eldon Burrier, 38, a landscaper from Seattle, said he began conventional parachuting in the 1980's as an Army paratrooper. After taking up swooping three years ago, he is now on the pro tour.

"I'm a speed freak and this is a serious taste of speed," he said. "Swooping is like doing a high dive, but with a parachute."

But it is also dangerous. There are the occasional newspaper articles about tragedies like swoopers dying while using recreational drugs, or the dive center in Chicago that recently had six deadly plunges in a year's time.

In the 2001 nationals here at the ranch, Lisa Gallagher, 41, of Columbus, Ohio, hit a wind gust during her approach. Her parachute collapsed, and she slammed into the ground and died.

A rescue captain for the Gardiner Fire Department, Dot Bailin, watched that and the deaths of two conventional sky divers at the ranch. "I'm just watching human beings bounce themselves around," Ms. Bailin said, as she leaned against the first-aid equipment in the back of her Dodge pickup and watched each landing closely.

She treats a steady stream of sprains, cuts and bruises. People with broken legs and arms go by ambulance to a local hospital. Those with broken backs or necks, or worse, go by helicopter to Westchester Medical Center, she said.

Swoopers and tournament officials say that safety is their first concern and that all competitors have completed thousands of sky dives. They welcome critics to compare the dangers of swooping to driving a car or swimming in the ocean.

"Yes, you have to dive to pick up speed, and if you mess it up, you're going to die," explained one ranch regular, Rick Graham, a 43-year-old computer consultant from Queens who said he sky-dives, surfs hurricane swells and has bungee-jumped off the Manhattan Bridge.

"It's dangerous," Mr. Graham said, "but for some of us, it's the only time we're in control of our own destiny. If this sport was totally safe, most of these guys wouldn't be here."

<http://www.nytimes.com/2004/08/23/nyregion/23swoop.html?ex=1094240829&ei=1&en=delc0718fac047fc>

Mick Bolton



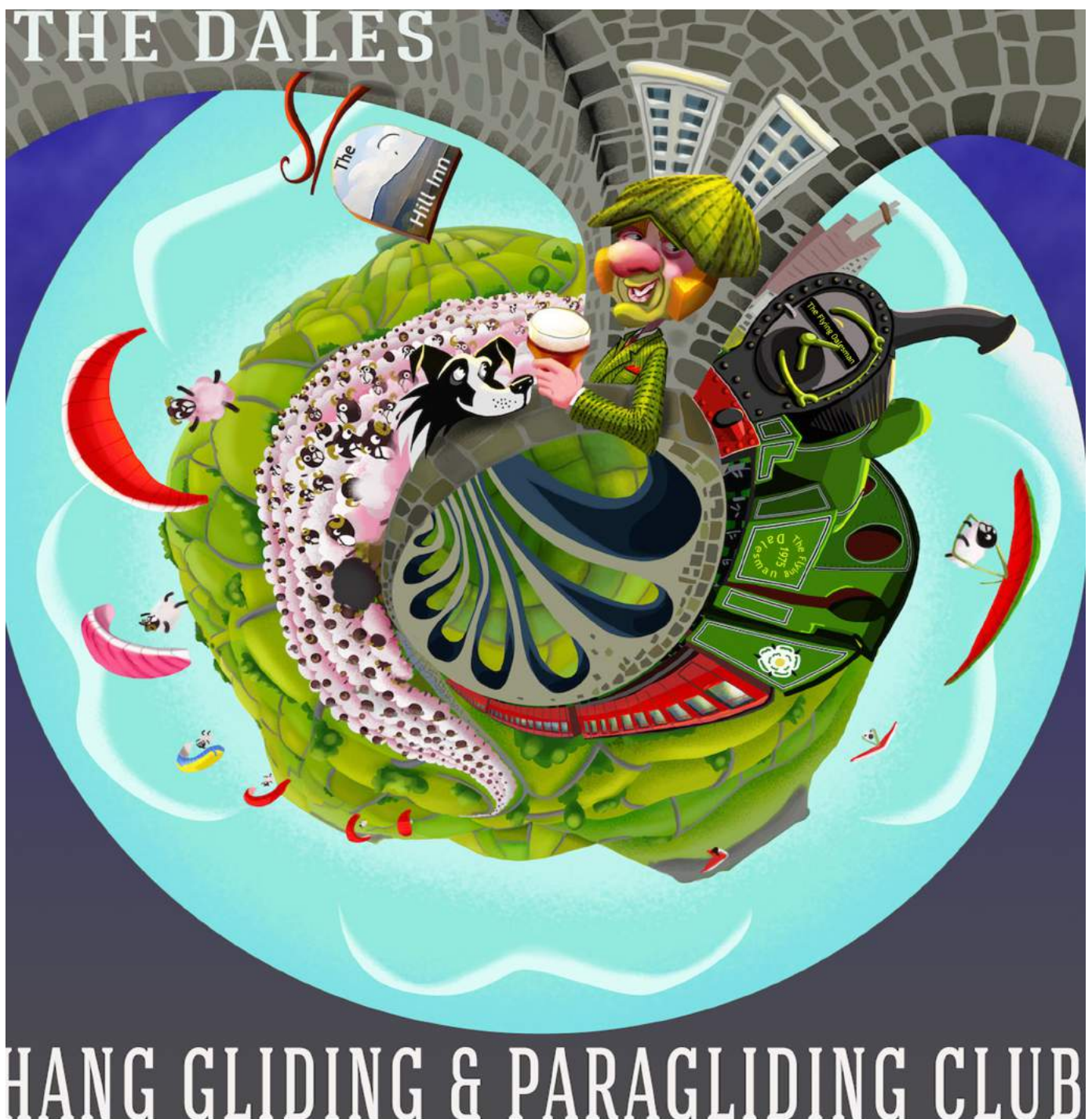


## The Future

### T Shirt Logo

Many of you will be familiar with the illustrations from Steve Ham in Cross Country magazine, and his various other special designs and caricatures, including the CSC sheep on top of a hill. We have commissioned Steve to design a logo that we can use on club T shirts, which you will be able to order in the near future.

Below is Steve's design. We have already made some tweaks to the original design, and there are further details still to be sorted out, however we have also put this on the website, where you can make any comments/suggestions. Keep an eye on the website, and future editions of Skywords for how to order this "must have" bit of kit!





# The Dales



## Hang Gliding and Paragliding Club Farmers' Dinner Saturday 4th of March 2017



The Devonshire Arms, Cracoe (01756 730237)

[www.devonshirecracoe.co.uk](http://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 will be a hot air balloon/helicopter as well...

We plan to run the minibus service for the evening. We may even be able to squeeze in a few more if there is sufficient interest. Everyone will be strictly invited and the cost is 50 and so...

The Devonshire Arms has a dining room there, book early (mention the club when booking to get the advertised prices). There are also a number of B&Bs with rooms 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

**As it turns out, most of this info may be incorrect, except the date and time!**  
**Please bear with us as exact arrangements for the Dinner are being finalised. They will be published asap. Please keep an eye on the website for further details**

# Competitions

XC League info as at 28.12.16

## 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



**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)

# Club Nights

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: January 12th 7.30 for 8pm.**

**Video Competition**

**Aerofix Drop Off**

See details elsewhere in the mag



7 Bridge Street  
Otley LS21 1BQ  
Telephone : 01943 468400

### Future Club Nights:

Feb 2nd Gasco Safety talk, Aerofix pick up. March 2nd Ruth Churchill Dower (TBC), April TBC.

Farmers' Dinner: March 4th

## DHPC Site Officers

Dennis Marston



Simon Tomlinson



Dennis  
07968 380829  
dennisandmargaretm  
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Simon  
07759 138971  
sigma7man  
@gmail.com

### Northern Sites

Addleborough	Semer Water
Bishopdale	Stags Fell
Brant Side	Tailbridge
Dodd Fell & Grove Hd	Wether Fell
Nappa Scar	Whernside



Toby Briggs

tobybriggs@btopenworld.com  
07582 156471

### Southern Sites

Addingham	Hawswick
Baildon	Ilkley Moor
Cow Close Fell	Kettlewell
Cowling and Sutton	Kilnsey
Great Whernside	Windbank

# DIARY DATES 2017

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

<b>Date</b>	<b>Event</b>	<b>Website</b>
Jan	LCC registration	<a href="http://www.cumbriasoaringclub.co.uk">www.cumbriasoaringclub.co.uk</a>
Jan 12	DHPC Club Night - Film Comp	
Jan 17 -28	Paragliding World Cup Superfinal, Brazil. GV	<a href="http://pwca.org/view/tour">http://pwca.org/view/tour</a>
Feb 2	DHPC Club Night	
Feb 11	Club Coaches Course (Cumbria)	<a href="http://www.dhpc.org.uk">www.dhpc.org.uk</a>
Feb 19	Registration for Ozone Chabre Open Opens!	<a href="http://www.flylaragne.com">www.flylaragne.com</a>
Feb 27	BHPA AGM	Nottingham
Mar 2	DHPC Club Night	
Mar 4	Reserve Repack - Menston	<a href="http://www.dhpc.org.uk">www.dhpc.org.uk</a>
Mar 4	Farmers' Dinner	<a href="http://www.dhpc.org.uk">www.dhpc.org.uk</a>
Apr 6	DHPC Club Night	
Apr 28 - 30	Tour De Yorkshire (Cycling)	<a href="http://letour.yorkshire.com">letour.yorkshire.com</a>
May 5 - 14	World Paagliding Accuracy Champs, Albania	<a href="http://www.fai.org/civl-events">www.fai.org/civl-events</a>
May 6 - 8	North - South Cup, Location flexible	<a href="http://northsouthcup.wordpress.com">northsouthcup.wordpress.com</a>
May 20 -27	Paragliding World Cup (PWC), Coeur de Savoie, France	<a href="http://www.pwca.org">www.pwca.org</a>
May 26	BOS Dales Round	
Jun 2 - 3	Buttermere Bash, Cumbria	Faceache
Jun 17-24	PWC, Nish, Serbia	<a href="http://www.pwca.org">www.pwca.org</a>
Jun 30 - Jul 2	Parafest, Caerwys, Wales	<a href="http://www.parafest.co.uk">www.parafest.co.uk</a>
July 1 -7	Ozone Chabre Open	<a href="http://www.flylaragne.com">www.flylaragne.com</a>
Jul 1 - 15	World Paragliding Champs, Pedavena, Italy	<a href="http://www.fai.org/civl-events">www.fai.org/civl-events</a>
Jul 2	Red Bull X-Alps, Salzburg	<a href="http://www.redbullxalps.com">www.redbullxalps.com</a>
Jul 15 -16	Lakes Charity Classic, Grasmere	<a href="http://www.cumbriasoaringclub.co.uk">www.cumbriasoaringclub.co.uk</a>
Jul 22 -29 (TBC)	British Open 1, Location TBC UK	<a href="http://www.pgcomps.org.uk">www.pgcomps.org.uk</a>
Aug 5 - 12	PWC, Disentis, Switzerland	<a href="http://www.pwca.org">www.pwca.org</a>
Aug 6 - 12	Gin Wide Open, Macedonia	<a href="http://www.flywideopen.org">www.flywideopen.org</a>
Aug 6- 19	Womens World Hang Gliding Champs, Brazil	<a href="http://www.fai.org/civl-events">www.fai.org/civl-events</a>
Aug 6 - 19	World Hang Gliding Champs, Brazil	<a href="http://www.fai.org/civl-events">www.fai.org/civl-events</a>
Sep 2 -9 (TBC)	British Open 2. St Andre, France	<a href="http://www.pgcomps.org.uk">www.pgcomps.org.uk</a>
Sep 2 - 9	PWC, Pico do Baviao, Brazil	<a href="http://www.pwca.org">www.pwca.org</a>
Sept 22 - Oct 5th	Icarus Trophy, USA	<a href="http://www.icarustrophy.com">www.icarustrophy.com</a>
Oct 28 - Nov 4	PWC, Guayaquil, Ecuador	<a href="http://www.pwca.org">www.pwca.org</a>
Nov 16 - 19	Kendal Mountain Festival	<a href="http://www.mountainfest.co.uk">www.mountainfest.co.uk</a>

# EYECANDY FOR CLOUD LOVERS

