

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



Skyywords

www.dhpc.org.uk

Issue:120 May 2017

Can you see the restored,
beautiful, legendary and iconic
Flying Scotsman yet?

No, just that ugly old
**** from Bingley, who
unfortunately is the same
as ever

Inside this month

This month's cover shot is by Rosie Lyle
- on Brant Side, April 2nd. More
photos of Awesome April inside!



Regular Features

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Cloud Eye Candy Fog!

Special Features

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Awesome April - Photos of our flying in April

Gavin McClurg Masterclass - Andy Smith

Moles, Mayhem and Minhaj - Ed Cleasby

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



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



Martin Baxter

Chairman's Chat - May 2017

Current!

A couple of months ago I wrote about my plans to get current again after a long winter lay-off. I'm pleased to report good progress. Ground handling and kit familiarisation went well, although I still haven't mastered the cobra launch. I lost my virginity at the end of March with an hour of flying at Model Ridge in beautiful smooth conditions with lots of take-offs and top landings. Two days later I found myself at Semer Water in much stronger and turbulent conditions. Three hours of that put me in a good position for what was to follow – 10 days at Hotel California in Spain. Drinking too much beer and staying up until 2am renewing old acquaintances probably wasn't the most sensible of starts, especially with the prospect of a trip to Otivar and a possible coastal run. But despite the fairly low cloudbase/suck (big ears and speedbar) it was a fairly uneventful run to the coast. On arrival I was rewarded with unusual wave conditions where I ended up soaring the western end of the bay climbing to the same height as take-off. I chickened out when my groundspeed dropped to single figures. My fellow revellers didn't join me so I was left to relax on the beach whilst they did some unsuccessful paradriving. For a change the UK was basking under a high pressure system, which left us with strong easterlies and a fairly unpleasant inversion at times. But we still flew every day. Loja (East) was new to me and, for the first time in ages, I was happy to be wearing heavy boots when I had to run off a nil wind landing in a ploughed field: the official landing spot. The Sierra Nevada Mountains often provide shelter from the prevailing winds so we spent a few days at Cenes, meeting others who had driven over 2 hours all the way from Algodonales. Here I perfected my top landings, did a modest XC to the Alhambra Palace, out-climbed an Enzo, and flew with an Osprey. I was starting to get overconfident. It's normally a good plan to get away from Otivar early if you want to do the coastal run. So I took off straight after our guide, before he had properly assessed the conditions. Over the radio I heard him report that we were trapped between 2 lumpy inversions and that it would be better to go

elsewhere. He promptly top landed! It would probably have been more sensible to fly down, but I tried to imitate our guide and was rewarded with a successful arrival at take-off. My first top landing at Otivar: some would say easier than landing at the bottom!

Another go at the coastal run saw me setting off from Sole Tree Ridge on an optimistic glide for Twin Peaks. I arrived low and ended up fighting to stay in a small lee-side thermal. Each tight turn presented the following views. Ridge, rock face, valley (with no landing options), vineyard, track, wires, ridge. Repeat (a bit higher). Repeat (a bit lower). At one stage I managed to climb about 50m and thought that I might actually get a low save. But it wasn't to be. Sink put me too low for the track so I quickly set up for a scrubby bit of land on the edge of the vineyard. Lift then put me too high and heading for the vineyards. Yikes! Left 90 degrees. Tree! Big flare. Stall. Down safely. And breath! I walked towards the coast for over an hour before finding another launch site from where I just scraped to the beach. I'll remember my 'fly & hike' adventure far longer than any on my successful coastal runs. Landing out is like that.

Normally the easiest flying in the area is coastal soaring at La Herradura. Beautiful smooth soaring above the luxury villas and sea with a landing next to the bar on the beach. But the inversion changed all that. On one day I was lucky enough to get off early and enjoyed an hour and a half boating about whilst everyone else was trapped on launch as the inversion climbed above them and the wind there switched by 90 degrees. On another day the smooth soaring conditions were soon replaced with sufficient turbulence to require active flying. The inversion had risen to soaring altitude. The wind on the beach was often quite different to that on the hill and, despite the windsock, we saw many downwind landings. "But I always land in this direction here"!

My last flight there was memorable. If conditions are marginal the normal flight profile is to turn left after take-off and try to soar the small bowl. If you gain height then move further along the ridge. If not fly

[Continued on p4](#)



Chairman's Chat ..continued from P3

down to the beach. Several people had done this and gone down. But we had a couple of novices in our group who had been directed to fly straight out to the beach and set themselves up for an into wind landing. There appeared to be a liffy line out in front of the hotels. So when I took off I followed their line. After a couple of beats over the hotels I went into the bowl a little higher and just kept going up and up, even for a good distance out to sea. Wave had set in again. Smooth but constant lift everywhere, once you got into it. But all good things come to an end and the bar was calling. Spiral dive, wing overs and big ears brought me safely back to terra firma.

Fly safely,

Martin Baxter, Chairman

New Members

We welcome a host of new members to the club this month. Welcome to Jake Simpson, Krzysztof Blusecz, Doug Steen, Colin Rider, Kacper Kinstler, Steve Haswell and John Westall . You will find us an approachable lot, dont be shy, come and introduce yourselves on the hill, get involved in coaching (if appropriate). We have a well worn tradition of new members buying the editor of Skywords beers when they first get an opportunity...

BP Cup

The Pennine round of the BP Cup was held over the Bank Holiday weekend. Two tasks were completed one on the Friday and one on Saturday. Both were flown from Parlick, Saturday from the West bowl the task was race to goal at Colne via a turn point on Pendle. Viv Fouracre won the task getting the closest to goal. Sunday was a better day and the task was set as an elapsed time race to goal from a start cylinder in front of Parlick south, to Kirby Lonsdale. Most managed a climb out from Parlick and set off on route, and quite a few made goal. Viv won the task again to finish leader after the first round. Three dales club members made the lineup and all had a great weekend. Next round is in the Derbyshire Peaks starting August 6th. See www.bpcup.co.uk, its not too late to join.

Nova Festival 10 - 11 June 2017

Active Edge are hosting a Nova Festival in the Peak District 10 - 11 June 2017. The team including test pilot Toni Bender and a van full of gliders for pilots to try out, will meet at the Derbyshire & Lancashire Gliding Club at 0930 each day or out on the hill (check Active Edge Paragliding Facebook site for actual destination on the day). Toni will also be doing a Q & A session at the gliding club on the Saturday evening. Camping and food are available at the gliding club, everyone will be welcome.

NATS Updates

ENR 5.1 - DANGER AREAS

Our Ref: 162025

Year: 2017

Effective: 01/03/2017

Details: ENR 5.1 - DANGER AREAS

CAA Review of ENR 5.1

Changes to information including Danger Area Crossing Service (DACs), Danger Area Activity Information Service (DAAIS) and Pre-Flight Information. Remove Danger Areas D145 Hullavington, D146 Yantlet and D409 Catterick as they are being withdrawn. Remove Danger Areas D712A-D Northern MDA as their lower vertical limit is FL245.

See here for details.

Flyskyhy users

There is now a Telegram group for Flyskyhy users: <https://t.me/joinchat/AAAAAEDvBXOgTGzrKuQFTQ>

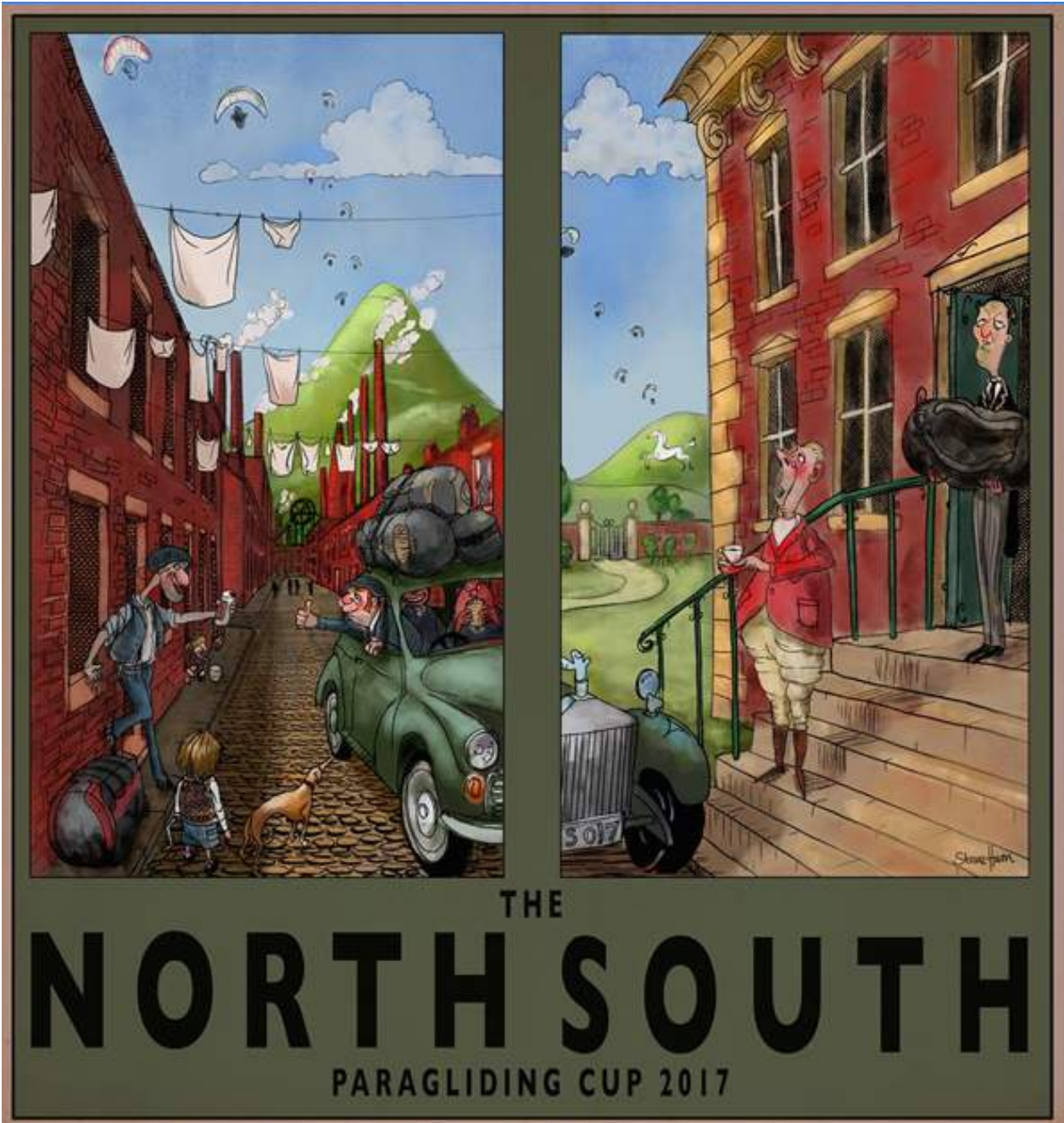
Wether Fell Webcam

We have recently established confirmation from the farmer at Duerly Bottom that he is happy for us to place a webcam at the farmhouse, looking up to Wether Fell, and use his internet connection to upload timelapse shots to the club website. Alex Colbeck is currently working out the best set up to use. What this space!



Venue: A green hill, UK

5th - 8th May 2017



<https://northsouthcup.wordpress.com/>

Artist: Steve Ham

The day will soon come when we enter the battle
 But it's not the time yet for braggarts to prattle
 So stay in your pram and don't chuck out your rattle
 Oi you! Shut your north and south

Wordsmith: Andrew Craig

NO POSTPONING OF THE WEEKEND. IF IT RAINS, WE FLY WITH OUR UMBRELLAS.



The Farmers' Dinner Report Helen Setnicka Zambas

"Thanks to all who came, let's have more next year!"



for March. We made a wee (ie small!) presentation at the March Club night to Richard Meek for the Fairbrother Trophy (Pilot's Pilot) and the Paragliding 100K XC Challenge Cup for the Best first 100K total from 6 best flights. Al Crompton was awarded the Cockroft Trophy for the most improved pilot and Tam was the Baildon Sod.

Our day started, as for many members, at the Club repack.

Marek and I had our own reserves,

It started as such an innocent request .."Trev..can I have a look at the menu this year, as last year's dinner wasn't that great...perhaps I could help?" Next thing I know Trevor's handed me the job of organising the whole thing! Fair do though.....him and his trusty Kate have been organising it for years and have done a great job. The thing was, the pub we were booked into had just changed owner and they were in a complete mess- which didn't inspire any confidence in them hosting our prestigious awards evening - well it's a good night out anyway!



plus our tandem to do- but we got packed up pretty sharp and were off to get everything organised for the dinner.

Derek and his crew at the Boars Head had everything sorted. The place was decked out really nice and they would run the evening superbly. The food was great, sumptuous delights such as black pudding and chorizo towers, slabs of beef with delicious gravy and Yorkshire puddings, spiced duck cooked to perfection,

So I searched out other contenders and eventually hit on The Boar's Head in Long Preston. With a new menu quickly agreed, the stage was set for our big night.

My next job was to wrestle all the trophies off last year's winners and get them engraved and polished up ready



local cheeses and homemade raspberry cheese cake, chocolate roulade and syrup sponge pudding all on the menu-scrummy!

We had rocket balloons and toy gliders filling the air -several mid-air collisions will need investigating! One of the waitresses nearly had an eye out!. The small meccano helicopters and planes seemed to disappear suspiciously into several handbags.

The quiz was given a dramatic twist with the inclusion of a Snakes and Ladders element to ensure the more intelligent teams ended up sliding down the rankings and the rest of us having a chance at winning the free meal, booze, and choccies!

The farmers were great crack-we mixed everyone up so farmers were chatting to pilots. Our club pays for their meals and drinks for the evening as a way of saying a huge thank you for allowing us

access to their land for parking, take off and landing. Some of their stories are amazing and awe inspiring-they are a hardy lot and great to get to know. So after stomachs were replete and wine was a flowing, the

awards ceremony began in earnest. Martin Baxter our illustrious leader -resplendent in bow tie and tux hosted the Awards. I was his wing man-handing out the silver ware and prompting him about the winning names-no wrong trophies handed out here. Huge congratulations to Tony Fillingham who was definitely in contention with La La Land, as he swept the board with the HG Founders



Trophy, HG Shield and Dales Challenge Trophy. This latter award is rarely won and is for achieving the 3 Peaks challenge - Tony was the first to achieve this on a Hang Glider! An amazing achievement with a £300 prize which he has generously

given to the Yorkshire Air ambulance-great chap!

The Farmers gave us a toast and a huge thank you. We had organised a mini bus to taxi them all back home-which was much appreciated.

Several couples from the club had opted for a leisurely evening and booked in for a night's sleep over and had a great stay over by all accounts.

It was a really good evening-a lot of laughter and giddiness and a nice balance of celebrating the great achievements for our newer pilots as well as those of the established Sky Gods.

Thanks to all who came, let's have more next year! **HSZ**





Rosie Darwood

April Club Night Report

Dales XC Masterclass

With the xc season rapidly gathering pace (admittedly particularly in the South) this was an ideal time for some tips and analysis on local Dales routes.

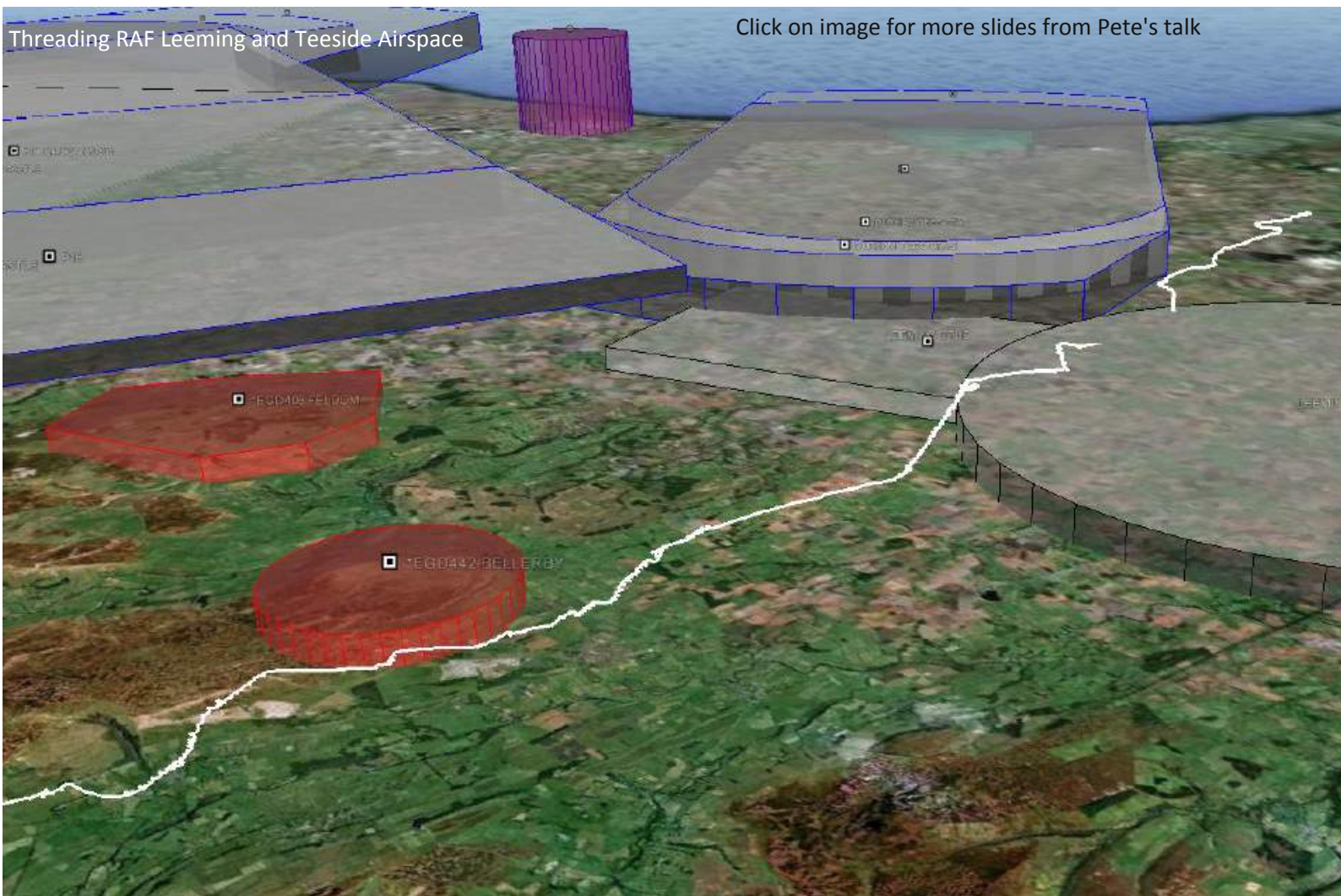
The evening began promisingly as Pete Logan, Pete Darwood, David May and myself met for a pre-talk curry in the Jewel of India. Moving on to the Horse and Farrier there was an excellent turnout (35+?). After some help from Tam, Richard and the integral kitchen fork we managed to get the projector screen to behave (time for a new purchase?!) and everyone settled in.

Many of you will know Pete Logan better than myself. After a couple of years away from the scene due to other commitments he is now getting back in the air. He has a good record of Dales flying (fifth in the Dales league in 2010 and 2011) and many of the audience had shared some of the flights he described so were also able to contribute for a friendly interactive evening. I certainly found it very useful.

The first flight he described was from Wether to York.

Perhaps a bit of focus on the target (and we all do it) resulted in his going down. There's a nice description with pictures on Facebook of Ash Ghinns flight last Sunday from Bradwell to the coast with pictures and comments, including how he was focussing on not focussing on the coast until he was within a glide! Once landed Pete mentioned the importance of immediate analysis – why did I go down? Where are other people? What are the clouds doing? What might I have done differently? I certainly tried this when I bombed out last Sunday on the hills above Asquith. Should have been more patient.

The second flight he described was actually not in the Dales, from Milk Hill to Oxford. He stayed low for a lot of the flight but was with a gaggle for much of it. He explained sometimes there's a need just to commit and leave (easier with a gaggle) also talked of the importance of speeding up and slowing down, I find the idea of different gears in a flight useful. Recognising when the



day is changing and you need to work the light lift as opposed to when the lift is strong and you need to find the good thermals. This was a similar theme on a Dales flight he described when Hawes to Leyburn took 2 hours of patient gaggle flying.

Several flights illustrated the importance of recognising changing conditions, including wind strength, direction and convergence and altering plans accordingly. Thinking of changing a straight line route to a triangle (or vice versa), recognising (and using) a line of convergence. I think this fits with freeing up “brain-space” to improve your situation awareness and decision-making. So the less brainpower you have to use on keeping the wing above your head the more you can focus on what’s happening around you. Again what Ruth Churchill Dower said about Maslows Pyramid (hierarchy of human needs) and making sure you are comfortable and relaxed (avoiding HALT – Hungry/Angry/Late/Tired) fits in here.

Following the clouds or high dark ground (and not worrying about retrieve/walk out!) were also themes Pete emphasised that were nicely illustrated in a couple of flights.

The other thing Pete mentioned was about committing to a day. If you have decided you are going to spend the day flying, commit to it. Inauspicious conditions may change. Some of the best flights start late and good flying can be had even after rain. Illustrated with a 25km

route in Wales started at 4pm and a nice flight at Windbank after gales and rain!

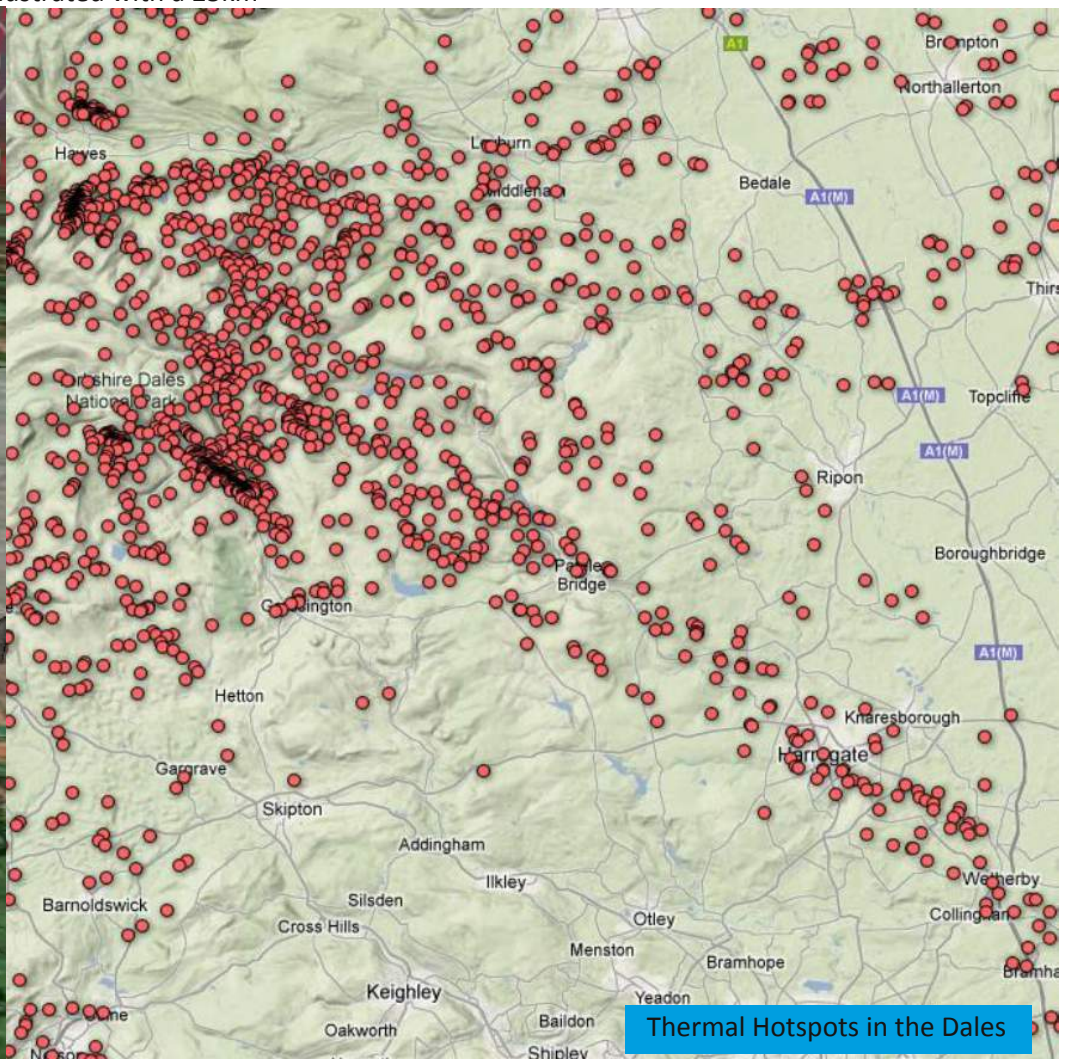
Pete showed us some flights from other pilots, including a great flight by Jake from Hawkswick to Southport. One of the interesting points being Jake actually turned back at one point just to stay up. A tricky decision to make but kept him in the air until he was able to move forward again. “If the choice is to go downwind or stay up, then stay up”. A lesson there for a few of us still!

Avoiding airspace was a feature of many of the flights. Most of us now have this easily available on our flight decks but it’s useful to be familiar with the airspace in your pre-flight planning as route decisions often need to be made early. Jaysen Metcalf (Cumbrian pilot) did a fantastic flight on April 22nd from Barton Fell landing at Addingham Moorside, scooting under the airspace from Skipton, nice work.

All in all it was a really enjoyable evening with lots of useful tips and routes. Thank you very much Pete for a great evening and thank you to all who contributed.

There will be no regular socials over the summer although I am thinking of organising a summer BBQ at some point. If anyone has ideas or speakers they would like to hear, topics they would like covered or just ideas for socials in general for the autumn please do to let me know!

RD



Thermal Hotspots in the Dales

Holiday Destination - Iran

Looking for an alternative holiday destination? Nick Pollet of *Doyouwanna*, who many in the club will know, now takes a trip to Iran - looks amazing!



Club Nights

Club Nights take place on the first Thursday of the month in winter months. They are now finished for the summer flying season, and will restart in September (7th). We aim to organise a social at some point in the summer.

Watch this space. In the meantime:

**GET OUT
THERE
AND FLY**

HORSE & FARRIER

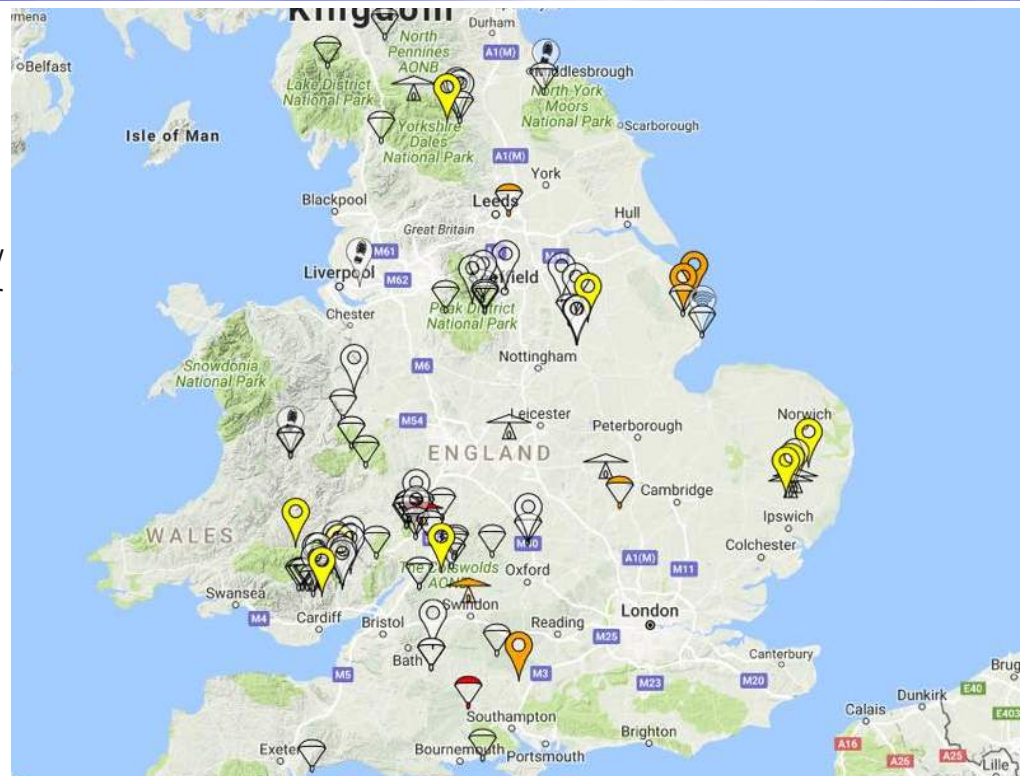


7 Bridge Street
Oley LS21 1BQ
Telephone : 01943 468400

XC Retrieve

Getting into XC flying in the Dales? There is a Dales retrieve group that you can join that enables you to show your location on a map. Your buddies, or anyone else's buddies who are on the system can then see all locations of pilots looking for a lift back to the hill.

More details at
xcr.org.uk/





Ed's Coaching Column

April is the cruellest month

(With apologies to TS Elliot who had never even conceived of paragliding in 'The Waste Land')

April is a cruel month, pregnant with the promise of spring, but not quite able to deliver. It torments with glorious thunderstorms, a few days of balmy weather then follows it up with ice and snow. Sound familiar? I'm no great fan of TS Elliot, but can certainly concur, it's a cruel, cruel month.

This month's coaching article is prompted by pub and forum tales of scary moments, vicious thermals, close encounters with big clouds and in some cases the terrain itself. This April has been especially cruel and as I write, it's not over yet and may still have a sting in its tail.

The month began with a north/south split. I missed the first week being away, but essentially a warm tropical marine airmass that gave nice flying conditions if you lived south of Birmingham, but often too windy, if dry, weather to the north. It broke temperature readings in places – summer had arrived prematurely. Whilst the southerners broke xc records and virtually cleaned up the XCLeague by mid-April, the north had to settle for scraps from the odd slots that appeared.

This all changed over the weekend 15/16th, when an Atlantic blocking high conspired with a Scandinavian high to produce a polar Arctic airmass to sweep the UK. With only small changes, this remains firmly in place – at least until the final days of the month when some movement of the Jetstream and a decline of the Atlantic high seems probable.

A polar airmass brings cold nights, often dry, but with big occasional showers, sunny days and tempting skies. The cumulus look especially well defined and the skies a lovely blue. However, the air is very unstable and the sun is getting ever more powerful at warming the ground. The further north you go generally the rougher it will tend to get as the landtrack of the wind is less. Put simply a Scottish thermal can have greater spank potential than a Peak District one, and the over the higher hills will be a lot stronger than the flatlands. Wherever you are, at height it's going to be cold! With that background in place I'll return to the scary

stories or, in my view, the biggest element of the reason behind them.

A combination of pilots fresh out of hibernation, the strongest of spring weather, new pilots breaking into the sport and a few pilots on their new wings is not a healthy combination. Flying in strong spring conditions, such as this April can be testing and have a marked effect on one's confidence, especially



when airtime seems an unpleasant survival course in the sky bordering on an uninvited SIV experience. Now - your reaction to that last statement will vary. I'm sure, indeed I know some are possibly nodding in agreement as they recall some recent moments. Whilst others are saying It was OK, I could handle whatever nature threw at me, in fact I did and I'm a better pilot for that. Both reactions are fine and I'm probably somewhere in the middle.

Allow me to give you a personal take on it from a fairly conservative, cautious pilot's point of view. I have no gung ho streak that I'm aware of, I wish to live long and prosper so I guess that puts me in the majority.

I began the month in Bassano the idea was a spring warm up with mates. A way of getting some decent airtime and be better ready for the UK xc season. My first decision was which glider to take? The soft option was my Triton 2, I flew it all last year, regard it as quite benign and I'm confident I can handle most of what's thrown at me. The tougher option was the Peak 4. I'd only recently got it and had no more than a few hours in easy conditions so it was more a gamble. I took the Peak 4, reasoning I had to get to know the wing, build the relationship and see how we both took to each other. Spring in Bassano is like spring anywhere probably

lively, but I was yet to discover how lively.

We didn't have the best of weather, but two days stood out. Braver pilots would say they were excellent, but personally I admit to enduring hours of riding the unseen tempest whilst occasionally other gliders gave up the ghost and fluttered down towards trees or cliffs. Unsettling! On the plus side, I got to know my new wing and I got to trust it. It did a good job in the roughest of cores and equally important, I pushed my own comfort zone and became confident I could handle most things. It proved an invaluable workout for when we got back home.

The past few weeks I've clocked up a fair few hours and a reasonable numbers of xc's. With the exception of one flight, they have occasionally been quite feisty at times. The best thing is, for me, that my Bassano experience really helped. I went from being kicked around by the thermal to bossing them a lot more. Having your ass kicked repeatedly really does toughen you up whilst not forgetting that the ass can sometimes bite back, so avoid complacency. It's a good feeling to know you have noticeably broadened your comfort zone and you've replaced some of the timidity with a degree of temerity.

Just to try to illustrate my stronger mental approach. About 70k out from Tinto I had to squeeze between an active Spadeadam and Carlisle airport. Up to this point most climbs had been fine, with the odd rougher one

and I was well into the groove. Right through the gap and directly on route lay a line of strong looking convergence from the Solway. To avoid it meant going the wrong side (west) near the ATZ and into the sea air, to go east had no escape route for some distance and a danger of blundering into Spadeadam whilst possibly in cloud. My first attempt got me drawn into cloud in strong lift and only a spiral got me back down to base and away. Previously I may have freaked at this point and done a runner. The second attempt I allowed myself in, but drew back to the edge and played that for a third and subsequent attempt until I got through into less problematic air. I still got myself the wrong side of the SB but that was a simple cock-up. The point is, or it's the way I see it I feel I've mentally toughened up a lot and am thinking things through more rationally without negative thoughts crowding in.

Returning to the rough spring air. It may not be pleasant at times; it may give you some scares but if you can understand it and see it as a challenge then you should emerge the stronger pilot. Obviously, pushing your skill and comfort envelope should be done gradually, but flying doesn't always allow for that. Sometimes you find yourself in situations where only courage and a cool head will see you right. How you handle that is the mark of a developing pilot.

EC



Coaching Notes

A BHPA Coaching Course is planned for the 16/17th October at Pocklington, near York.

The course is suitable for coaches requiring their refresher; pilots who just wish some high quality, intensive development or new DHPC coaches. If you feel you would like to be a new coach please drop me an email outlining your reasons and experience to date.

Costs: new coaches with DHPC endorsement and refresher coaches – FREE

Pilots just wishing to attend - £30

Coaching register:

All coaches should have an outline profile of those people signed up. If you haven't, check your spambox or your email address in the coaches list. No outgoing got bounced back, but you may have changed email addresses.

A reminder to anyone who wishes to be added to the register for coaching ... don't forget. Coaching may be called at short notice. If it looks flyable I will post in the Shoutbox and the forum under coaching. Also you don't need me for coaching- check the coaches list for one near you and drop them a line. If they aren't available then try another.

Groundhandling

This comes up on almost all returned forms. Would anyone benefit from a session on a non-flyable, but OK day? Or any other topic, airspace, instruments, weather, DHPC sites, xc etc.

Final year

This will be my last year as Chief Coach. The offer still stands to anyone wishing to consider the position (salary negotiable) at the next AGM to have a word with me about the role. In one of the forthcoming Skywords I will be drafting out the job as I've seen it – there is lots of scope to bring your own ideas.



How wings work. Sit down. Have 4 beers. Discuss

The screenshot shows the University of Cambridge website interface. At the top, there are navigation links for 'Study at Cambridge', 'About the University', and 'Research at Cambridge'. Below this is a search bar and a 'Quick links' dropdown. The main content area features a 'Research' section with a sub-header 'How wings really work'. A video player is embedded, showing a visualization of air flow over a wing. To the right of the video, there is a 'Published' date of '25 Jan 2012', an 'Image' section with the title 'Air flow across a wing' and credit 'Credit: Holger Babinsky', and a 'Share' section with social media icons for Facebook, Twitter, LinkedIn, and YouTube. Below the video, there is a caption: 'A 1-minute video released by the University of Cambridge sets the record straight on a much misunderstood concept – how wings lift.'

Club Coaches

Dales Hang Gliding and Paragliding Club - Coaches List (March 2017)

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	kgay@talktalk.net	Various
Ed Cleasby SC/CC	PG	Ingleton	7808394895	xcflight@gmail.com	Various
Rob Burtenshaw SC	PG	Oxenhope	7747721116	burtenshaw@fsmail.net	Sun and various
Peter Balmforth	PG	Leeds	7714213339	peter.balmforth@ntlworld.com	Weekends
David Brown	PG	Ingleton	7757333480	d.brown208@btinternet.com	Various
Alex Colbeck	PG	Harrogate	7717707632	alexcolbeck@gmail.com	Weekends
Kate Rawlinson	PG	Colne	7976510272	katerawlinson@hotmail.co.uk	W/e & school hols
Kevin McLoughlin	PG	Lancaster	7767652233	kevin-mcloughlin@hotmail.com	Weekends
Martin Baxter	PG	Wetherby	7775785479	mrbaxter@hotmail.co.uk	Weekdays
Toby Briggs	PG	Pateley Bridge	7582156471	tobybriggs@btopenworld.com	Various
Fred Winstanley	PG	Higher Bentham	7770741958	fredwinstanley@sky.com	Various
Richard Shirt	PG	York	7786707424	rshirt@advaoptical.com	Weekends
Simon Goodman	PG	Leeds	7720061200	simon.goodman@talktalk.net	Various
Andy Byrom	PG	Skipton	7796421890	andy.active@unicombox.co.uk	Weekends
Richard Meek	PG	Hebden Bridge	7446445157	richard.meek64@gmail.com	Various
Jan Tempest	PG	Leeds/Harrogate	7724133453 7482298437	jantemp3@btinternet.com	Various
David May	PG	Ilkley	7928318219	dav.may@gmail.com	W/e & various
Chris Williams	PG	Spain/Preston	7973222713	stayhigh@btinternet.com	Occasional UK

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

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

Ed Cleasby
DHPC Chief Coach/Senior Coach
February 2017

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
143.850MHz

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

Alan Watts

Instant Weather Forecasting

A front passes

So, what's it going to do?



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So, you are on the hill and your sky looks like that above. Do you:

- a) Pack up and go home, because it's going to awful in a little while;
- b) Have your butties now, because it's going to be great in a little while;
- c) Decide to hang around and see what happens - which could be anything?

Actual Major Inference: This is a weak front passing - could be either warm or cold or occluded!. In a few minutes, behind the lowest cloud, the wind will veer, and with the possibility of heavy gusts. The airmass will change - and become muggy after a warm front or fresher and clearer air after a cold front. The current rain will stop - at least for a while. After a warm front, drizzle will return within minutes or up to a couple of hours, and showers after a cold front. There will be complete cover stratus and or strato cumulus after a warm front. After a cold front there will be breaks in the cumulus or cumulo nimbus.



We are grateful for the kind permission to use this material from Alan Watt's book, *Instant Weather Forecasting (5th Edition)*, which is available from the club library



May 2017 : Unsettled Start, Warmer & Drier Later

Issued : April 25 2017

Forecast

We are expecting a month of two distinct weather patterns for May. The first half is expected to continue with the rather cool and unsettled theme, especially the further East you are with showers affecting parts of the UK.

There remains the risk of hill snow for the mountains of Scotland for the first half of the month, but from mid month high pressure is expected to become the dominant feature bringing a drier and more settled second half of the month.

Rain could still affect the far Northwest, especially for Western Scotland, but a generally improving picture for many for the last month of meteorological Spring.



May 2017
Forecast

metcheck



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, Andalucía Spain, at the entrance to the flying sites.
Limited to small groups of 4 to 5.
Included in price mountain bike guiding and bird watching days
**Based on group of 4*

Contact: Chris Williams
UK: 07973222713
Spain: 0034608598083
E-mail: chris@paraglidespain.com
www.paraglidespain.com

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

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



Ed Cleasby On Moles, Mayhem, and Minhaj



Geoff C and I got to Windbank late due to a flat battery necessitating a car change. Then of course there was the mole to contend with! Geoff having a swanky, high tech car meant you can't leave the keys on it - or anyplace within 30'. So, naturally the keys got buried in one of the many molehills. Simple eh? No moles are curious creatures and run off with your keys - but that became a problem for later.

Anyhow, unaware of a tale from Wind in the Willows being played out - we walked up and flew. Geoff had a plan to head up towards Halton Gill; actually he'd spent time plugging the route into his Oudie (no mean feat). I followed for moral support and Pete Balmforth rode side-saddled behind and lower thinking "They seem to know what they're doing". That'll teach him a lesson. All went well until Litton and looking down on the Cow Close landing field from an unnatural viewpoint. Geoff scabbled and went up, I scabbled and didn't - whilst his climb matured and he reached his turnpoint at Halton Gill mine continued to tease and generally kick me about. Beware! As the valley narrows it doesn't

work low down - just funnels along; obvious really. Peter landed, I hung in out of misplaced pride (then landed) whilst Geoff set off back, high only to get drilled into a field the other side of Litton. Now we were all together eventually.

My hitching skill got Geoff a lift back to his car with a woman not far and not long for Peter and I to await his return. But he didn't come back I didn't think she was that much a looker but, hey what do I know.

A long eventually later he drove up you can tell when Geoff isn't pleased so we calmed him down with a pint at the Queen's Head in Litton. This is where the mole comes in and Minhaj the Mole catcher. Fortunately, Minhaj had spotted the work of the mole and although not built for narrow holes he'd managed to retrieve the keys but like all good moles he'd also picked up the habit of hiding them again. It was purely by chance that after some time Geoff met Minhaj and was reunited with his keys.

All's well that ends well and a lesson learned about not trusting pesky moles. :D

EC



David May Risk Management - By Tim Pfeiffer

Have you ever heard someone say, "Paragliding isn't any more dangerous than driving." By the way some pilots drive on the way to launch this may be true, but on average it appears that pilots are three to six times more likely to die flying than driving. Putting this in perspective, riding a motorcycle is 16 times more likely to result in a fatality than driving. However, fatalities don't begin to tell the story of the risks involved in paragliding. Most of us who have been flying for a few years have grown weary of the steady stream of broken bones and visits to friends in the hospital.

It's easy to say that aviation is just inherently risky, but why then is commercial aviation the safest way to travel? Commercial aircraft are exposed to many of the same risks as paragliders. The difference is that in commercial aviation the risks are deliberately and thoughtfully managed. Not just crashes, but incidents are thoroughly investigated to learn what went wrong and how to do better next time. Accident reporting helps identify the sources of risk, but risk management is needed to keep the risks in line with the joy of flying.

While we manage risk continuously in our everyday lives, we are not particularly good at it. We tend to judge risk based on fear, which may or may not be a good indicator of risk. For example, most people have a natural fear of heights, so if we use our fear of heights to guide our risk assessment, we should fly very close to the ground. Also, it is human nature to underestimate risks; something termed "optimistic bias" in the language of risk analysis. And who could be more optimistic than a group of people who think they can fly strapped to some nylon by skinny little stings.

To begin replacing our fear-based risk assessment with managed risk, it is helpful to understand the relationship between risk and probability. A useful definition of risk states that risk is the probability of an event multiplied by the consequences. Probability is a number between 0 and 1, with one being a sure thing and 0 being impossible. So if the consequence is very large, like a

serious life altering injury, the risk will be high even if the probability is very small. Alternatively, if the consequences are minor, the risk is small even if the probability is very high.

So how does this help us make sound piloting decisions? Let's say you are flying along and could fly to the next field or land in a closer field. You think you can make it, but if you encounter some head wind there is a chance you could come up short. Of course, if you come up short, you could have to walk a couple of hundred yards. Most of us need the exercise, so the consequences are minor and even given the considerable probability of not making your expected glide, the total risk is small -- go for it. On the other hand, change the field to a narrow canyon with raging rapids and power lines. Now, consider the risks. Even if the probability of not making your glide is extremely small, the extreme consequences make for relatively high risks.

Understanding the definition of risk is great for risks we know and understand, but the vast majority of failures, paragliding injuries or space shuttle disasters, result from unknown risks. Recently a relatively inexperienced pilot visited a popular coastal ridge soaring site. The wind was light and no other pilots were flying. He attributed the lack of pilots to the conditions being less than soarable. Figuring that being a new pilot a sled ride would be good practice, he chose to fly. The result was broken bones and a harrowing helicopter rescue. What went wrong? The pilot thought he had assessed the risks and certainly didn't feel a simple sled ride involved a large risk. This pilot learned about the unknown risk the hard way. Later the pilot was subjected to a chorus of pilots questioning why he would even think of flying that site in those conditions and stories of other luckless pilots who had tried the same thing he did. Which makes the point, that most unknown risks are not unknown by everyone. Ask your friend with the cast if they understood the risks behind the decisions leading up to their crash. Chances are, something they did not anticipate hurt them, but given the proper knowledge they could have anticipated

and avoided the crash. Through experience and communication we can reduce the unknown risks, but never eliminate these risks.

We can't possibly be expected to understand and analyze every risk, so how can we manage risks that we don't even know exist. Fortunately managing unknown risks is no more complicated than accounting for the known risks. An engineer designing a building or airplane part analyzes the known risks, then accounts for possible unknown risks by adding a factor of safety. Depending on the consequences of failure and how well the risks are understood, this factor of safety is typically 2 to 5 times the calculated value. Because of the universal application of this concept in engineering, building collapses and catastrophic mechanical failures in aircraft are exceedingly rare. This same concept can be applied to piloting decisions.

Let's return to our discussion of gliding to the next field. If the consequences involve only a short walk, there is not much need for an extra margin for safety. In fact, this would be a good time to test your glide angle estimation skills. Make a note of how far your estimated glide varied from reality. With a stack of estimates under varying conditions in your experience bank, you are ready for the next step. Estimating your glide when you absolutely positively cannot come up short. What was your worst estimate ever? Let's say you estimate that you can glide four times further than the width of Death Canyon, but there was that time you came up with only a half of your estimated glide. Just like the engineer designing the aircraft part this worst case glide should be your base estimate. Using your worst-case estimate, you can glide twice as far as the canyon is wide. This could be considered a factor of safety of two. Is a factor of two enough? Consider the consequences and the unknown risks that could possibly be involved. Also, is there some compelling reason to cross the canyon. For most of us who plan a few thousand more flights, a factor of two involves far too much risk.

The only way to completely eliminate the risks of flying would be not to fly. Since for most of us this is not a desirable option, we must learn to manage the risks and find a balance between risks and the experience of flight. Learning to manage risks is just like any other skill involved in flying. It must be learned and mistakes will be made. The trick is to learn from the mistakes without paying too high a price. Considering the consequences

and leaving room for the inevitable mistake keeps the price down. Often the only difference between an incident and an accident is altitude. The inevitable mistakes and incidents will be learning experiences rather than setbacks. Learning about what can happen on full speed bar with lots of altitude is one way to gain experience; without lots of altitude it is a good way to stop gaining experience. An even better way to gain experience is to learn from the mistakes of others. The history of aviation is filled with pilots who gave their bones and lives to learning the hard lessons. Making the same mistake again dishonours the memory of the pioneers who made the dream of flight a reality.

The old cliché could never be truer; judgment comes from experience, experience comes from lack of judgment.

Totally unscientific top nine list of risks

9. Long drives
It is just as blown out after a 20-hour drive as after a 20-minute drive.

8. Hot wings
It's not the wing it's the pilot.

7. Relevant experience
It's what you don't know that's going to hurt you.

6. Health and physical fitness
Those extra pounds are extra force during a hard landing.

5. Landing
The second most common way to get hurt.

4. Launching
The most common way to get hurt.

3. Complacency
It always hits when you least expect it.

2. Attitude
The best way to get hurt is to think you can't.

1. Altitude
It's not the air that's going to hurt, it's the impact with the ground.

DM

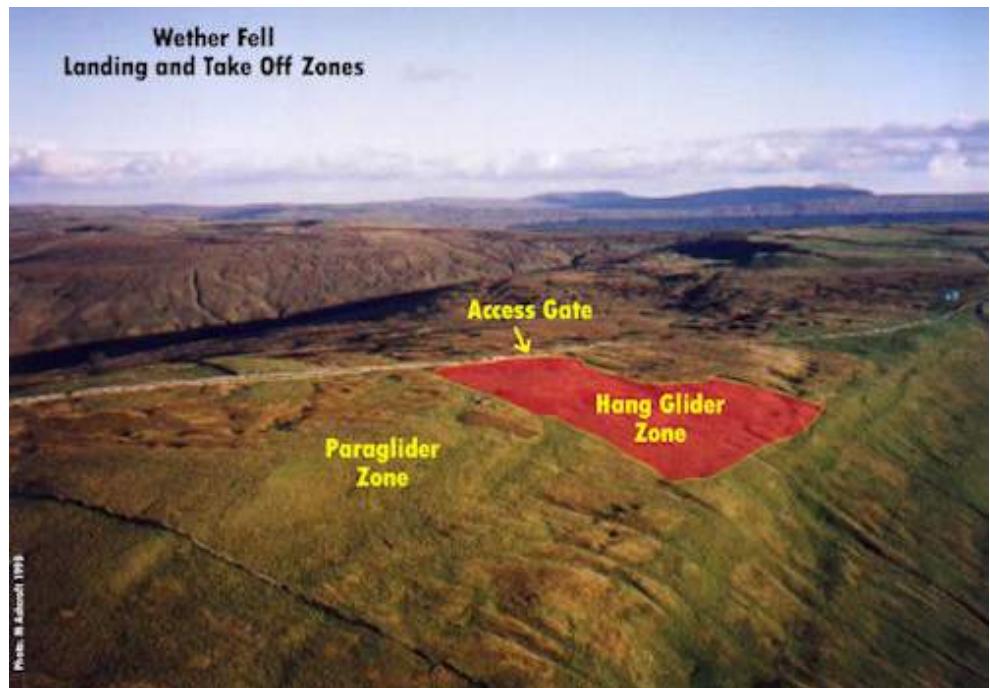
Club Sites

<p>Dennis Marston</p> 	<p>Simon Tomlinson</p> 	<p>Northern Sites</p> <table border="0"> <tr> <td>Dennis 07968 380829 dennisandmargaretm @yahoo.co.uk</td> <td>Addleborough</td> <td>Semer Water</td> </tr> <tr> <td></td> <td>Bishopdale</td> <td>Stags Fell</td> </tr> <tr> <td></td> <td>Brant Side</td> <td>Tailbridge</td> </tr> <tr> <td>Simon 07759 138971 sigma7man @gmail.com</td> <td>Dodd Fell & Grove Hd</td> <td>Wether Fell</td> </tr> <tr> <td></td> <td>Nappa Scar</td> <td>Whernside</td> </tr> </table>		Dennis 07968 380829 dennisandmargaretm @yahoo.co.uk	Addleborough	Semer Water		Bishopdale	Stags Fell		Brant Side	Tailbridge	Simon 07759 138971 sigma7man @gmail.com	Dodd Fell & Grove Hd	Wether Fell		Nappa Scar	Whernside
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	<p>Toby Briggs</p> <p>tobybriggs@btopenworld.com</p> <p>07582 156471</p>		<p>Southern Sites</p> <table border="0"> <tr> <td>Addingham</td> <td>Hawkswick</td> </tr> <tr> <td>Baildon</td> <td>Ilkley Moor</td> </tr> <tr> <td>Cow Close Fell</td> <td>Kettlewell</td> </tr> <tr> <td>Cowling and Sutton</td> <td>Kilnsey</td> </tr> <tr> <td>Great Whernside</td> <td>Windbank</td> </tr> </table>	Addingham	Hawkswick	Baildon	Ilkley Moor	Cow Close Fell	Kettlewell	Cowling and Sutton	Kilnsey	Great Whernside	Windbank					
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Wether Fell - Reminder

It's easy to get into bad habits, and difficult to break them.

Wether Fell is one of our most popular sites, for both HG and PG pilots. Frequently there is no conflict because conditions only favour one discipline. However, when it's possible for both to fly, if PG pilots have got into bad habits, and use the wrong area, conflicts can occur. Please refresh your knowledge of the site guide.



"Paragliders should prepare, launch and TL in the paragliding area as indicated to deconflict with launching hang gliders. Don't scratch or ground handle in front of the hang glider launch/top landing area where you might be out of sight of launching gliders or block a pilot's overshoot.

The smooth slope (shown in brown to the right), where we often put up a windsock, basically shows the boundary between HG and PG. **Even if there are no hang gliders present please walk to the correct area, to get everyone into the right habit, and land in the same place"**

Awesome April!

So, did you kick off your season with a bang? There was some great flying to be had as this selection of photos shows

Love is ... sharing a thermal with your husband!



Helen and Marek, Far Whitestones. Apr 2nd

Approaching Helvelyn on flight from Yoke. April 19th



Photo: John Oliver



Simon Tomlinson on Brant Side
April 2nd





Photo: Gary Senior

Ingleborough from 5,000 ft

April 21st



Photo: *Gary Senior*

Turkey April

Alex Colb



Pete and Sara Spillet share an evening flight on Wether Fell



il 2017
beck



April 8th



Barton Fell - April 22



Photo: David May

David May above Haweswater
April 22nd







Andy Smith Gavin McClurg Masterclass



Those who know me will probably have heard me talk about my desire to get involved with hike and fly races at some point in my flying career, with this in mind I was lucky enough to get signed up for the second of Gavin McClurg's Masterclasses run out of Jockey Sanderson's Flight Park on the weekend of the 8th and 9th of April. He had been showing his film 'North of Known' around the country at various venues and was keen to pass on some of his skills/knowledge/advice regarding hike and fly and vol biv adventures.

An early start on Sunday morning saw me at the flight park meeting a few folks that had stopped over after a fun and successful Saturday where they managed to fly either side of Gavin's talk. Sunday however wasn't looking so good; despite clear skies and sunshine the wind was forecast to pick up through the day.

With that in mind the plan was hatched to try and fly in the morning then do the talk later, phone calls were made to folk heading out to fly whilst Ed Ewing (XC mag) made sure he had all our details. Gavin headed up a

little introduction session where we all explained what we hoped to get out of the day, then he had a quick run through of his kit he normally flew with before we all got in the cars and headed for Jenkin.

As we began the walk up we could see people flying on Blease, they didn't look like they were going very far though and the wind was increasing as we walked up so after a bit of a group chat we decided to descend to Latrigg and assess conditions there. Conditions at Latrigg were perfect for a bit of a talk and demo of strong wind launching and ground handling, Gavin borrowed Theo Wardens acro wing and put major emphasis on staying off the brakes in strong wind instead using the back risers for control. After slightly worrying our group of pilots and entertaining the local tourists Gavin handed back Theo's kit so he could go for a little flight to check conditions, what a boy young Theo is! Most of us were happy to be firmly on the ground after watching him get picked up and gain height quickly with very little forward motion, the little wing twitching and pitching around in





the gusty wind but all the time being very skilfully controlled. After a few minutes that were at times scary to watch he landed right on the top of take-off, collapsing the wing with the back risers with no drama whatsoever.

Back to the flight park and level ground so the rest of us could get some ground handling practice in safely, Gavin walked around helping everyone out with tips and advice before deciding we should have a little game to make things more interesting. 4 milk crates were laid out and the group split into 2 teams, these teams would then race 2 members at a time from each team around the course from opposite sides while kiting their wings. Extra marks would be awarded for take out's where our paths could cross in the centre of the crates, I'm sure we all had a great time (especially Gavin) and got a lot out of it. After a bit more GH in ever increasing wind we packed up and went inside so Gavin could give his talk.

The talk was really interesting with a run through the kit he carries for his general vol biv adventures and how you should tailor these for whatever you're doing and where you fly He then moved on to other aspects of flying adventures regarding planning, training, attitude etc.

Below are the key points he highlighted (hopefully I've remembered everything)

Ground handle, ground handle, ground handle:

very few pilots do it enough, 1 hour on the ground is worth 10 in the air. Everything you might experience in

the air can be replicated on the ground so it becomes a non-event when it happens and you have the muscle memory to do things automatically.

SIV:

should be part of your ongoing training, don't just do it once and leave it. You should do it every year, yeah it's expensive but what's your life worth?

Check your reserve handle:

every flight, not just when you get scared. It should be second nature to instinctively know where it is.

Get into good habits:

Always turn the same way on launch, have a pre-flight checklist that never changes etc.

Bring it:

when things get tough or rough turn it into a game that you can win, sit back and relax then get back into it. You've trained for this (or you should have) and deserve to succeed.

Go big:

Don't be afraid of landing out, make sure you have the gear you need for a walk out and to let folks know you're ok and go for it. Take the risk but obviously not by putting yourself in danger.

Know when not to fly:

some days it just doesn't happen, you forget kit, don't feel good or something else. There will always be another day.



There's probably a few things I've forgotten but I'd advise (if you don't already) to listen to his podcasts on [Cloud Base Mayhem](#), they are really good and full of useful advice/information.

Personally I got a lot out of the day, I consider myself to be a fairly confident ground handler but I feel I've

become more confident just with the hour or so we spent messing around in the field at the flight park in strong and switching wind. Gavin gave me a lot to think about and go away and work on with his insights on aspects of flying and I'm going to take his advice and enter some comps next year to learn from the top guy's and girls.

AS





Pete Darwood Competitions

Well what a difference April has made to things, the cross country season has really had an adrenaline shot! In the national league, the better weather down south is reflected in some hugely impressive flights. Two pilots are already sitting on 980 points (best six flights), one of which has only just started paragliding (Luke Nicol an ex-hanglider) and the other (Graham Steel) already has a full-house of 100km flights. In all there are 71 flights of 100 points or more and two of 200+km. However, the two most impressive flights are a pair of 105.4km declared FAI triangles from South Cerney (Cotswolds) on the 19th April netting Luke Nicol and Hugh Miller a whopping 316 points. As far as I can see, 105km is also a UK record for a declared FAI triangle if validated?

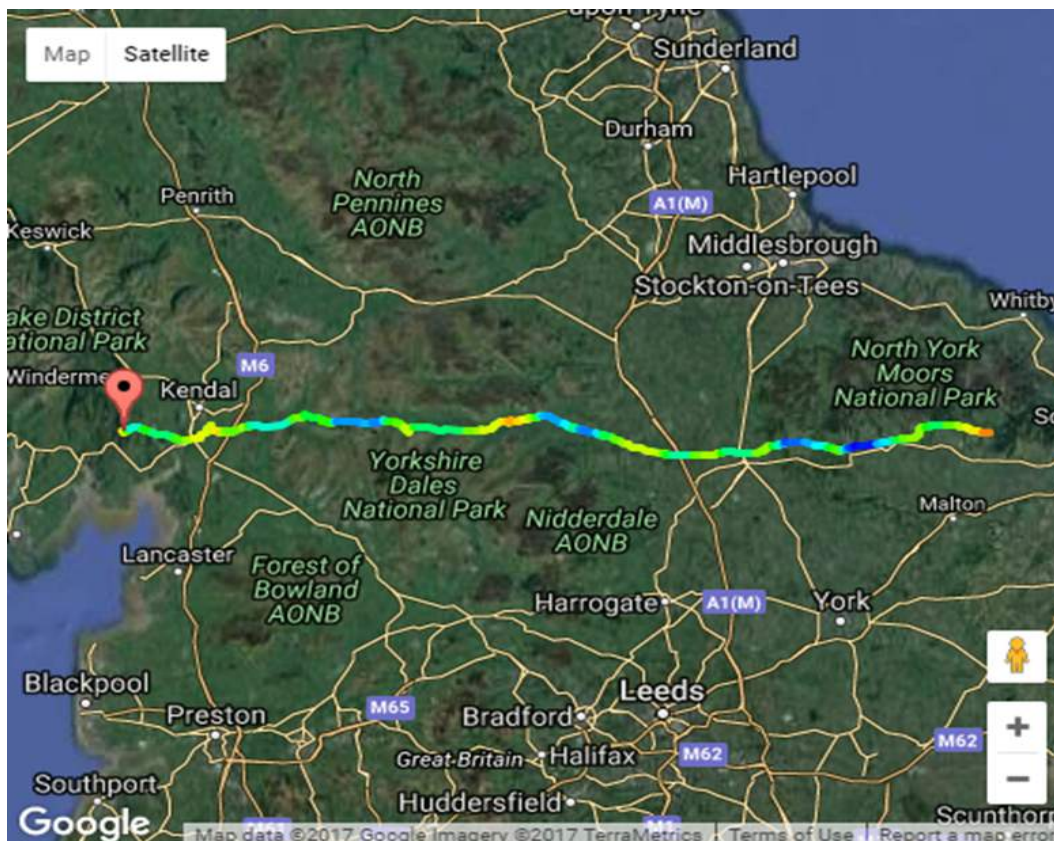
One other statistic that jumps out in the national league is the dominance of Ozone, and in particular, the new Zeno two-liner in the top of the league. Out of the top 20 positions, 17 are on Ozone wings and 11 of these are flying a Zeno. One of the only exceptions is Ed Cleasby flying his new Niviuk Peak 4 into twelfth position.

Locally in the Dales, despite frequent high cloud cover,

accusations of RASP being hacked by the Russians and claims that God is a southerner, we have leapt to 52 flights and 22 pilots with an average of over 67 points per pilot; fortunately, the likes of the competition secretary are helping to keep this average low. The current longest flight is Dave Smart from Grove Head (75.8km) on the 22nd April, followed by Ed Cleasby and Chris Kay. Perhaps more interestingly is seeing where and how other people have flown on a given day and the variety of take offs used (12) and wings flown (18).

However, undoubtedly the best flight in the Dales did not in fact start or finish there. Mike Cavanagh's XC from the south end of Windemere in the Lakes on the 23rd April crossed the M6 below the Howgills, came up Garsdale and over the back of Brantside. A brief nod to Wether fell and then Addlebrough before continuing down Wensley Dale low and out to Leyburn. From here he gained height again, crossed the Vale of York and landed just north of Pickering in the North York Moors. The flight took him 4 ½ hours, covering 145.9km open distance with an average of more than 32kmph. Well done Mike!

PD





The Past

Dec 2006 Bits and Pieces

Cover photo: Wether Fell Cloudstreets.
Photo credit: John Ellison



NEWSLETTER
DECEMBER 2006

CLUB NIGHT - 7th December



Steve Elkins of Bird of Bognor fame will be giving a talk on his exploits.

See you at the Riverside Inn Ilkley
8-8.30pm on the 7th December

How things have changed - or have they!?

GOING FLYING—THINKING AHEAD TO NEXT YEAR

Some thoughts from OGI.....

Hello all,

The committee of the Dales Club discussed at the last meeting how we could develop a system of informing people where you were intending to go flying today.

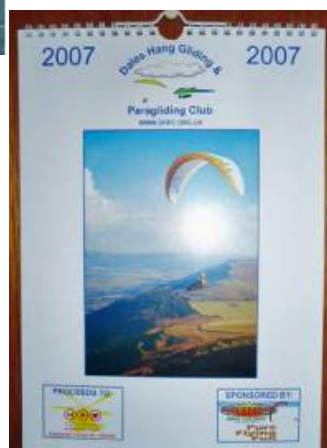
There are no firm ideas as yet but you know the form, especially during the week when we get some better weather. You have checked the weather forecast, packed your gear, sorted the sarnies and have a couple of options of where to head for. For safety reasons you don't really want to fly alone, but you don't know where everyone else will be.

What we need to do is to devise some sort of mechanism for notifying others of our intent. We all accept that on site things may change, but if we can get something sorted out it will be a starting point for members old and new, to find some company.

It may be possible that the Google Group works for this, but any other ideas will be welcomed. To cover:-

- where you are heading
- rough time?
- maybe Wendy reading?

The objective is to provide something simple and effective that doesn't become a chore i.e. you don't want to be writing a bible as nice fluffy little clouds are floating past your window. Ideas for discussion to the web site or to dhpc.news@yahoo.com !!!



!!!!!!NOW AVAILABLE!!!!!! Dales 2007 Calendar

The Limited Edition DHPC calendar 2007 is now ready to purchase!

12 pages, 1 per month, each with a winning photo from the club photograph competition earlier this year, this must have item has now finished its first print run and is ready to purchase for the paltry sum of **£7.50**.

ALL PROCEEDS OF THE SALES WILL GO TO CHARITY

Calendar's will be available to buy at the AGM or can be ordered from:

Tony Pickering

Postage is 65p extra.

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
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Tim Rogers - Librarian
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Neil Plant - Membership Sec
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Rosie Darwood - Social Sec
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Pete Darwood - Paragliding Comps
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Safety Officer
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Helen Setnika Zambas - Trophies
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Simon Tomlinson - Sites Officer North
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Toby Briggs - Sites Officer South
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Alex Colbeck - Website
website@dhpc.org.uk



Tam - Newsletter
skywords@dhpc.org.uk

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

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

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

Date	Event	Website
May 5 - 14	World Paragliding Accuracy Champs, Albania	www.fai.org/civl-events
May 6 - 8	North - South Cup, Location flexible	northsouthcup.wordpress.com
May 20 -27	Paragliding World Cup (PWC), Coeur de Savoie, France	www.pwca.org
May 26	BOS Dales Round	
Jun 2 - 3	Buttermere Bash, Cumbria	Faceache
Jun 10 -11	Nova Festival, Derbyshire and Lancs Gliding Club	Active Edge FB page
Jun 17-24	PWC, Nish, Serbia	www.pwca.org
Jun 30 - Jul 2	Parafest, Caerwys, Wales	www.parafest.co.uk
July 1 -7	Ozone Chabre Open	www.flylaragne.com
Jul 1 - 15	World Paragliding Champs, Pedavena, Italy	www.fai.org/civl-events
Jul 2	Red Bull X-Alps, Salzburg	www.redbullxalps.com
Jul 15 -16	Lakes Charity Classic, Grasmere	www.cumbriasoaringclub.co.uk
Jul 22 -29 (TBC)	British Open 1, Malvern? TBC	www.pgcomps.org.uk
Aug 5 - 12	PWC, Disentis, Switzerland	www.pwca.org
Aug 6 12	BP Cup, Derbyshire Round, Bradwell	https://www.bpcup.co.uk/cms/
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
Sep 2 -9	British Open 2. St Andre, France	www.pgcomps.org.uk
Sept 2 - 9	PWC, Pico do Baviao, Brazil	www.pwca.org
Sept 22 - Oct 5th	Icarus Trophy, USA	www.icarustrophy.com
Sep 30-Oct1	DHV HG meeting, Buching, Germany	www.dhv.de
Oct 17-22	Oludeniz AirGames	
Oct 28 - Nov 4	PWC, Guayaquil, Ecuador	www.pwca.org
Nov 16 - 19	Kendal Mountain Festival	www.mountainfest.co.uk

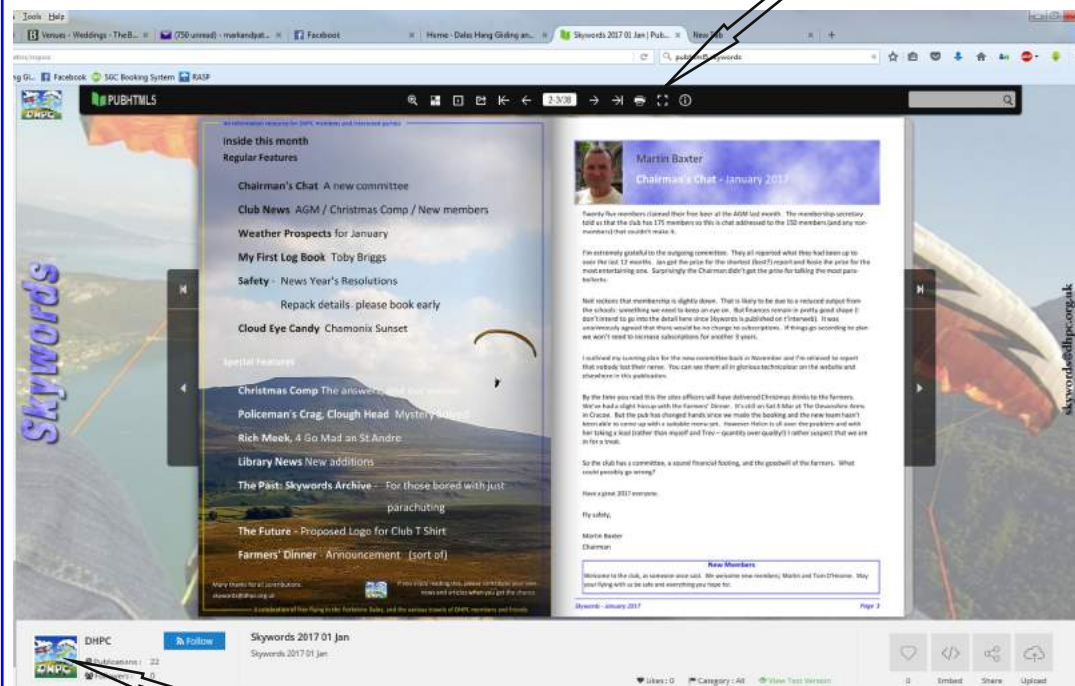
EYECANDY FOR CLOUD LOVERS

Fog demonstrates air flow disturbance around an obstacle



Photo Credit: Bel Air Aviation Helicopter Services

Pubhtml5 screenshot



This button takes you to full screen mode

You can search the pubhtml5 website if you can't remember the exact address for Skywords - but remember that searches are case sensitive!

This button takes you back to Skywords homepage