



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

# Skywords

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

Issue: 122 Aug 2017

Bumper summer special.  
All the B's:

Bassano, Buttermere,  
Bassano, Baildon,  
Bassano, B\*\*\*\*\*s!

\*\*\*\*\*s!



## Inside this month

This month's cover shot is by Tam. Take off at Latrigg for the A Comp on the Saturday of the Buttermere Bash on June 3rd



### Regular Features

**Chairman's Chat** LBA Airspace Proposal

**Club News** Up Hill and Down Dale - inc "parabollox #1" **New!**

**Weather Prospects** for August

**Competitions** - Pete Darwood

**Instant Weather Forecasting** - Cirrus and Cirrostratus

**Skywords Archive** - Feb 2007 - A long time ago ...

**Cloud Eye Candy** - Asperatus - New Zealand

### Special Features

**Bassano with Austrian Arena** - Andy Smith

**Buttermere Bash**

**Addictions and Bastards** - Bob Matthews

**Kossen Super Festival** - Jan Tempest

**Bassano with Kelly Farina** - Joseph Edmonds

**Bassano two times** - Tim Rogers

**LCC Report** - Ed Cleasby

**Baildon Sod Report** - Pete Logan

**Cass' Coast to Coast Hike and Fly** - Glyn Cassidy

Many thanks for all contributions.

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





## Martin Baxter

### Chairman's Chat - August 2017

### Leeds Bradford Airspace Change Proposal

Following 3 years of presentations and very little compromise, the Leeds Bradford Airspace Change Proposal (LBA ACP) has finally been published here. As I write this we have already moved on to Issue 2, and the deadline for responses has been extended to 6 Oct. Issue 1 was superseded when it was pointed out that some of co-ordinates didn't make sense. You'll spot some errors in the current version and together with some contradictions and general irrelevance I hope that we can expose their over-optimistic forecasts, particularly when it comes to passenger numbers in the light of BREXIT and the downturn in the economy. I note that, over the last 3 years, the main driver for change appears to have shifted from increased passenger numbers, through compliance (with procedures), and now to saving fuel.

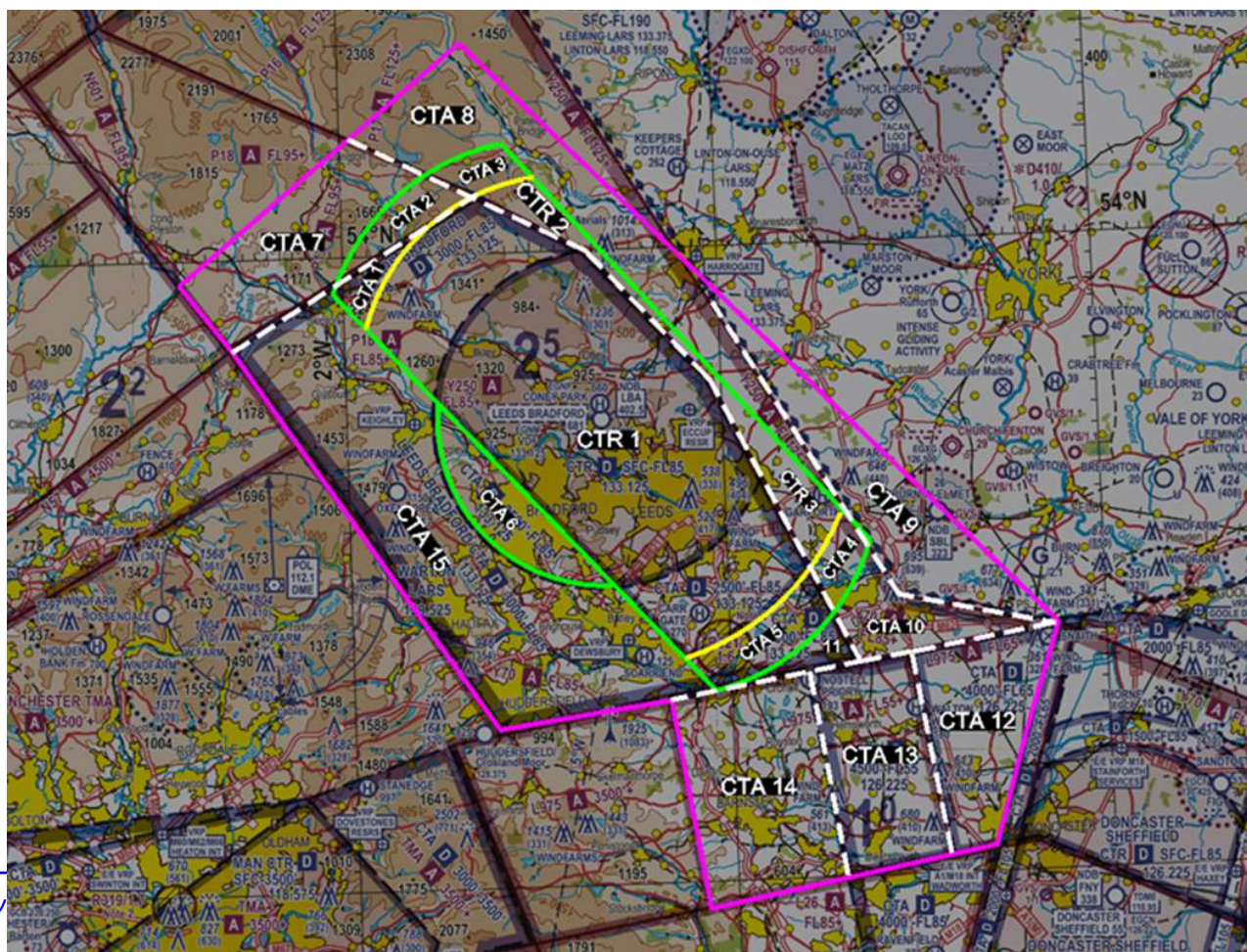
But what does it look like for us. Take a look at the diagram. CTA 8 (down to 3,500') is the biggest problem. The northern most point is in Nidderdale just north of Lofthouse. The ground in this areas rises to 1,500' in places and will make XC routes from Dodd/Wether Fell to the Vale of York and on to the coast much more

difficult. What really offends me (and I have told them so!) is that, whilst LBA concede that they only need CTA 7 & 8 for 25% of the time (for approaches to Runway 14), they intend to give it to military controllers for the remaining 75% of the time, thus denying it to us even when they don't need it!

CTA 3 (3,000') and CTR 2 (Surface) will also jut out into our preferred route, adding to the problem. Addingham Moorside, currently limited to 3,000', will fall into CTR 1 (surface), and flying there will cease. We can just about squeak out of Windbank, Cow Close Fell, Kettlewell and Great Whernside, although triangles will be limited.

We intend to do all that we can to fight the proposals and we do have allies who also operate outside controlled airspace. Unfortunately the precedent isn't good in that the Civil Aviation Authority (CAA) have previously approved other over-optimistic airport expansion plans, although there are signs that the tide may be changing.

We can complain that new airspace breaches our civil







### Chairman's Chat (Continued from page 3)

liberties but I suspect that won't hold much water compared to ensuring the safety of airline passengers. But I think that we have a good case when it comes to explaining the compromised safety of those outside airspace, who are being funnelled into a smaller 'choke points' with reduced time for decision making.

We are hoping to get input from the BHPA and British Gliding Association (who have some tame airline pilots/ATC who may be able to blow some holes in the justification) by mid Aug. We hope that the Derbyshire Soaring Club (and BGA) will lead the charge in the southeast and the Pennine Soaring Club in the northwest; which we will, of course, support fully. But your committee hasn't been resting on its laurels. We have produced a draft response that we discussed at the last committee meeting. We agreed that rather than trying to justify what we would really like, and perhaps get nothing; it would be better to seek a realistic compromise. Take a look at CTA 9 (the boundary between CTAs 8 & 9 is actually the dashed white line). LBA have 'generously' agreed to raise the base of CTA 9 to FL55 between the hours of 0900-1800hrs. We hope to persuade them to do the same for CTA 8, possibly with an associated relaxation for CTA 3 & CTR 2.

We already have a Letter of Agreement (LoA) covering Baidon Moor, Ilkley and the 'corridor' to Addingham Moorside. We hope to persuade them to honour it. If any member would like to see our current draft response then I'm happy to email it to you, although I suspect that there will be several more versions before we respond formally towards the end of Aug. I'd rather that it wasn't released on general distribution just yet, for what I hope are obvious reasons.

That will be the time when we will ask all members to support our position in their own words. A duplicate copy won't add much weight, but individual expression and experience will.

Fly safely,

Martin Baxter

Chairman

### Kerim delivers 2016 Farmers' Dinner Prize!

At the Farmers' Dinner in 2016, Margaret Iveson won a raffle prize of a tandem flight. With one thing and another this has been outstanding since then. However, Kerim delivered the goods on 18th July with a one hour flight at Semer Water. Well done Kerim and many thanks for fulfilling the club's promises.



### (I havent got a) Cruciverbalist Clue

Another flying related clue in the national press;  
Fashionable edition turning up (9 letters)

See BAGE PAGE for the answer



## British Paragliding Cup

Last chance to enter this years BP cup. The last UK comp this season is based at the Derbyshire and Lancashire gliding club in the Peak District.

The BP Cup caters for the pilot who wishes to improve their flying and develop skills, learn about tasks, routes GPS use and XC flying, in a mentoring/ coaching type of environment.

See this month's *Skywings* for the report on the recent Pennine round. Dates are Sunday 6 August 2017 to Saturday 12 August 2017. Website <https://www.bpcup.co.uk>

## NATS

Latest information affecting 1:250,000 Sheet 4 The Borders Chart. Full details of amendments affecting the current version are available on the NATS AIS Website.

ENR 5.1 - DANGER AREAS

Our Ref: 162025

Year: 2017

Effective: 22/06/2017

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.

## New members

We welcome 4 new members this month. Welcome to the fold: Charles McDonald, Paul Boyd, Colin Partridge and Ken Hardman. Dont be shy, introduce yourself on the hill, you will find us a friendly lot - particularly if you want to listen to tales about our flying. Before you go much further in your new sport, I strongly recomend that you read page 7 of this edition. You have been warned!

## Parabollox - #1

So, we all know the scene. You're sat on the hillside. It's not flyable. The conversation drifts in and out of your consciousness, and in and out of sense. Switch off for a moment to consider whether you're prepped properly for the next flight and when you start taking notice again the conversation has got to a very strange place. An incredulous fact has been put out there by someone who half heard it in the pub after 10 pints a few months ago. They're pretty sure but not completely prepared to swear blind that their preposterous assertion is fact, they just think it is.

So, consider this gem from Pete Logan on Brant Side, July 9:

"Hedy Lamarr, an Austrian born film beauty in the 40s, and star in *Samson and Delilah* and other films. At the beginning of World War II, she developed a torpedo guidance system for Allied torpedoes. What's more is that she did it with a guy who was a composer, and the principles they used are now included in modern wi-fi and bluetooth technology."

Eh? Are there strange mushrooms growing at Brant Side, Pete?

What do you think - Parabollox, or Wikifact?

See **BACK PAGE** for the answer





## August 2017 : Hot Start, Cooler From Mid Month

Issued : July 25 2017

### Forecast

The start of August is expected to bring warm/hot weather across the UK from the South or Southeast with high pressure being in control of the weather.

From the middle of the month we expect the Atlantic to begin to dominate the weather with bands of rain and cooler, fresher weather returning from the West.

Confidence for this forecast however is low. The recent weather patterns have favoured more transient high pressure areas across the UK and it's possible that the return to more unsettled weather could occur earlier than expected.



August 2017  
Forecast

metcheck

## Club Nights

Club Nights take place on the first Thursday of the month in winter months. They have not been held during the summer, but will restart in September (7th). In the meantime:

**GET OUT  
THERE  
AND FLY**

If you use the Dales retrieve group on Telegram, or even the shout-box to announce where you've got to, you may get a chance to buy your retrieve driver a nice sociable pint!



7 Bridge Street  
Olley LS21 1BQ  
Telephone : 01943 468400



Cuddle  
the tiger..

..the most  
miserable days  
of my life

..gossamer  
winged gods  
float overhead

..if only I  
had taken  
up cocaine

..grinning like a  
Cheshire cat for  
weeks on end

The bastards  
that they are

## Bob Matthews (LLSC) Addictions and Bastards

You may recognise something of yourself in this excellent "storyboard" from the XC league - 12 July

Earlier this year, a mate declared the he had been given "the" ultimatum by his wife. Paragliding or her, one or t'other. What a flight he had that day. He is having the season of his life.

It puts me in mind of a conversation I oft-times repeated with Bren about the nature of our attachment to the sport. I usually summed up my feelings by lamenting "if only I had taken to cocaine".

I have been flying for around 17 years and have suffered a fairly extended Scottish XC apprenticeship. In a country where often, on the day, there is only one chance to climb out, it can be a fairly frustrating sport. The most miserable days of my life have been spent paragliding, whether it be at the bottom of the hill having bombed, just before the "climb-out thermal" arrives or directly over the back having failed to find a second thermal. Always soaked in sweat, leg weary and totally and utterly desolate at the sight of paragliders at cloud base overhead, mocking me with demonstrations of the potential for the day.

I can't count the number of days spent feeling totally bereft. Days where pilots have PB'd and broken national records and I have only managed to flop at a couple kilometres. You might well ask, why don't you stop?

Well the flip side is that I have never had a season without at least one flight that made me grin like a Cheshire cat, for weeks on end. It seems that for me, the high doesn't need to be particularly frequent or lengthy, for the addiction to be as ferocious as ever.

One thing worth remembering is, that while you are euphoric at the end of a great days flying, there is every chance that on launch you were chatting, in heady anticipation, to a fellow pilot who is now deep in depression, in the midst of the worst day of his life.

My advice to friends who enquire about starting in the sport is as follows: - Only if you enjoy strenuous physical exercise, only if you are prepared to suffer lots of frustration in the process of learning the skill and only if you are prepared to wave your marriage goodbye.

For those that have made the "mistake" of advancing past a "Taster weekend". All is now lost, you may as well embrace it. Cuddle the tiger as it attempts to devour you.

There are three stages in the life of a freeflyer.

**Larval** - In a stable relationship, little interest in meteorology, holidaying based on the needs of your significant other. You will also have a wide group of friends who share your interests and pastimes.

**Pupal** - Tanned not to say weather-beaten, ever skyward gaze, holidaying based on a complex calculation: - (Flying potential abroad / Significant Other's mood) - Flying potential at home.

At this point you will also be out of favour at work or indeed out work or at the very least, questioning your choice of career. Yes you should have been a postman.

On the eve of 5 star days you will be in knots, thinking of how to tell your significant other that the day you planned to spend with her was now such a distant 2nd place on your priorities list, that it was indeed, no longer on the list.

All of this will be true for you and yes you will still be experiencing some of the the most miserable days of your life, in a field attached to a plastic sheet by dental floss while gossamer winged gods float overhead at cloud-base.

**XC hound** - Very similar to pupal, but enjoying a better ratio of successful XC flights to life sapping sweat-festivals / bomb outs. You will now be either divorced or struggling in a successful marriage. You will have no concept of life without a wing. You will have developed a large circle of like minded brothers. Be assured, each and every one of them is cuddling a tiger, just like you are.

It is such a selfish sport, but don't think for a minute, when you are having your worst day ever, that the skygods in goal aren't thinking of you. At the very least they will be thanking god that they are not with you. The Bastards that they are.

RM

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# Alan Watts

## Instant Weather Forecasting

Cirrus and cirrostratus

So, what's it going to do?



© Alan Watts, 2016, *Instant Weather Forecasting*, Adlard Coles (UK), an imprint of Bloomsbury Publishing Plc.

Your morning sky looks like this. Do you:

- a) Cancel all flying plans because the weather is going to pants in an hour or two;
- b) Post on the shout box that you're going out early ahead of the imminent bad weather;
- c) Start packing for a mega afternoon's flying and warn your partner that they may have to drive to the coast to pick you up at about 9pm

Actual Major Inference: A warm front is on the way in, probably, and the wind will increase, with rain to be expected later.

The wedge of warm air extends hundreds of miles ahead of where the front meets the surface. As the wedge starts to deepen, the sky above is seen. The cloud will thicken and lower and darker altostratus will follow. If you are north of the depression centre, the wind will veer and increase. To the south of the depression, the wind will back and increase. The sky will become completely overcast. Expect winds of Force 5-7 in 3-8 hours, and continuous rain in 6-12 hours.



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



# Club Coaches

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

Name	HG/PG	Location	Phone (+0)	Email address	Availability
Trevor <u>Birkbeck</u>	HG	Ripon	1765658486	<a href="mailto:trev.birkbeck@gmail.com">trev.birkbeck@gmail.com</a>	Various
Steve Mann	HG/PG	Kirkby <u>Malzeard</u>	1765650374	<a href="mailto:stev.andbex@btinternet.com">stev.andbex@btinternet.com</a>	Weekends
Kevin Gay	HG	Ripon	7794950856	<a href="mailto:krqay@talktalk.net">krqay@talktalk.net</a>	Various
Ed <u>Cleasby</u> SC/CC	PG	<u>Ingleton</u>	7808394895	<a href="mailto:xcflight@gmail.com">xcflight@gmail.com</a>	Various
Rob <u>Burtenshaw</u> SC	PG	<u>Oxenhope</u>	7747721116	<a href="mailto:burtenshaw@fsmail.net">burtenshaw@fsmail.net</a>	Sun and various
Peter <u>Balmforth</u>	PG	Leeds	7714213339	<a href="mailto:peter.balmforth@ntlworld.com">peter.balmforth@ntlworld.com</a>	Weekends
David Brown	PG	<u>Ingleton</u>	7757333480	<a href="mailto:d.brown208@btinternet.com">d.brown208@btinternet.com</a>	Various
Alex <u>Colbeck</u>	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 <u>McLoughlin</u>	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	<u>Pateley</u> Bridge	7582156471	<a href="mailto:tobybriggs@btopenworld.com">tobybriggs@btopenworld.com</a>	Various
Fred <u>Winstanley</u>	PG	Higher Bentham	7770741958	<a href="mailto:fredwinstanley@sky.com">fredwinstanley@sky.com</a>	Various
Richard Shirt	PG	York	7786707424	<a href="mailto:rshirt@advapoptical.com">rshirt@advapoptical.com</a>	Weekends
Simon Goodman	PG	Leeds	7720061200	<a href="mailto:simon.goodman@talktalk.net">simon.goodman@talktalk.net</a>	Various
Andy <u>Byrom</u>	PG	Skipton	7796421890	<a href="mailto:andy.active@unicombox.co.uk">andy.active@unicombox.co.uk</a>	Weekends
Richard Meek	PG	<u>Hebden</u> Bridge	7446445157	<a href="mailto:richard.meek64@gmail.com">richard.meek64@gmail.com</a>	Various
Jan Tempest	PG	Leeds/Harrogate	7724133453 7482298437	<a href="mailto:jantemp3@btinternet.com">jantemp3@btinternet.com</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  
February 2017

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

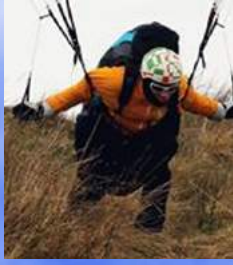
There are more details of coaching within the Club on the web site. Coaching days are announced in the shout box and on the home page.



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## Andy Smith Bassano with Austrian Arena

After putting a copy of his book on my Christmas list and having a chat with Tim Rodgers I decided to book on a course with the legend that is Kelly Farina, initially I tried getting on Tim's group for the XC light course but as there was no spaces left I opted for the XC pure in Griefenberg, Austria in May. I had spoken to a few folks and been in touch with Kelly but was still quite apprehensive about my ability and being able to get on with the man himself.

Anyway about a month before I was due to go I received an email saying he was cancelling the Austrian course and moving to Bassano due to low take up, it was up to me if I wanted to change the course but if so he would waive the remaining balance to make up for the inconvenience. After a bit of I think I decided to tag along so after changing flights (which made the journey much better) we were good to go again.

I flew out of Leeds/Bradford to Treviso then instead of waiting about for getting picked up made my way by bus and train to Bassano, I was very impressed by the cost and ease of travelling and it only added to the holiday

enjoyment. Kelly and Johnna picked me up from the station and took me to our base at the Hotel Garden Relais; this is a fantastic place with the landing field outside the hotel. The rooms, facilities, staff and food are all fantastic and although some folk say it's an expensive place I think it's more that other places are cheap. I ate some of the best food I've had anywhere and the prices are more than reasonable. The rest of the group were already there and getting a feel for the place with an afternoon flight, we eventually met up in the evening for a general briefing of how the week would go. It seemed quite a keen, friendly bunch so we were in for a great week ahead!

I've decided to take Kelly's Facebook daily write up's and add my own extra bits on how my day went.

### [Sunday 14th May](#)

**KF.** First day of the Bassano XC week today, forecast was for a short day (see Skew-T) so I set a short route.

*It took roughly 2,5hrs to get round a low based, technical 37km triangle. First blasting east along the ridge,*





*crossing to M.Tomba then back as base rose towards Costalunga. This proved to be tricky, into a 10-15kmh wind along the ridge.*

*Johnna lead out in fine form with myself hanging back to form a gaggle of Fritz, Lewis, Jules & rookie Robert.*

*Around the WM things got desperate with our group scrabbling at the foot of the hill until it finally released.*

*Once back in the game we tagged the aerals of Costalunga and pushed out into the flats. Towards Casoni church. It was a case of push-climb-push-climb until we got on final glide. The sound of thunder was heard in the valley behind after we landed well ahead of any dramas.*

**AS** A bit nervous on takeoff but got off ok and was convinced I could climb out with the rest and have an epic day, in reality I flew badly and got frustrated which meant I couldn't relax. I set off too early in an attempt to catch up which after quite a bit of scrabbling about saw me land at the hotel waiting for the others to come home.

### Monday 15th May

**KF.** First picture is a precursor of what was to come. Unstable lapse rate to 9,000+m with strong NE'erly higher up.

*As the sun came out some pilots moved around the ridge. However before long the sky over developed, allowing just a top to bottom for our guys.*

*Tomorrow is looking MUCH better, if the wind is light I*



*expect to set a long one. (See both today's and tomorrow's Skew-T)*

**AS.** It was only ever going to be a top to bottom today with a forward launch just in time to escape and overdeveloping sky, great fun though!





## Tuesday 16th May

**KF.** Great for all involved today. Gone was yesterday's forecast wind & ultra instability. With a 66km FAI triangle planned we set off around midday, with no need to rush. First our strong gaggle flew towards the Piave river. Then with the base around 1900m we pushed back along the ridge. Until the first major crux, the Brenta.

From there it was important to climb as high as possible, with a long crossing coupled with a noticeable head wind. Those who invested time on Costalunga found the deep line rewarding and managed to tag the turnpoint of Tortima aerals. Those that risked the crossing low struggled.

The gaggle then split into the high climbers and the low liners, though they made it back to the Garden none the less. Special mention to our Rookie this week, Robert from Czech. Yesterday was his first XC and today he was chasing us down and nearly got home from a interesting low save. Well done and well done to all too. As the flats were a touch on the stable side. I turned around 3km from the set last waypoint to squeak in with 60km triangle in hand.

Second flight was also fantastic for the entire group, training the lighter, more technical side of the sport. Nice one, more tomorrow...

**AS.** Well a much better day today, climbed straight from launch and went a bit earlier for them to catch and pass to lead the way. Didn't quite tag the turn point and drifted off the ridge after not getting a good climb, got a lovely low save but as the flats weren't working that early I was downed a village away from the hotel. Brilliant quick retrieve from Luigi saw me back for the second round to work on my thermalling technique in the light stuff. Out for a fantastic pizza and a surprise cake (thanks Kelly) for my birthday, also the highlight of the night was his hilarious story about his first snowboard season in Austria!

## Wednesday 17th May

**KF.** A day of two parts: firstly the day dawned bright yet windy from the East/South east, scouring along the ridge. The forecast was for very light winds, causing some confusion. Pilots were seen parked and sinking like cinder bricks on the Borso fields.

We waited until the wind pulled more onto the hill,

# Brilliant quick retrieve from Luigi saw me back to work on my thermalling technique in the light stuff





*deciding that Panetone was the more appropriate launch. No route was punched in but a rough plan was hatched, as the forecast spread out appeared. Routes would follow the sun and to some degree the wind.*

*We struggled to keep together in the super technical air out in the flats. Though everyone showed great form staying in what some locals described as "fake" thermals, exactly what I'd said, funnily enough. Never been dummies so much in one flight before. Super technical indeed.*

*Jim did exceptionally well to close a 45km circuit (see map), punching out to Rosa under lifting clouds then turning and pushing to Asolo then home. Clocking up over 4hrs under his new Rush 4. Johnna and I tried to go cross/down wind, with myself landing just outside Marostica, while Johnna had better luck, skill and decisions to get around 9km further to deck at Mason. Well done, very tricky sky.*

*Tomorrow promises to be big Thursday, hopefully the wind is light from the outset. More later.*

**AS.** A fantastic day today, high launch on the Panetone was initially daunting but a great start saw us flying together and learning from the previous days saw me cross the valley of doom in both directions albeit having to put my big pants on for the return journey! I got a bit left behind at this second crossing but caught back up further along the ridge a picked a good line that saw me

head into the flats way about Kelly and Jim only to have them climb up, up and away from me. Floated around the sky after that just enjoying the moment before eventually succumbing to gravity and landing at the hotel.

#### Thursday 18th May

**KF.** High cloud greeted us this morning but the lapse rate said unstable. One of my "shadow" days, see a shadow and it'll work. I set an ambitious route of 66km again, Tomba, Tortima then the flat land town of Loria.

*It was a very slow start, taking almost 20 mins to climb out, though once high we had a strong gaggle of Lewis, Fritz, Jules, Jim and of course Johnna. We worked well together to make the first turnpoint in orbit, 1800m.*

*A headwind made it tricky on the way back to the next big crossing, the Brenta. Though we were quite fast using each other as markers, allowing for a naturally fast average speed. Once at Costalunga we reached 1650m, enough to cross.*

*Leading the charge for a change I marked a welcome strong climb on the next ridge, which we all took to base. From there it again a light push into wind, climb, glide then tag the aerial. See the picture.*

*It was touch and go on the way back with Fritz missing a climb but recovering outside well to take the charge into the flats. Followed by yours truly, with Jim a little further*





*East. Two defined cumulus in the gloom showed the way though after it was blue/haze.*

*Deciding that it was better to complete a slightly smaller route than go down in the blue we turned around a few km from the final turnpoint, Loria church. Fritz then scooted for home rustling trees and bushes on his final glide. Making it with metres to spare. It seemed to go on forever! I have to say the Cure goes very well, and so it should with it's sleek looks and spanny aspect.*

*Last day tomorrow, more then...*

**AS.** Climbed well initially but then other more rowdy pilots joined our gaggle and I decided to get out and make a run for it, realised my mistake when I got above the fields and was unable to connect with the climb the rest of the group got. After mincing around for quite a while I headed out over the hotel and eventually found a nice large smooth climb that allowed me to fly back onto the ridge for a bit of a play around before eventually landing back at HQ and watching the others come in from there epic flights.

**Friday 19th May**

**KF.** Day dawned bright with wind from the east forecast followed by a cold front. Thunder echoes as I write this report.

*I decided it was suitable for a soar on the Lunga, while keeping an eye on the development to the west. The guys launched into a buoyant uncrowded sky. Managing to keep off the deck for over an hour.*

*After lunch the wind increased and the front got nearer. Ideal conditions for ground handling. A few of the newer pilots got to grips with the 3-Axis method I describe in my book, Mastering Paragliding, see one of the videos below.*

*With the approaching front we binned the day and proved yet again why it's never wise to rush as conditions are deteriorating. Do it often enough and you're*

*guaranteed to come unstuck.*

**AS.** A perfect end to a great week, an uncrowded soaring session with a few of the boy's before landing for lunch and an afternoons ground handling session where I got the hang of the 3 axis method.

So all in all a great week, Kelly really is a top bloke and great fun to be around. He's super safe and full of useful knowledge and tips (and great stories for around the dinner table). With his retrieve team of Luigi and Otto and the set up of the Garden Relais, Bassano is a great place to "Master Paragliding with Kelly Farina". I only wish I'd done it earlier and will definitely be booking up for next year!

**AS**







## Jan Tempest Kossen Super Festival

What a weekend. One overcast day then three of sun. Over 7000 flights made from Koessen and I made 12 of them.

My only gripe would be that it should last for a week as I still didn't work through all the gliders on my list.

Last year I unwisely bought a Base untried - too big and too sporty for me. I vowed not to make the same mistake and Festival seemed a great opportunity to try gliders from the same take off and in similar conditions to get a decent comparison.

The only criteria were for a B glider with a top weight of 85kg which narrowed the field a bit. I'd done research and on paper the favourites were Advance Epsilon 8

and Niviuk Hook 4. Oh – and I wasn't buying brand new again. I'd look on the German and Swiss used glider sites after making a decision.



The event is organised by Sepp Himberger of Axa Insurance and owner of the Fliegerbar on the huge landing field. I persuaded him to let me put up my massage stand – and was then so busy flying I never even opened up!!! It's held on a long weekend at the end of May and attracts huge crowds – mostly German as it's just over the border from Munich.

The major manufacturers were all there.

Toni Bender from Nova who was on his way to Derbyshire with his demo wings. Advance, Swing, 777, Ozone, Gin, UP, U Turn, AD,





Dudek, MacPara, Little Cloud, Niviuk and probably others that I can't remember.

The set up is really easy. Hand over some ID, take a wing, head to the cable car for the 10 minute ride up to take off at about 1500m, walk 50 m and go. There are a few options – directly next to the cable car for a northerly start or walk a few metres further which is better when the wind is coming up the east face which it often was. The take offs are big and easy and room for lots of wings, though the westerly start is much tighter and needs a bit of care.

Thursday was reasonably civilised with only a few hundred pilots. I started at one end of the field and picked an Air Design Volt? after explaining what I was wanting and why. Nice enough glider but didn't float my boat.

So moved to the next stand – U Turn. I've always liked the gliders, rather pretty with a scallop pattern on the leading edge. They used to make a rainbow coloured Lightning. I took the Blacklight. It came up well, started beautifully and flew like a dream. Big grins

And on to the Epsilon 8. Advance have an odd way of categorising their weight range. The usual 70-90 kg, but

then you can fly a wing up to 20kg overweight. Made no sense to me and just by going up from 85 to 90 kg the wing was wellying about the sky. Rather disappointing, particularly as I'd thought I could get decent secondhand deal in Switzerland. A lot of folk reckon the 7 is a better glider.

For curiosity I took out a Small Base and maybe I was prejudiced but found I wasn't overly keen. I can't quite understand why it was marketed as a mid B yet BGD have seen fit to release the Epic as a low B. Hmm. A lot of people were keen to fly the multi coloured hankies but I heard as many negative comments as positives.

I also tried the Epic and it didn't excite me though it's an inoffensive wing.

The Gin Sprint surprised me – hadn't even considered one but it's nicely agile and responsive. It went to the top of the list so far – with the reservation that whilst it responds to brakes it's not so good on weight shift. This was confirmed by Harry in Tolmin who has one so it dropped out of contention.

After not much caring for the Volt I went for the higher B

The most interesting part was just how different the particular



Photo: courtesy of Fliegerbar



Photo: courtesy of Fliegerbar



interesting aspect was  
different the wings in a  
category are

Rise and also not keen.

Hook was amongst the  
favourites but my size had  
always been in use. It was ok  
only. Coming towards the  
landing field about 20ft from an

lon 4 I was left well behind and outglided.

So to the surprise choice of a UP Kibo – it was the right  
weight, but I hadn't given it much thought at all. What a  
lovely wing – though I had the worst take off of the lot  
pogoing down the hill. Well behaved, nothing fancy but a  
proper little gent.

When I wanted to try him a 2nd time he was already  
packed away as the show winds down by Sunday  
lunchtime which is a shame.

So – no Ozones, MacParas, Dudeks, Swings. I did have a  
nice evening flight on a Rook 2 thanks to Matjus. The  
Knight was awaiting certification and I really want to try  
one.

The most interesting aspect of Festival for me was to see  
just how different the wings in a particular category are  
and how the choice of wing is an incredibly personal  
choice. Without the chance to try so many I'd probably

have researched 3 or 4 by talking to friends and taking  
the first one I liked. Heck – last time it was Base or Rook  
and I bought an untried wing.

Most of us come out of school and do just that or buy  
whatever the instructor wants to offload. It's very  
difficult under normal circumstances to try a few gliders.  
We can try a friend's wing if it's the right size. Otherwise  
a shop or dealer has to have a glider in stock, the  
weather's never right and it's hard to get similar  
conditions, plus if a few weeks go by we've forgotten just  
what we thought of the wing.

Koessen is pretty sociable. Everyone's there to have a  
good time and drink beer – I knew loads of people there.  
It helped that we had brilliant weather. There's a local  
campsite plus the ski lift waives its no camping regs so a  
bunch of us were on the parking. Lift prices are  
reasonable – think I paid less than 100 Eu for 5 days.

Altogether a jolly fun weekend. A lot of gliders tried, and  
a lot of gliders sold.

Including a brand new Kibo after saying it was to be a  
second hand glider.

Still – he was a half decent price and I didn't want to  
wait!!

JT



Photo: courtesy of Fliegerbar



## Buttermere Bash 2017

"The best view in the house"



Photo: Gordie Oliver



Photo: Dave Roberts







The leaders en route - North end of Crummock Water









It may seem like a long time ago now (well it IS a long time ago) but back in early June, the 10th Buttermere Bash was held. We are very lucky to have such flying

territory so close to the Dales, and the Club was well represented, as usual. The "A" comp flew 2 tasks. With the wind a little strong for the "B" comp on the





Photo: Ges Hey

Saturday, the task from Swinside back to Buttermere on (1st), Andy Smith (2nd) and Ben Ireland (upgrading from the Friday counted as the overall result, with Dales' the coaching group at the last minute - 4th). pilots taking 3 of the top 4 spots. Well done Ges Hey





The winner's view of the landing field



Well done  
Dales'  
pilots!







Photo: Ges Hey



The acro pilots waiting for the wind to drop  
It didnt happen

Photo: Danny Taylor





## Pete Darwood Competitions

We are over half way through the 2017 cross country season, so how are things shaping up?

The first 100km flight from the Dales for 2017 was by Dave Smart. Taking off from Dodd on the 10th May, he headed through the Vale of York, before being trapped by the encroaching sea breeze over the North York Moors and eventually landing on Model Ridge. Several other pilots made it out to the Vale of York and beyond with amazing skies but alas could not crack the 100km. On the same day Ed, Geoff Crossley and Mike Cavanagh all decided triangles were the way forward, with Ed only deciding after his down-wind leg, and each scored well over 100 points.

Then towards the end of June a good forecast led to a frustrating day on the hill for most. The exception being the first gaggle pilots to get away from Brantside comprising Ed, Geoff, Mike again as well as Ali Westle and Steve Etherington from the lakes. With some difficult and patient flying they all made it back to

Brantside after nearly three hours for a 50km declared triangle with turnpoints near Aysgarth and Arncliffe. Mike also managed a very impressive 75km declared triangle from Grayrigg Pike, opposite the Howgills, which just scrapes into the Dales XC league area to score a whopping 217 points on the 12th July.

Elsewhere in the north, Phil Colbert pulled off a stunning 157km declared flight from Parlick on the 3rd of June, skirting north of Skipton, Harrogate and York and eventually landing after five hours at Filey on the east coast. His average speed is approaching the trim speed of many gliders so it is fair to say he had the wind in his sail. Let's hope potential LBA airspace restrictions do not prevent this sort of epic in the future?

Finally, huge congratulations to Dales pilot Richard Meek on achieving his first 100km flight. Richard launched from Bradwell in Derbyshire on 17th June, and five hours later popped his glider down with a huge grin near Horncastle, east of Lincoln. It has been a while coming



Convergence leaving the Dales on 10th May (Chris Tyson and Chris Fountain ahead)





Richard but well deserved!

Elsewhere in the country the news is triangles, tow-launching and Zenos. There have been a number of light wind days with excellent conditions in the south west and East Anglia and as a consequence, on 5th July the UK declared triangle record was pushed to 109km by Graham Steel. On 19th June Guy Anderson came within 1km of making that a declared 125km triangle, instead as high cloud cover came in, he had to settle for a non-declared UK triangle record instead! Five huge triangles mean that Hugh Miller currently tops the UK XC league with a record breaking 1558 points, the first time 1500 point has been exceeded. In fact it was only in 2011 that 1000 points was first cracked by Mike Cavanagh so it shows how our sport has progressed in the last six years. And as a last observation, 9 out of the top 10 pilots in the UK XC league are flying Ozone Zenos.

In terms of other competitions, both of the Lakes competitions have been fought and won, as well as the first round of the BP cup. A report of the LCC can be found elsewhere in the magazine. Joe did an excellent write up of the BP Cup on the website

Back on the local front, the committee decided to try and slim-line some of the club awards earlier in the year. After much discussion, it has been decided to discard the National XC league award, which is conveniently already broken. This was previously awarded to the highest positioned Dales pilot in the National XC league but is often won by the same pilot as the Dales XC league and there is still the pilot's pilot award which can be used for exceptional performances at the committee's discretion. In addition, the ever popular XC mugs will in the future only be awarded the first time a pilot achieves a certain distance, thus encouraging pilot XC progression but not cluttering the shelves of the XC gods!

PD

League **Dales PG** Show **All Flights** Go Year **2017** Scoring **Standard** Current Dales PG league

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	Mike Cavanagh	Cumbria	<a href="#">Ozone</a> Zeno	577.3	<a href="#">217.8</a>	<a href="#">166.4</a>	<a href="#">150.5</a>	<a href="#">42.6</a>		
2	Ed Cleasby	Dales	<a href="#">Niviuk</a> Peak 4	529.7	<a href="#">150.4</a>	<a href="#">109.5</a>	<a href="#">74.6</a>	<a href="#">73.3</a>	<a href="#">63.1</a>	<a href="#">58.8</a>
3	David Smart	North Yorks	<a href="#">Ozone</a> Delta 2	383.5	<a href="#">118.9</a>	<a href="#">75.8</a>	<a href="#">60.4</a>	<a href="#">57.3</a>	<a href="#">50.2</a>	<a href="#">20.9</a>
4	Geoff Crossley	Cumbria	<a href="#">Niviuk</a> Peak 4	349.7	<a href="#">163.2</a>	<a href="#">128.1</a>	<a href="#">21.1</a>	<a href="#">19.7</a>	<a href="#">17.6</a>	
5	Chris Fountain	Dales	<a href="#">Skywalk</a> Cayenne5	283.2	<a href="#">73.5</a>	<a href="#">61.7</a>	<a href="#">58.2</a>	<a href="#">42.7</a>	<a href="#">27.6</a>	<a href="#">19.5</a>
6	Chris Kay	Dales	<a href="#">BGD</a> Tala	273.7	<a href="#">67.6</a>	<a href="#">48.6</a>	<a href="#">46.7</a>	<a href="#">40.2</a>	<a href="#">39.0</a>	<a href="#">31.6</a>
7	Pete Darwood	Dales	Nova Ion 3	235.9	<a href="#">89.4</a>	<a href="#">42.1</a>	<a href="#">30.4</a>	<a href="#">27.9</a>	<a href="#">25.1</a>	<a href="#">21.0</a>
8	Gary Stenhouse	Northumbria	<a href="#">Ozone</a> Zeno	162.9	<a href="#">65.6</a>	<a href="#">51.7</a>	<a href="#">45.6</a>			
9	Kevin McLoughlin	Dales	Nova Factor	126.1	<a href="#">35.1</a>	<a href="#">32.1</a>	<a href="#">27.4</a>	<a href="#">25.7</a>	<a href="#">5.8</a>	
10	Alan Shield	Dales	AirDesign Rise 2	117.9	<a href="#">62.1</a>	<a href="#">32.3</a>	<a href="#">23.5</a>			
11	Nick Pain	Dales	Advance Iota	106.6	<a href="#">55.3</a>	<a href="#">29.1</a>	<a href="#">22.2</a>			





The Past  
Feb 2007

A long time ago ...in a galaxy far away...

(this was the title of this piece 10 years ago!)

### Memories Of Hang Gliding Early Days By Mike Shaw

In my case it was a Sunday Express newspaper article that started my addiction in November 1972. I wrote to Brendan Mulholland who passed my letter on to Geoff McBroom. Geoff eventually produced well drawn plans and a 'how to fly' instruction book for a fiver.

This first glider was called Arion, it was a smallish machine with large 2" dia strong dural tubes and no king post. The fabric was thin rip stop nylon, bought from Bradford market. It had a very strong homemade scat and flew fairly fast. By April 1974 I was just about soaring in fresh winds on the East face of Pendle. The whole glider had cost me about £50!



A year later McBroom was producing a slightly larger glider called Argos. A friend in Addingham bought the kit with a fully completed sail and I was able to crib a very careful copy for a fraction of the price. No, I don't hail from Yorkshire or **Scotland!**

By now my wife (Jenny) was getting quite skilful at sewing sails and I encouraged her by buying a new zig zag machine. However, I made sure her sewing was not unsupervised for very long!

This glider was easy to handle and a delight to fly, but one had to watch out for the early indications of the dreaded luffing dive. Designs with preformed battens came very much later. I put a king post on this glider and 2 sets of L E wires to prevent the tubes from flexing. By modern standards the Argos was so light and easy to carry and most of my flying was done on Gt Whernside in the company of Eric Rowley and Colin Hawkes (also founder members). This glider was also so forgiving that in moderate wind and lift, one could push out and fly in negative ground speed without stalling, if one had over shot the landing spot on the hill.





My longest flight (yawn yawn!) was 3 hours not going anywhere, but scraping the top of Gt Whernside. Much of this was spent with an aggressive Alsatian snapping at my dangling legs. I converted to prone with this glider after fitting a larger A frame and making a prone harness.

Looking back, those years were most enjoyable with many fliers on the hills and much more reliable weather than we have these days.

Having an Aero Eng qualification and years of flying model radio control slope soaring gliders, I think I learned to fly (self taught) fairly quickly and easily, with few hairy moments and dodgy landings. (much to the wife's relief).

I was an Eng Maths lecturer at a local college. One of my students was always keen to come out with us. He would cycle about 8 miles to Silsden on a Sunday morning (never Saturday) and was a tremendous help in getting our gear to the hilltop. We found out later that his dad was a vicar and a day on the hills carrying gliders was of much greater appeal than a boring sermon! (and we thought he was going to be a latter day Lillienthal!). Eventually I gave in to his requests to 'have a go' and he did a 'top to bottom' at Gt Whernside, was I relieved when he landed safely!

Using other people's cast offs and broken bits (of which there were plenty!) I made a two thirds size glider for my son and friends aged about 13. He did a few top to bottoms successfully but then 'her indoors' heard that soloing under the age of 16 was rather naughty (in fact illegal) and that was the end of his hang gliding career – he never flew one again.

About late 1975 Colin Hawkes and I took 2 hours to climb Ingleborough with a light Northerly forecast. This didn't materialise, but an audience of about 30 walkers did. They decided to hang about to see the fun! We felt like a circus act and were tempted to pass the hat round before attempting a seated take off in nil wind, on the sheer North face! Colin drew the short straw and went first, many oohs from the crowd as he descended almost vertically before reaching flying speed. My take off was similar with both flights lasting at the most 2 minutes and both of us needing a change of underwear, we never did try that one again!

A few years later we tried Ingleborough again. This time taken up by tractor from Newby near Clapham, to an Easterly face. The wind was too light and several people went down towards Gaping Gill Pot. Our tractor man Robin very nobly drove down to retrieve them but got stuck in a boggy area! He managed to get help from another tractor man and the next day they retrieved the stuck one from the bog!, this was the end of my attempts to soar on Ingleborough.

In the mid seventies several members were asked to do a 'fly in' at the Settle Summer Festival from a local hill. I flew dual with my son on my old Argos (landing rather fast) and later solo on an untested glider belonging to a guy who asked me to be test pilot.

It was very out of trim and I was glad to get down in one piece. The spectators at Settle were very intrigued and enthralled as H G was all very new in those far off days.



The late Don Greenbank was a very generous person. He would often let me fly his latest glider as a change from my old Argos. I remember an occasion at Addingham floorside when he decided not to carry any further along the ridge involving 2 or 3 stiles. He took off not only forgetting to wear his helmet, but also that it was hanging from the outer end of the cross tube. His subsequent 360 at low level was a sight to see! There was never a dull moment when Don was around!



Safari – 79 to 83



TyphoonS - 1985

John, a friend who now microlights, tells me he heard many years ago of a learner who was getting practice on the West face of Baildon. This learner inadvertently landed on top of a parked furniture van, much to the consternation of the driver. John didn't know quite how they managed to get him down!

Thanks for putting up with the ramblings of this ancient 'hangy'. Get yourself a bike folks, share cars and help save the planet and the polar bears. I am fed up waiting months and months for a decent flying day.



TyphoonS 1986

**Mike Shaw**



## Club Sites

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



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\*Based on group of 4

Contact: Chris Williams  
UK: 07973222713  
Spain: 0034608598083  
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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.



## Dales members on holiday - June / July 2017

Gary Senior with Flytaly in Umbria

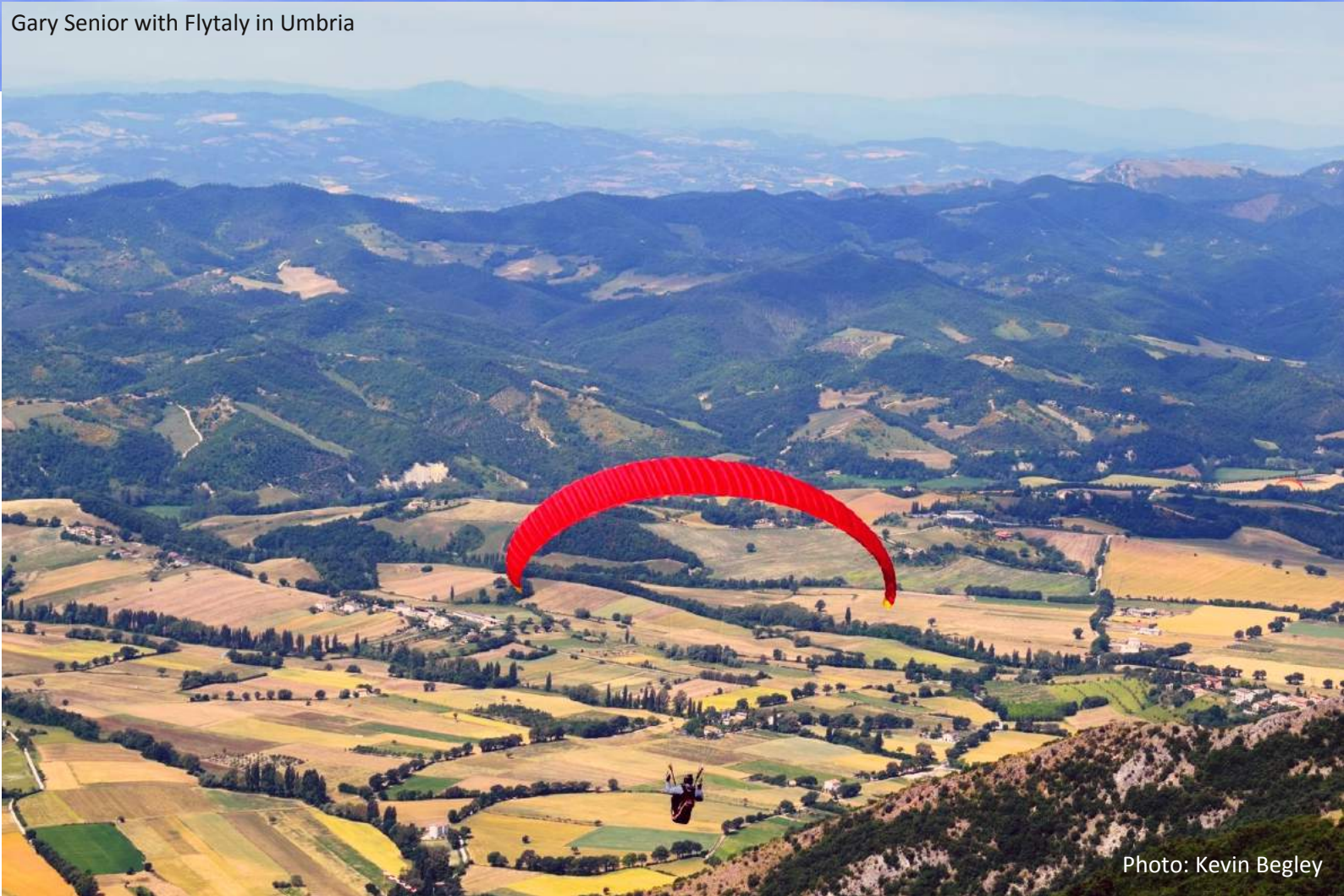


Photo: Kevin Begley

Tam at El Palomaret, Spain







Rosie and Pete in Skalsko, Bulgaria

We do get around the place.  
 Bassano gets 3 writes ups (!) in this  
 issue. Here are some snaps of  
 members' holiday destinations



Marek, at Caldarola, Italy





Glyn Cassidy

## Coast to Coast Hike and Fly

**For once you have tasted flight you will walk the earth with your eyes forever turned skywards, for there you have been and there you will long to return;**

Leonardo Da Vinci. My most favourite quote and one I fully understand!

Since a young age I have always had a passion for flight; so much so, I even named my first daughter 'Sky' when she was born 15 years ago, honestly, she is called Sky!

Most of my early time was spent on flight simulators with a few 30 minute experience flights in real aircraft like Cessna's, keeping me hooked on flying. Eventually I found sailplanes and managed to fly solo

in 1998 at Bicester. Wanting a little more adrenaline, I then tried skydiving and with only 250 jumps under my belt, I injured my shoulder whilst jumping, as usual because me and a friend were being stupid!

I was gutted when I injured myself, and being grounded hurt more than the injury itself! As I couldn't skydive, a

friend asked me if I wanted to try tandem paragliding. He told me I would be strapped in a harness and could sit back and enjoy the flight whilst he flew, so wouldn't need to worry about my shoulder, and to be honest, any time in the air would be good after being grounded for so long, I was longing to

return!

I arrived on the hill at Westbury (a hill I now spend a lot of time at) with my tandem instructor Phil and we got the tandem paraglider set up. After a thorough briefing from Phil we were strapped in and were ready to go. Phil waited for the perfect moment, lifted the wing into the wind and we walked forward. With an almost unnoticeable pull from the air, we left the ground. It was such an awesome feeling to be back in the air and we

spent the next 30 minutes floating up and down the ridge. I was already hooked and my journey into my new sport began. For me it was the perfect mix between sailplanes and a canopy ride after a

skydive. I decided I had to get myself qualified and Phil sorted that out for me.

After qualifying as a Club Pilot in 2014, I enjoyed many beautiful views flying different hills around the amazing British countryside, with climbs to cloud base and my first cross country flight, only 17 kms, but a cross country

flight anyway. The same friends that got me interested in the sport, took me on an amazing 10 days paragliding in Spain with Hotel California which is next on my list of return visits! I had started to compete in the British Club Challenge rounds and was spending as many good weather days on the hill as I





could. With such simplicity of arriving at a hill with your flying machine in a bag on your back, being in the air within a few minutes, cloudbase a few minutes after that and then landing, packing up and heading home with a smile on your face, I knew this sport was for me!

After finding 'my' sport, and with dreams of winning future competitions and cross

country flights around the world as we all do, I was absolutely devastated in July 2015 when I was diagnosed with 'Tripple Vessel Disease' and I was yet again grounded, but this time, I felt it was to be a life sentence!

Tripple Vessel Disease is a disease when the 3 arteries in your heart start to block and harden due to cholesterol and age. At the age of 41, being told you have 2 arteries 100% blocked and only 7% of one artery that isn't blocked, which had also split due to the pressure came as quite a shock! I was told emergency open heart surgery was my only option. I was now at an all time low as I couldn't see a way forward and thought my time flying was done and dusted!

Fortunately, the surgery was successful and I was given a quadruple heart bypass by the amazing surgeons and doctors at Southampton Hospital. At first my recovery was slow and painful, but with time and help, things started to improve. My wife was an absolute rock for me and helped keep me strong throughout my recovery. With the BHF and H4H's supporting me and my whole family, nearly 8 months later I felt I was almost at a point where I could think about flying again. After checking everything out with the BHPA and a lot of ground handling



making sure all was good, I made my slow and steady return to the sky 11 months after my operation. Unknown to me, I was being watched every step of the way by my friends whilst on the hill! I always wondered how they knew I was flying that day, but never put

2 and 2 together that the wife had something to do with that! I was taking things slowly and even with the short ridge flights I was doing, it was still a great feeling to be flying again.

As my confidence returned to my flying, I always had in mind I wanted to repay my thanks to the amazing charities that helped me and my family during my recovery. I then decided that I wanted to do a short, steady walk or trek of some kind for charity as this seemed possible for me after my surgery. Being unable to not think about paragliding, I came up with the idea of a hike and fly to say thank you. It is hard to express how much I thank all those that helped in my recovery. Some people who I have never even met before, taking their time to help look after me and my family. It really does give you faith in humanity and I hope my challenge will show how much I appreciate their help and gain some funding for both charities!

**'Cass' Coast to Coast Hike and Fly** was born! A tall task

maybe for guy like me, but one I can say that even if I don't complete the challenge, the fact I am still here to even attempt it is testimony to all those amazing people and the charities they work for!



**Continued on page 39**





## Pete Logan Baildon Sod Report

The Sod was called on the 5th July evening which turned out fairly pleasant - no direct sun and a slight breeze up the hill from the NE meaning sweating in the bracken was pretty low this year. Reverse launching was possible all evening, which was just as well because the grass on take off was waist high. It was still a challenge to clear the first line of bracken but then good distances were achieved with most clearing the first fairway, and the top guns making the second. Kerim was early out of the gates with a first flight on his new Nova Phantom. Apparently these things are hand sewn from woven helium. He set the bar high with a flight that landed on the practise fairway in line with the reservoirs. We were joined by John, two Jakes, Gus Hurst on a visit, Noel, Gez, Chairman Martin with Charles, John Stirk spectating, and Helen and Marek arriving later.

Gez put in a solid second place on his Mentor, ten or twenty metres behind Kerim + Bella the flying dog. Marek

then set about challenging Kerim but to little avail as Kerim bettered his flight by ten metres with a roughly 8.75 glide ratio into the light easterly. Helen came in for third place behind Marek on Kerim's Phantom. Meanwhile I managed to coax my ten year old Skywalk to its longest Sod flight. Maybe I should put hand in pocket and get something a bit more competitive next year. Well done Kerim on a solid win.

Notable mentions go to:

[Noel Whittall](#) turning up for his first flight of the year. Perhaps not the best take off to start at :-)

Kerim's puppy [Bella](#) who was either acting as ballast and getting smeared with bracken on take off or shooting off down the hill to track Kerim in the sky.

[Gez](#) - who was still up there, battling bracken, long after dusk and after we all went to the pub and who may well still be up there, although he has responded on social media.









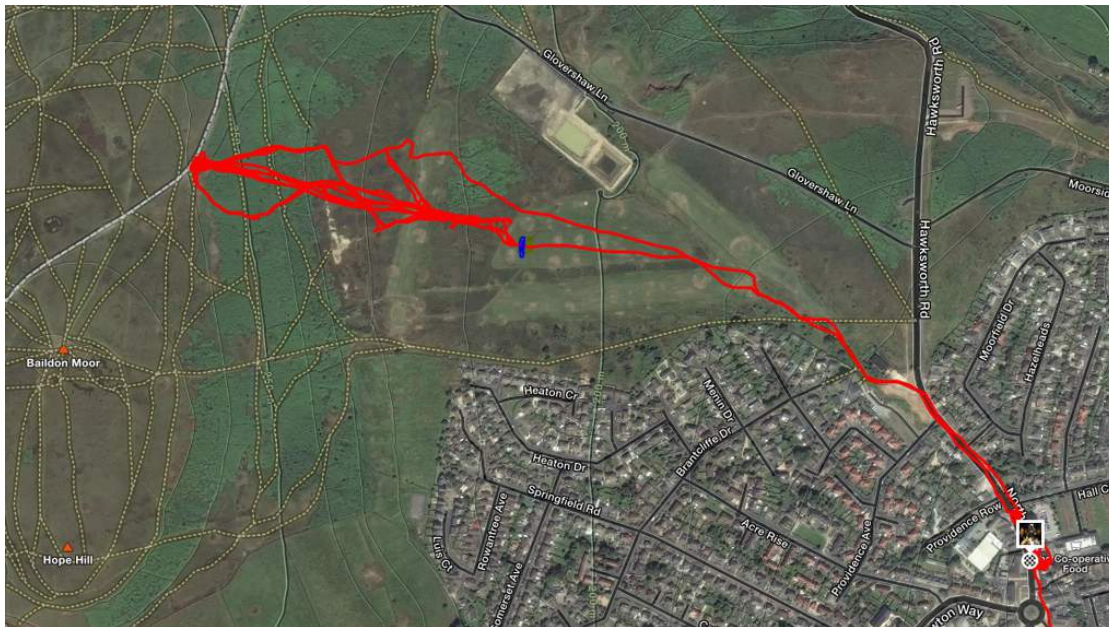


A bit on the history side. We were wondering on take off how long the Sod had been going and after Noel had done a bit of digging around it turns out that this is the 39th year the Sod has been run. Starting in 1978 (year of the first Atlantic Balloon crossing to put achievements into perspective) the Sod was originally called the Dales Distance Competition. Noel Whittall bagged the prize, keeping a Hiway Scorpion straight and level until the far side of the fairway.

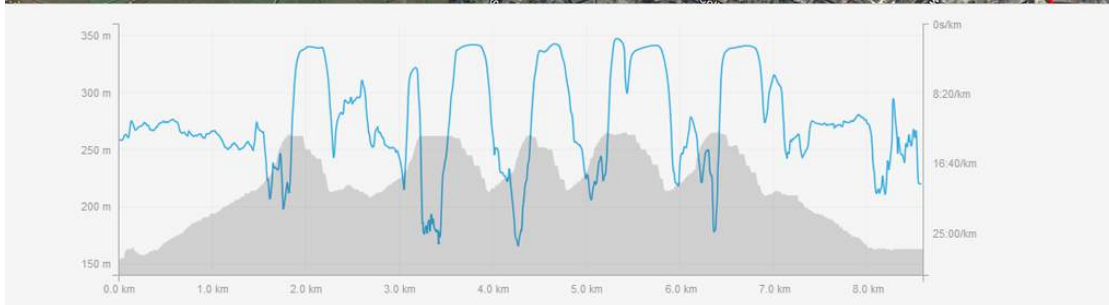
**2018 will be the fortieth year - surely an excuse to pull our finger out. Baildon's Coupe Icare?**







Finally, because no physical exertion is worth doing unless it's seen on Strava - this is what the Baidon Sod looks like..... (980 calories in case you're wondering).



PL

## Cass' Coast to Coast

..continued from p35

So my plan is to walk or paraglide from St Bees on the West coast, to Robin Hoods Bay on the East coast (The Wainwright Coast to Coast). A straight line of some 200 kilometres. I hope to raise at least £1000 for each charity to say thank you for all their amazing work helping me and many others facing life changing surgery and conditions. People who I thank from the bottom of my heart! To follow my adventures, my Facebook page can be found here:

<https://www.facebook.com/coasttocoasthikeandfly/>

If you want to help support the 2 amazing charities, they can be found here:

To make a donation to the amazing Help 4 Heroes Charity!

<https://www.justgiving.com/fundraising/Coast2coasthikeandfly> -

To make a donation to the amazing British Heart Foundation

<https://www.justgiving.com/fundraising/Coast2coasthikeandflybhf> -



.....and if you get the chance, I hope to see you in the skies above the beautiful British countryside!

I start the challenge on August 21





Joseph Edmonds

## Bassano Thermalling and XC Lite with Kelly Farina

Tim, our friendly librarian, kindly took it upon himself to organise some much needed training with Kelly Farina in Bassano, Italy.

Myself, Tim, Minhaj and Shaun signed up and then somehow Alex managed to get himself in there as well despite the fact that Tim had been told it was booked up.

For anyone that hasn't heard of Kelly, he's the author of the book "Mastering Paragliding" that has been heavily promoted across various paragliding press when it was launched. In the book Kelly takes a structured approach to improving as a pilot, taking inspiration from martial arts training in which students progress through a highly defined and stratified process.

There are two copies of the book in the club library and I

really recommend newly qualified pilots try to get hold of it and give it a good read through. Due to the way the book progresses I suspect it's a good read for all pilots, though which chapters are the most useful will differ depending on where you are on the "pyramid of progression".

So at ridiculous o'clock AM on Saturday we met up at Leeds Bradford airport, bleary-eyed and nursing overpriced drinks we killed the time before boarding the plane. I'd had to do a last minute bit of luggage restructuring to get inside the weight limit, though luckily the new Ryanair automated check in machines are unable to give disapproving glares so I could weigh my bag as many times as it took to get it under the limit.

We landed at Venice Treviso and killed some more time eating the first of many pizzas and waited for Kelly to





come and pick us up. As we pulled into Bassano, the clouds were really quite developed and Kelly's famously colourful language kicked into gear as he discussed the particular choices being made by Jon, a Cumbria pilot who had been there for a week already and was going to join us for his second week of training. It was clear Kelly did not think Jon should really be flying in a sky that looked quite a lot like it was getting a bit too developed and strong.

## Something was mentioned about cow manure

One of the highlights of flying at Bassano is how great the setup is with the Hotel Garden Relais acting as not only our hotel with great breakfasts (and packed lunch supplies) but also the central hub of flying. The landing field is literally next to the hotel and also features some huts with paragliding stuff for sale (and to test), a hang simulator and the hut where some poor girl has to sit in the heat all day selling the compulsory "fly card" that you need to sign up for to be able to fly there. You have options on where to stay if you go to Bassano but I can certainly recommend staying at the Garden.

That evening we managed to get our first flight in, though it wasn't strictly part of the course and Kelly made it clear he didn't necessarily disapprove but he wasn't over keen on the idea, his reasonable concern being that we had all had very little sleep and were probably not on top form to make our first flights. Being the plucky dales pilots that we are though, we all went up and had a go. I managed to top to bottom and then find a lift back up in the shuttle bus that runs from the hotel to the takeoff for the use of pilots, about 8 euros a go. Unfortunately as I got back up it turned out that I was one of the few pilots left on the hill and the other pilots there were deciding to pack up. I wasn't really sure why as it looked flyable to me. I waited for a bit and then someone came over and said that if there isn't a bit of breeze you won't clear the trees at the bottom of the takeoff. Not knowing any better I took this at face value and packed up. Thankfully I managed to hitch a lift back down. Kelly seemed to be of the opinion that the friendly local who had advised me against launching due to the lack of breeze might not have been the most

expert person. Something was mentioned about cow manure.

The course started properly the next day with us getting detailed briefings on the weather and then lots of theory discussion. Clearly the content is very much the same as that in the book, though the ability to ask questions and also hear Kelly come up with a plentiful supply of metaphors to help us grasp concepts was really useful. Then we took to the skies and tried to put it into practice. This was the order of the day every day, and these sessions are really valuable in terms of discussing theoretical aspects of aerology before getting to feel it first hand.

Some of us seemed to fare better than others to begin with but generally we were all making good progress. The other Dales pilots had been to see Kelly a year before and it was clear that they were picking up from where they left off, whereas myself and a nice guy from Norway called Lars were lagging behind a bit, often bombing out after a short top to bottom. Clearly it was very much about launching at the right time and connecting with a thermal. Once you got up high then you were in business, but the few minutes after launching were critical.

Tim and Minhaj clearly had their tactics sorted on this, always launching towards the last so that there were plenty of thermal markers in the air for them which really does make life easier. Eager beavers like myself often acting as wind dummies.

We started focusing on core thermalling skills, in a nutshell this is:

### The 4 for 90

This is about how tight to turn when thermalling. Kelly has settled on a fairly strong rule of thumb that a full 360 should take 16 seconds and this is then 4 seconds for each 90 degrees. It sounds simple but actually getting it down takes practice. For fatties like myself with very large wings Kelly suggested that 5 for 90 would be acceptable, whereas Minhaj and his speed wing might consider 3 for 90 in certain circumstances.

### The Carve

Basically this is all about using weight shift and maintaining constant turning forces rather than lumpily throwing in turns and straight bits and generally





wobbling about.

### Mapping

Next we focus on how to move our 4 for 90 carve around the sky to find the best bits of the thermal. Sticking to the progression style, Kelly did not try to teach us anything too advanced here, but simply the idea of splitting up the thermal into either halves or quarters and then opening out the turn by releasing a bit of inside brake pressure to gradually move the turning circle towards the best lift.

As the week progressed Kelly provided less and less “radio work” where he is really telling you what to do and moved to a more hands-off approach as he left us to get on with practising our technique. We had managed to nail the basics of carving and mapping and were moving into the XC lite portion of the course where we

attempted to fly properly defined routes up and down the ridge and then out into the flats. The ultimate goal was to get over Bassano town and then make it back into the hotel landing field.

The conditions for the week were quite stable and often blue. As Kelly explained and we got to learn by first hand experience, this often meant quite rough conditions especially as you got closer to the isothermic layer where thermal progress switched from buoyancy and moved to the simple inertia of tons of rising air slamming into the stable air and trying to force its way through.

Most amusingly, I saw Shaun as he tried to talk to Kelly on the radio - “Hi Kelly, just dealing with a bit of turbulence right no..aaaaarrgh!”. I was flying to his left and as the radio clicked off Shaun’s wing rocked back quite violently as he bumped into yet more turbulence.

## Kelly..moved to a more hands off approach as he left us to get on with it

The roughest bit for me was a 5 m/s climb that was lovely in terms of getting me up quickly but then when I hit the stable layer I had a really strong surge to contend with that took a large amount of brake input to subdue. My arms were certainly getting a good workout!



The nice thing about Bassano was that if you found it too rough over the hills, you always had the option to push out over the flats where the climbs were much smoother and you have much more vertical height between ground and cloudbase to play with, so it was possible to simply not climb into the rough stuff if you didn't want to.



earlier in the week, though Jon was equipped with the XC-Pee that allowed him to relieve bladder pressure and also stay fully hydrated. Jon assured us that he always took care

I had my first proper taste of cloud flying on just such an occasion where, around the strongest bit of the day I was getting a little tired of the rollercoaster ride over the tops and I saw a haze cap developing out front so decided to make a beeline for it. I was rewarded with the clear sensation of flying through turbulence as I approached the cloud and then connecting with a gentle 0.5m/s climb that took me a blissfully chilled out 10-15 minutes of circling to get back to base.

Tim displayed some excellent bladder control skills by managing to get a 6 hour flight in on one day, flying a huge number of KM up and down the ridge and making it over Bassano a total of 4 times before eventually coming into land. Tim was inspired by the efforts of Cumbria pilot Jon who had managed a 7 hour flight

when about to drop ballast, however we did all think twice about flying underneath him.

By the end of the week, we had all come on quite a bit and were even gaining a few compliments from Kelly and right-hand-man Luigi. Of course we were still managing to do silly things, like Jon taking off and dragging his bum through the top of a tree, or Minhaj cutting Kelly up in the sky and earning a serious ear bending which we all got to enjoy over the radios.

**“Hi Kelly, just dealing with a bit of turbulence right no..aaaaarrg”**

All in all, a great holiday with flying every day and a lot of learning packed in. Happily recommend it to anyone else looking to fast forward their learning on thermalling. **JE**







## Tim Rogers

### Bassano two times - a second-timer's view

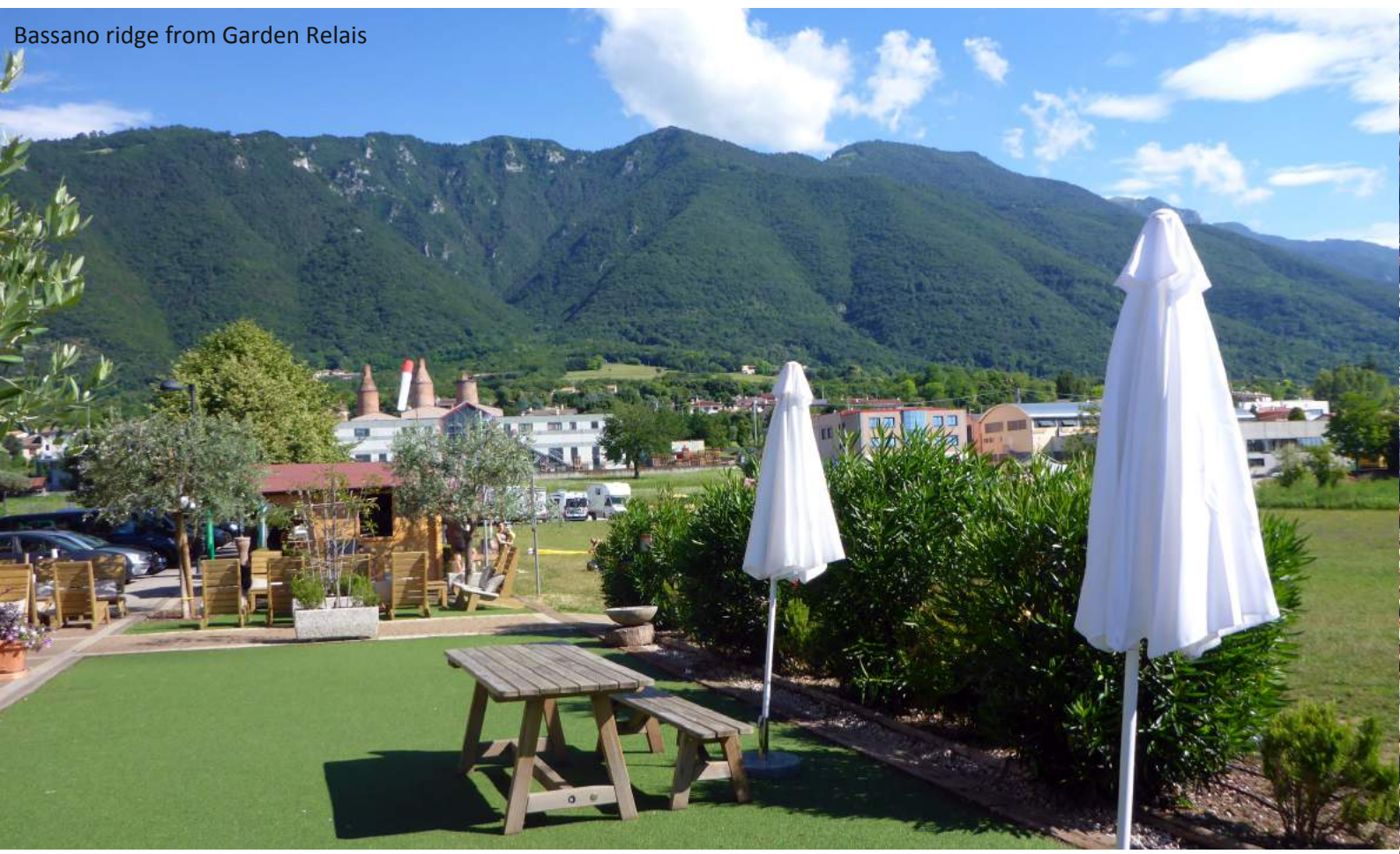
For several of us this was our second bite of Bassano, having done one of Kelly's "Thermalling and XC Lite" weeks 12 months before. I came away from that one with a head full of theory and a few precious experiences where I'd had that "getting it right" feeling. But with limited opportunities through the UK summer to practise, by the Autumn I'd already decided I wanted to return and do the same week again – hopefully with a bit more emphasis on the "XC Lite" part this time.

So with a modest 60-odd hours of flying together now recorded in the log book, my trusty Ion 3 and I travelled back to the Venetian Prealps with the other guys. I was surprised and pleased to find that, even with relatively few flying hours in between, we second-timers all seemed to pick up pretty much from where we left off last year. Maybe it was the conditions, familiarity, confidence perhaps, but it all seemed much easier this time and I was relaxed and in a really positive frame of mind from the start. I'd set myself a few personal targets for the week: I wanted to launch cleanly all week (last year wasn't so good in that respect!), complete a proper

cross country task, and after seeing a photo last year that Kelly had taken as he flew over the old covered bridge in Bassano I really wanted to get my own version of that image!

The weather was dry and hot; overdevelopment was a threat in the afternoon on most days but despite the occasional flash of lightning and rumble of thunder the rain held off all week. The meteo wind was mostly from the southwest (Kelly's "least favourite direction") and consequently tended to blow along the ridge. As the air got hotter the conditions became more "sticky" especially towards the end of the week. This made for some exciting action on the ridge at times, as testified by Shaun's short but memorable radio transmission! Most of us confessed to getting a bit of a kicking especially when trying to climb in the inertia layer. In the last couple of days it was getting quite technical (for us at least) in the increasingly blue conditions. Earlier in the week Minhaj and I had to turn tail and head for the Garden landing field when nothing seemed to be working as we pushed together to try to reach Bassano

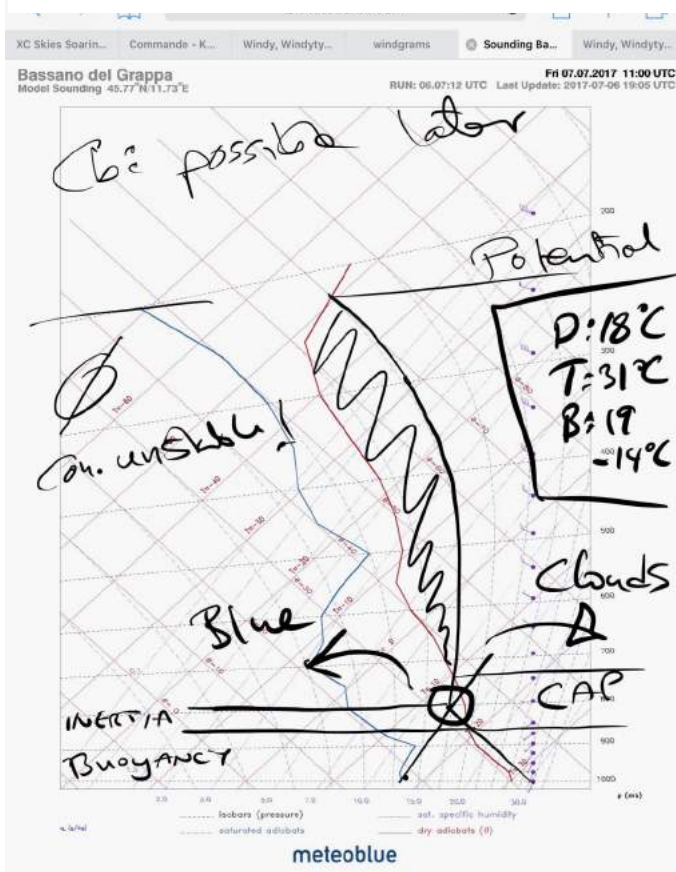
Bassano ridge from Garden Relais





Friday Skew T.

Photo credit: Kelly Farina

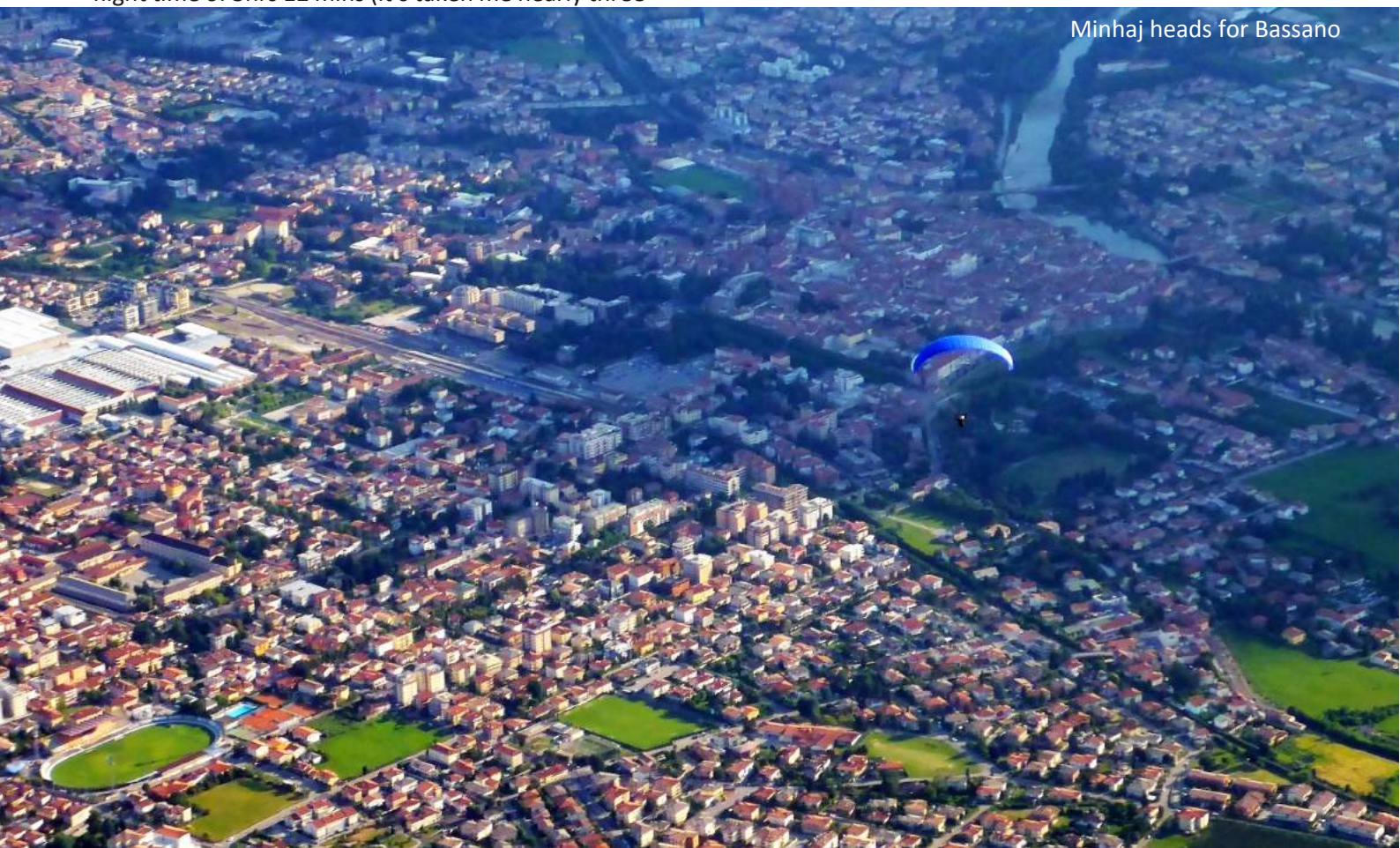


town. In the last couple of days Joseph, Minhaj and I all succumbed at various stages, landing out while trying to tag turnpoints over the flats.

I logged flights of at least 2 or 3 hours duration every day. On the Monday I registered a new personal best flight time of 3hrs 12 mins (it's taken me nearly three

years to beat my previous best – my second post-CP flight was on a beautiful day on Whernside in September 2014 and I was so exhilarated by the new experience of independent free-flying I just soared up and down the ridge for 3 hours!).

Then a couple of days later I smashed this with a 6 hour epic! That morning Kelly had set a task up and down the ridge and then out over the flats to Bassano (camera battery charged – I had a target that needed ticking off!) and Mussolente before landing back at the Garden. Somewhat ambitious I thought but anyway we relished the challenge and set off just after midday trying to follow Kelly. I was dithering in the climbs and soon fell behind. The others left me and headed off on their attempt at Bassano as I struggled to cross to the aerial masts at Costalunga. But I was not giving up on the chance to get my Bassano photo! I dug in but was steadily getting lower so I took the decision to turn around and head back to look for a thermal at a place that had been reliable the previous day. Bingo! I picked up something that turned into a steady 1.5m/s climb and concentrated on trying to smooth out my carve (yeah baby). Unfortunately the wind drift meant I was heading in the opposite direction to where I wanted to go but once I got above the ridge I headed back along it, climbed again over the launch site and crossed the valley to tag the aerals. I'd spent over two hours achieving the ridge waypoints but as it turned out this appeared to be my salvation! By this time the others had landed at the



Minhaj heads for Bassano



Garden having had a tough time and having to adjust their task, but now it was well into the afternoon and the flats were working. I pointed into wind and headed out towards Bassano. I took “advantage” of another climb along the way and it finally dawned on me (duh!) that if where you want to go is upwind then you’re going to lose ground with every climb – one step forward, two steps back. So I pushed on again and triumphantly flew over the Bassano bridge (camera in hand – tick!) then set about nabbing the last turnpoint of the task. The afternoon was going well and I collected it and flew back over the Garden landing field (three and a half hours but who’s racing anyway?). Arriving with plenty of height to spare I decided to just carry on. I spent another hour over the flats, going back and forth to Bassano just because I could, then headed back onto the ridge for a while. As evening approached I spent a last magical hour floating back over to Bassano one final time in the glorious evening restitution, then rounding the church at Mussolente again and finally spot landing in the Garden LZ at 6.30pm for a beer. An unforgettable flight!

I registered several personal firsts during the week: After being chased off the ridge once or twice by descending

## ..the swarm was heading straight towards us

clouds I did one day fly into the cloud (just a little bit you understand) and came out grinning like a naughty schoolboy. I loaded waypoints and programmed tasks into my Kobo and used it to follow them. I even flew in a gaggle – I’ve experienced the tangible difference between solo flying and working as a team. Flying with your mates and trying to achieve a common objective is, I discovered, a hugely enjoyable thing.

As a bonus we even got to see the FAI World Championship pilots in action – from the air. Held in nearby Monte Avena during the same week, Task 1 on the Tuesday was a 78km race to goal set in the area around Bassano. Blissfully unaware of this at the time, as we were bimbbling back along the ridge on our mini-task we were greeted by an awesome sight – a thermal made visible by a swarm of 120 gliders flying in it. Then the leaders broke off and very quickly we faced the uncomfortable realisation that the swarm was headed straight towards us. We scattered, some of us escaping

Bassano Bridge

Photo: Tim Rogers





out into the flats while others stuck close to the ridge as they streamed through – wow! A little later, still trying to complete my somewhat more modest task and messing about in a climb over the Costalunga after everyone else had moved on (actually that seemed to be a pattern all week – something else to work on!) I saw them all racing back towards me and had a grandstand view as I watched them pass low over the ridge towards their second turnpoint. They eventually landed in the Garden landing field – a spectacular sight.

Helped by my 6 hour joyride I finished the week with over 20 hours of flying in thermic conditions (no soaring in dynamic lift in this place) all my personal targets met and a few new experiences and learning points to boot. And flying for hours every day of the week was a great way to focus on training and consolidating the method, techniques and tips Kelly had shared with us. With my first real taste of XC flying on set tasks this felt like a completely different week from last year's. Obviously there's a long way to go but I feel I'm another couple of rungs up the ladder and I've come back with a huge confidence boost which I'm hoping I can carry into my UK flying.



FAI World Champs

Photo: MonteAvena



Tim over Bassano

Photo: Kelly Farina





## LCC 2017: A Competition Report.

### Ed Cleasby

It never poured, but it certainly rained. What a weather dominated sport paragliding is. You can nail down just about everything in the planning ..... except for the one thing that counts above all others – some flyable weather. Yet, somehow, by dint of hardwork, uncomplaining participants and a sizeable slice of imagination we always seem to pull it off.

As we did the final wrap in a warm, gloriously sunny Grasmere – a carbon copy of the previous year, the realisation sank in that we had pulled off another successful LCC.

#### Saturday (task 1 – the two options task)

Flying-wise, we had nothing to work with. The cloud hung low over the hills, the drizzle was unrelenting and 30mph winds scoured the summits. It could easily have been a day to cancel and forget. But this is the LCC and Cumbrians don't let a bit of weather get in the way of a task.

Following Richard Bungay's excellent talk on tasking and gps related stuff we devised up tasks to test listening skills, but above all fitness levels. This could have led to a mass roar of disapproval .... in fact it stirred the competitive streak in the hardy - or some as they were to discover the painful way, the foolhardy.

We offered up two scoring tasks to all A and B compers. Both in the spirit of the recent x alps and probably, given the weather, all on foot. The 'soft' task (10k -500 points) kept people low, out of the mist and wind and was intended as a relaxing afternoon stroll. It turned out a bit

harder than we thought. The 'hard' task (13k – 1000points) went over the surrounding summits, a gruelling, weather lashed hike tagging various cylinders which would test the toughest. There was a bit more to it however with timing, route, tag order and loads having to be considered. It added to the fun, especially for the base watchers if someone had a tracker running ("The lazy bugger's stopped, slowed down ..... get a move on .....") Humour can be so cruel at times.

Surprisingly, not one or two, but 16 opted to be briefed for the 'hard' task – and they seemed deadly serious. Then off they went up into the mists, some clad in lycra, skimpy shorts and underslung mini drink pack, (the fell runners) others in boots, full wet weather gear and sensible sized rucksacks (traditionalists).

The 'soft' task saw a similar number set off on their tagging stroll. A zig zag around Wordsworth's valley that gradually unfolded into something a bit more wearily than the afternoon relax they had expected. Maybe some wished they had joined the various shopping trips of the, 'no exercise please, we're pilots' brigade.

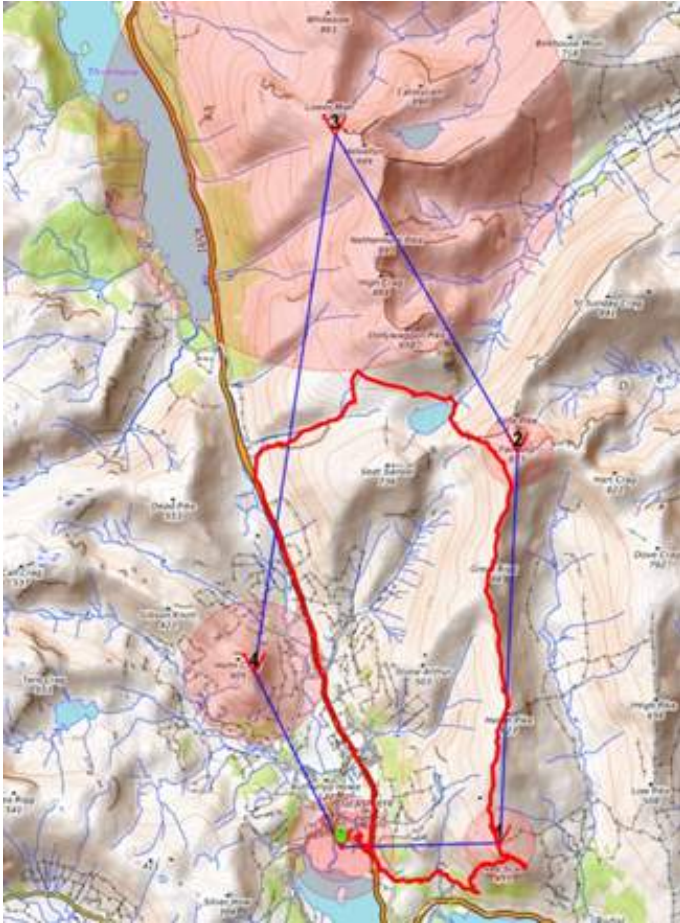
Back to the A comp.

First round, going anticlockwise, was serious runner, Nick Somerville (see task map and track). The time was

pretty remarkable, 2hrs 52 mins, that despite a wrong move around Heron Pike as he set off down into the wrong valley which added a bit of time. Second in at 3hrs 38 mins was Pete (fitter than I look) Logan, another bare legged hardcase. Following an hour later was Andy Smith, just

LAKES CHARITY CLASSIC				TASK SHEET	
TASK NUMBER <b>1 A/B</b> <b>HARD!</b>	Task Type Site Name Take Off Height (AMSL) Attempts Launch Boundary	TASK DETAILS <b>ELAPSED TIME GRASHERE</b>  SINGLE/MULTIPLE <b>BASE (SIGN OUT REQUIRED)</b>	SAFETY INFORMATION Thermalling Direction at take-off LEFT RIGHT RADIO FREQUENCIES Safety Frequency /43-900 Pilot Retrieval Goal		
DATE <b>15-7-17</b>	TASK TIMINGS Window Open Task Start Landed by Time Check-in Time		TELEPHONE/MOBILE NUMBERS Meet Director Check-in SMS Check-in Voice Emergency Retrieval App		
GPS CO-ORDINATES / TURNPOINT SEQUENCE (WGS 84)		NOTES/GENERAL INFORMATION/ TASK MAP			
Sequence	Turnpoint/Type	Cylinder size/line	Distance (km)	- A+B COMPETITORS - SCORED 1000 PRO RATA M - LC002 - LC010 ANY ORREL - HEIGHT PENALTY @ 5min/kg (TO BE CHECKED ON SCALES) - GPS TO RECORD FULL TASK - NO TRESPASS! Task briefing by: <i>Ed Cleasby</i>	
LC001	SSS GRASHERE	4.00 EXIT	0.4		
LC002	HERON PIKE	4.00	1.1		
LC003	FAIRFIELD	4.00	4.1		
LC004	HELVELLYN	3.700	1.5		
LC005	LION & LAMB	8.00	3.6		
LC006	ESS GRASHERE	6.00	1.4		
LC007	ESS GRASHERE	4.00	0.2		
GOAL LC001 GRASHERE		Optimised Distance			
Course Distance		19 km			
		123 km			





recognisable through the drenching beads of sweat dripping from his face.

Then a bit of a wait – the traditionalists had a more conservative approach to beating the fells. They were



GPS Ges, Coneman the Barbarian Kev and Turnpoint Tam demonstrating the art of the selfie and taking in the beautiful view over Grisedale Tarn whilst on the "Route of All Evil". Any resemblance to competent navigators is purely accidental.

After Richard Bungay's talk on GPS use etc, there was much banter about spheroids and geoids, and whether you could get cream for them. We could have done with something to get a GPS trace - we had 5 recording devices with us and turned on - only one of them recorded a track, though Ges was on Livetrack24.

The team spirit took a bit of a downturn when Tam suggested that he might be offered more points on the task because of the company he was keeping. He was quickly downgraded to Turncoat Tam



Approaching Heron Pike



also a lot more sociable having formed small groups and shared trackers – just in case of rain malfunction.

There was also the pairing of optimists – Aaron Binks and Tom Garner. Hoping for a late afternoon break in the weather they had carried lightweight wings. Their 12kg and 10kg packs were both a burden and a boon as each kilo bought 5 mins off their final times. It came in useful later for their scores.

Perhaps I should also mention poor Geoff Moss. He missed the Helvellyn cylinder by 50m – he wasn't happy that I moved the mountain slightly. Guessing cylinder centres is a dodgy business after three hours of walking. I think the lesson is just use the entered turnpoints, not a trig point on a map and a ruler.

Yes, an odd task which many hadn't signed up for ..... expecting LCC they got something more akin to SAS. But it brought stories, laughs and added to the legend of the LCC. During mid evening a sorry group of Geordies trudged in after a gruelling 6hrs plus ..... I was cursed and hated with a vengeance. Only to be expected. Give them 20 years and I'll be forgiven (maybe).

### Sunday (Task 2 – the flying task)

We awoke to sunshine and a much better forecast. Still ..... despite, clear summits, thermals and no prospect of rain the wind was a concern and could still be as much a stopper as mist and rain. We took both A and B comps to old favourite, Clough Head. It appeared to offer the best chance.

Being on restricted time it seemed easiest to fly both comps (but on different tasks) down the ridge to Grasmere base. The site of 80 wings coming down the 'milk run' and into sunbathed Grasmere would be spectacular and a great way to finish the event. The problem lay in the safety of flying less experienced pilots past Helvellyn, and into a possibly turbulent Grasmere. So we opted to stay in the Clough area and use the bottom landing as goal.

It was windy! Not unflyable, but enough to give many pilots second thoughts. The A comp had a task set around various turnpoints and were soon underway – or at least the bravest were. As the one hour window ticked towards a close and despite the great height some had they were finding it hard to get near the upwind start cylinder (my fault – make it bigger next time). The clock was ticking and the decision made to re-brief for a simpler task that took into account those airborne pilots.

The 'simpler' new task was for maximum distance







around three turnpoints, to a goal back in the bottom landing field - failure to make the field being a no score! With the winds on the hill abating and the sky looking very tasty, more and more were now in take off mood. Soon the sky was full of wings, many at or near cloudbase and heading towards Keswick upwind. The early take off's had the advantage with Richard Meek, Paolo Bellezze, Tom Garner and Pete Logan taking in Helellyn as part of their tour. It was still windy at height, and not always comfortable flying but it was safe and all panning out nicely. With time passing 4pm arrived and the goal closed as we rushed to get everyone packed and back to base for downloads.

Compared to Saturday the scoring was a lot simpler. Topping the table in first place was Richard (non walker) Meek with 26.11k, followed by Tom (walker with weight) Garner at 23.78k and squeaking into third, Paolo (always smiling) Bellezze.

It all seems to have worked out despite the weather, no accidents discounting of course sore feet ..... and the usual crop of LCC stories. My thanks to the great people that come to the LCC each year and never complain – whatever we ask them to do. I have an idea for canoe racing around virtual, water-based cylinders on Windermere if it dares to rain again. You have been warned!

Full results can be found on the CSC website (still to go live)

Ed Cleasby  
@LCC 2017

## Provisional Results

### A Comp

- 1st Pete Logan (well done Pete!)
- 2nd Thomas Garner
- 3rd Nick Somerville
- 6th Richard Meek

### B Comp

- 1st Andy Elliot
- 2nd John Westall
- 3rd Ges Hey
- 4th Tam
- 5th Andy Smith











# Club Contacts

Contacts details for the new committee are given here.



Martin Baxter - Chairman  
chairman@dhpc.org.uk



Ed Cleasby - Chief Coach  
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Safety Officer  
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Marek Setnika Zambas - Treasurer  
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Dennis Marston - Sites Officer North  
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Simon Tomlinson - Sites Officer North  
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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. 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](mailto:skywords@dhpc.org.uk)

Date	Event	Website
Aug 5 - 12	PWC, Disentis, Switzerland	<a href="http://www.pwca.org">www.pwca.org</a>
Aug 6 12	BP Cup, Derbyshire Round, Bradwell	<a href="https://www.bpcup.co.uk/cms/">https://www.bpcup.co.uk/cms/</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	British Open 2. St Andre, France	<a href="http://www.pgcomps.org.uk">www.pgcomps.org.uk</a>
Sept 2 - 9	PWC, Pico do Bavião, 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>
Sept 29	Simon Yates - My mountain life. Otley	<a href="http://www.mountaindream.co.uk/the-wild-within">http://www.mountaindream.co.uk/the-wild-within</a>
Sep 30-Oct1	DHV HG meeting, Buching, Germany	<a href="http://www.dhv.de">www.dhv.de</a>
Oct 17-22	Oludeniz AirGames	
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>

2018

Olympic Council of Asia has included paragliding in 18th Asian Games (32 Olympic + 8 non-Olympic sports)

Feb 28	DHPC Reserve Repack	St Mary's, Menston
Mar 10th	Farmers' Dinner	Boar's Head, Long Preston
Jul 8 - 21	20th FAI European Hang Gliding Champs	Krushevo, Macedonia
Jul 14 - 28	15th FAI European Paragliding Championship	Montalegre, Portugal





# EYE CANDY FOR CLOUD LOVERS

Asperatus - NZ  
Photo: Tanis Danielson



**Parabollox - or Wikifact**

Hedy Lamarr invented a torpedo guidance system - Wikifact! [https://en.wikipedia.org/wiki/Hedy\\_Lamarr](https://en.wikipedia.org/wiki/Hedy_Lamarr)

**Crossword answer:** Inversion