

The Dales Hang Gliding and Paragliding Club

CLUB RADIO FREQUENCY 12 850 MHz



SKYWORDS

www.dhpc.org.uk

Issue:126 December 2017



There is virtually no mention of Leeds Bradford Airport in this edition of Skywords

..maybe not but there's plenty of troll trolling

Deck the hall with boughs of holly

..not that sort of trolling you idiot, I think he means us

Christmas Comp
Win your 2018
Club subs inside!

Inside this month

This month's cover shot is from Pete Darwood, on his recent Bir trip with Rosie and Richard Meek. His article and more snaps are in this month's mag. Enjoy. *Tam*



Regular Features

Chairman's Chat LBA ACP / AGM -

Club News Up Hill and Down Dale

Weather Prospects for December

Skywords Archive - June 2007 - Addingham XC

Cloud Eye Candy - Lenticulars, Varese, Italy.

Club Nights - November club night write up.

Special Features

AGM - Agenda and Committee member reports

Christmas Competition - Win your club subs for 2018

"My Best Flying Day 2017" - Various

Bir 2017. Fresh fresh take time time - Pete Darwood

Colombia - Ali Westle

Club Shop

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



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



Martin Baxter Chairman's Chat December 2017 The AGM

It's a
game of 2 halves.

The next club night, on Thu 7 Dec, is the AGM. In a bid to reduce the length, and to make it more interesting, we've decided to include committee member's reports in this newsletter rather than reading them out on the night. There will still be the opportunity to ask questions, but it should halve the time taken.

So in the first half that will allow us to concentrate on the main business of talking about money and subscriptions. Whilst our income has remained pretty consistent we have spent a lot more than in previous years, seriously reducing our working capital to the point where we either have to increase subs or reduce our contribution to the flying fund. We've decided to recommend the latter to the membership (down from 35% to 15%), but if you want to find out more then you'll have to come to the meeting.

Don't worry that by turning up you might get stitched up for a vacant committee post. I've done my homework and have 'volunteers' lined up for each post. But if anyone does want to stand for a post (especially Chairman!) then you'll be most welcome.

Half time. Claim your free beer. There is even a rumour that Rosie is arranging some free nibbles.

The second half promises to be more entertaining. Ed and Pete will be conducting a review of the 2017 flying season in which we are all invited to participate. What was your flying highlight of 2017? Personal best, roughest thermal, weirdest retrieve?

Fly safely,
Martin Baxter
Chairman



AGM Agenda

Free Beer! (Annual General Meeting)

Thursday 7th December at the Horse and Farrier in Otley, LS21 1BQ.

Upstairs Function Room. 7.30pm for 8.00pm start.
(or come around 6.30pm to eat)

Reports

Reports from committee members are included in this newsletter. If you have any questions or want to raise any points please do so on the evening.

Accounts

We're not including the accounts in the newsletter or website because we don't want them to appear on the internet. Details will be available on the night.

Proposals

1. That membership fees remain the same but that contributions to the Flying Fund are reduced to 15% (from 35%) next year.
2. That the DHPC offer the use of Club sites for British Open Series HG, British Paragliding Cup, National Model Glider, and other Inter-Club Comps as appropriate.

Committee

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

Entertainment

Messrs Cleasby and Darwood will be conducting a review of the season after the break. There is even the promise of some poetry.

We hope to see you there.



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Club Nights

Club Nights take place on the first Thursday of the month in winter months, starting in September, at the **Horse and Farrier, Otley**. These nights are great to get to know your fellow club members, pick up tips, contribute to the parabolox debate, plan trips etc.

Your social sec has organised an impressive array of talent to come and talk to us, so these will be an excellent way of keeping in touch with your sport. Brief details of the full programme are on the website, under "events".

Next up we have:

7th Dec, 7.30 for 8pm

DHPC AGM

The formal AGM for the club - your chance to find out what committee members claim to have been doing all year, and to vote in a new committee.

Oh yes, and there's free beer! Think of it as a celebration of being HALF WAY THROUGH our winter club nights, already!



7 Bridge Street
Otley LS21 1BQ
Telephone : 01943 468400

Annual DHPC Film Competition

After last year success the (now!) annual DHPC film competition will take place on January 11th. Get editing, there will be some great prizes!. Submissions to be less than 4 minutes, no other stipulations. Audience voting on the night as last year. Closing date for entries 31.12.2017. Entries to: social@dhpc.org.uk

Happy Christmas from your committee!





New members

Seasonal greetings, and a warm welcome to our newest members, Christopher Tracey and Patsey Boulton. You'll be eligible for a free beer at the AGM on Thursday 7th December - details elsewhere in the mag. Some of us had to wait 12 months to get a free beer, so you're off to a good start.

My Best Flying Day 2017

Many thanks for your contributions - they are scattered liberally through the mag. Flying home is the favourite DHPC flight! This feature was to be titled "my best day 2017" - but the first contribution to arrive was from Rosie, recently married to Ben. It seemed a bit presumptuous to assume that a flying day was better than your wedding day...

Another decent website

Recently found this website - looks quite good to while away some of those non flyable winter days!

<https://paragliding.de/en/worldmap/>

Steve Nash's Murderer Jailed for 16 years

It's still difficult to comprehend - perhaps you shouldn't try. Murdered, taking part in the sport you love, for a couple of hundred quid. RIP Steve.

BBC News: <http://www.bbc.co.uk/news/uk-england-merseyside-42063984>

BBC - The Life Scientific



Club Contacts

Contacts details for the new committee are given here.



Martin Baxter - Chairman
chairman@dhpc.org.uk



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



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



Tim Rogers - Librarian
library@dhpc.org.uk



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



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



Pete Darwood - Paragliding Comps
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Safety Officer
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Helen Setnika Zambas - Trophies
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treasurer@dhpc.org.uk



Dennis Marston - Sites Officer North
sites_north@dhpc.org.uk



Simon Tomlinson - Sites Officer North
sites_north@dhpc.org.uk



Toby Briggs - Sites Officer South
sites_south@dhpc.org.uk



Alex Colbeck - Website
website@dhpc.org.uk



Tam - Newsletter
skywords@dhpc.org.uk

The committee meets on alternate months, on the 3rd Thursday of the month at 7.30 at the Horse and Farrier. 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,



Committee Reports

Chairman

Committee

We didn't lose anyone over the last 12 months. After many years of service to the club Ed Cleasby is standing down as Chief Coach. Toby Briggs is moving to Wales which will make maintaining our southern sites a little tricky; and Tim Rogers has agreed to step aside to allow some new blood onto the committee. We have 3 people lined up to replace them, subject to confirmation at the AGM.

Leeds/Bradford Airspace Change Proposal

If you are anything like me you'll be sick of this subject. The deadline for responses has passed and I have copies of responses from 40 members plus notification that 4 others have responded – thank you to all 44 of you. Tom Hardie of the BHPA resigned just before the deadline, but I managed to draft a BHPA response for the Chairman to sign. Sadly there wasn't time to lobby other BHPA members for support. The proposal has also been opposed by the General Aviation Alliance, BGA, Regional Soaring Group, various gliding clubs, DSC and PSC. We await LBA's feedback report.

Aerofix

Due to a poor response from members last year, and the fact that Aerofix are a bit harder to get to since moving to the Peak District, I won't be doing an Aerofix run this year. If anyone else wants to take up the reins then please feel free.

BHPA Sites Officer

I continue to sit on the BHPA Executive Committee. I don't think this represents a conflict of interests (quite the contrary) but I feel that I should declare it here.

Martin Baxter



Coaching

Joint Coaching Day

We began the year with our now regular (indoor) Joint Coaching day with the CSC held at Staveley, Kendal. This was as usual very well attended with 40 pilots plus a short waiting list we squeezed in.

Pilot Coaching

We continue to be thwarted by the weather and this has resulted in coaching days following the pattern of a mid-week 'heads up' and often a late call on the morning of the day. I increasingly hold to the view that whilst a full, well attended coaching day can be very sociable, great fun and good for making contacts, it is less effective for actual coaching. The reasons are:

- a) Weather! Being w/e's only makes it even more restrictive.
- b) Low attendance by coachees, especially if the day looks 50/50 which is often the case.
- c) Coachees tend to arrive and leave at their own convenience so hard to identify and work with. The registration system continues, but numbers are down to about 8 this year from a high of 25 some years ago.
- d) Pilots are at very different levels and require different types of coaching; generally once they have got the basics established and know a few sites/people they tend to pretty much decline dedicated coaching and are happy to learn on the job.
- e) Less than 25% of coaches have actually attended to support. I'm very grateful to the regulars who have, they know who they are.
- f) I can be lazy, a bit selfish re my own flying and have not perhaps been as pro-active as I should.

The most effective coaching tends to be the private arrangements where coaches take on a new pilot in their locality and guide them into the sport and keep a watchful eye. I can't be very precise however as little of this private activity gets fed back to me. But I do know it's being undertaken which is the important thing.

Points of note from 2017

- i) Six new coaches have attended the BHPA course and been endorsed by the DHPC and joined the club coach register. We now have 20 coaches.
- ii) 8 pilots have sat various rating exams and been successful. The majority have now become PILOT rated allowing them to go XC without supervision and enter flights into the UKxcleague. It is worth achieving the rating.
- iii) Three coaching days (sort of) came off at Dodd, Windbank and Semer Water. Smaller ad hoc coaching opportunities were offered as days became available mid-week.
- iv) General admin involved liaising with the BHPA on all manner of things (most recently dual ratings), endorsing coach ratings, writing Skywords articles answering enquires etc.,

A personal closing statement

I'm standing down at this AGM after (not sure how many years) as Chief Coach. My view is that once I feel I'm not doing a decent job then it's time for fresh blood and an injection of dynamism and a change of direction for me. I intend to retain my Senior Coach rating and I very much wish to coach, it can be very rewarding so I welcome anyone calling my for advice or help, and who knows ... you may get to pull retrieve. My thanks to the excellent committee for their long time support and my best wishes to the incoming Chief Coach.

Ed Cleasby

(Outgoing) Chief Coach.

Competitions

See Pete's separate report "It's all about the numbers" elsewhere.

Trophies

I have updated and completed an accurate photo log of all the trophies and placed any historical documentation and previous articles written in Skywords about some of the trophies, into the Committee's newly created Dropbox (Trophies Folder) to ensure we record the history of these trophies.

I also created a log of each of the trophies and who they were awarded to, who collected them, and their current location - as this is not always with the award winner.

Unfortunately one of the trophies was damaged in my care: the Top Pilot glass trophy.

The committee had previously indicated that there was some duplication of trophies and a decision was taken, to reduce the number of awards/Trophies. It was subsequently agreed that the Top Dales Pilot trophy was the one to take out of the range, so the damaged trophy has been left in the charge of its current recipient - Ed Cleasby. The committee felt that the Pilots' Pilot trophy could be used to reward similar achievements in the future.

The other task I took over was the organisation of the Farmers Dinner. Trevor Birbeck and his partner, Kate, have successfully run this for many years but were glad to hand the task over.

I sought a new venue and booked with The Boar's Head at Long Preston for March 2017.

Marek (Treasurer) was able to create a "choose and book system" that worked really well.

The sites officers Simon and Dennis also took on managing the minibus and driver problem and booked a company to supply minibus and driver. This was cost effective and we will repeat the booking for next year.

As a team we delivered a good event. The manager of the Boar's Head and the team there, hosted a good meal with positive feedback.

Helen Setnicka-Zambas

Trophies Officer

Library

For information, especially to new members: the club maintains a library which currently contains around 100 books and DVDs – some recent, others of impressive vintage! Whether you're building flying or ground handling skills, learning how to interpret the weather or cloud formations, researching flying sites, or just want to read about other people's adventures you should find something to interest you. The library is available on club nights for browsing, borrowing or returning items. In between club nights you can always contact the librarian with queries or requests. We encourage you to make full use of the library service.

We are keen to keep the club library up to date and current. However in contrast with the wealth of content readily and freely available on the internet, your librarian does not see a flood of newly published candidates for addition to the library stock. For some of the most popular titles we will purchase additional copies, and also consider buying new editions of items

as they are published. This year we've added two books that should help you with forecasting weather and wind conditions, one of which has been serialized in Skywords through the year. We also now hold two aeronautical charts (a half mill and quarter mill sheet) – these are the most up-to-date versions and are primarily intended for use by people preparing for their Pilot or Advanced Pilot exams or for general familiarization of the airspace in our area. Your suggestions for further new items are always welcome.

A stock of laminated A3 hitch-hiking signs is also held with the library and these are available at club nights for members to take on a first-come first-served basis.

The librarian is always interested to hear your suggestions for ways in which the library service could be improved.

Tim Rogers
Librarian

Sites - North

Brantside



This site was popular over the year with some good XC's during August. One day in particular had over 30 paragliders flying under a low 3500ft cloud base before escaping over the back.

Fremington



This new site is available to fly. It has been flown a couple of times & has proved it can be very thermic. Access to both launch areas has now been sorted – see site guide for details.

Stags Fell

DHPC members only site

- Maximum of 12 pilots in the air at any time.
- All pilots & visitors must stay off the open moorland.
- No XC flights between August and December.
- XC flights permitted between January and July but
 - pilots must have at least 1000ft above take off.
- No low flying over, or landing on the moorland **under any circumstances.**
- Launching from and soaring the top cliffs is **STRICTLY PROHIBITED.**
- By kind permission of Buttertubs Estates Ltd.

A turbulent year for this site. The situation caused by rule infringements has now been smoothed over with the land owners & the addition of a permanent sign at the bottom of the walk up track will remind people about this very sensitive site.

Wether Fell



Probably still our most popular site, being flyable in a wide range of conditions. The access track has now got some new gravel to help with the pot holes and mud. This site was used again this year for the BOS Hang Gliding Competition.

Other Sites – As sites officers, Dennis & myself will be trying to fly a few of the lesser flown sites to report back over the next year. If you have any questions regarding any of our northern sites then please contact us.

New Sites – Work in progress – watch this space.

Farmers Dinner – This proved very popular and is planned again for March 2018. It is a great way to thank the farmers for their support of our flying activities on their land.

*Simon & Dennis
Sites North*

Social

The year started auspiciously with a packed turnout for the DHPC Film Competition in January. There was an excellent collection of entries from the Dales and beyond with even Dennis managing to sneak in under the four minute time limit (the only stipulation). Members sat glued to the screen wondering if Pete B would manage to land safely in wave on Wether as the clouds rolled in...his expletives as he finally touched down were echoed by sighs of relief from the audience and earned him third prize, jointly with Alex Colbeck for some cracking acro footage. Beautifully framed shots and a good story scored a proud AI C second prize. But whether it was the warmth of the French sun on a dark January night, the clever linking sequences or the overall cinematography, David May smashed the night with his St Andre film. Nice work David. The plan is to continue this as an annual event, so get editing for this year. Closing date 31st December.

We were then treated to a preview of Jack Pimblett's film "Tumbles'n'shit", a mixture of great shots and interviews providing a window into the dedication as well as talent required to be a top acro pilot.

February night was GASCo night; thank you Martin for chairing this while I was chasing distance in Australia. Always good to have some safety input but perhaps GASCo is something we can run bi-annually now.

In March Ruth Dower came to talk about "The Good, the Bad and the Ugly of Competition Flying". It was a real privilege to hear such an honest account of her motivations, challenges, trials and tribulations. An inspiration for coming back from disaster, surviving and flying again. Pertinent given our fair share of incidents this year. So much about flying is in the mind and she left us with 5 key questions to help our progression.

I loved the April club night. And not just because Pete Logan, Pete, David and I met for a pre-social curry. Pete L delivered a "Dales xc masterclass" illustrated with numerous routes he has done and we might hope to achieve. It was a really interactive evening with lots of audience participation and comments from the xc hounds who attended. An external speaker is not the only way to have a great club night.

Learning from last year I didn't plan any summer socials...there was a vague idea of a barbecue at some point but then I figured that as pilots we want to go flying and are quite capable of fitting in beer drinking (or gin...Tam?Richard?) around this without needing a social secretary to organise it; at least that's my excuse. If

there is enthusiasm for other social activities do let me know and I'm happy to arrange.

The autumn season commenced with another "local" talk. Richard Meek (budding skygod) and I (non-goddess) talked about the routes to our first 100km xc. I hoped this would act as a bridge between upcoming keen xc pilots and the experts. I certainly learnt a lot from Richard's talk.

In October, attempting to redress the balance, I invited a hang-glider pilot to speak, albeit about the transition to paragliding! Nick Pain is so much more than that and did a fantastic job. Perhaps too good, I understand Trev is booked on a paragliding course in Spain shortly!

I was very disappointed to miss the November social (although the flying in Bir was pretty good, thanks!). Richard Bungay, Southerner moved North and Steve Nash's X-Alps team-mate, came over from Cumbria and talked about pilot progression. It's fantastic that people like Richard are so altruistic and prepared to give their free time and travel considerable distance to talk to us.

December is the AGM so of course you must be there. There will be free drinks, nibbles and a chance to vote. Following which there is a great program lined up for 2018.

By the time next year I will be reaching the end of my third (and final) year as social secretary. If you are interested in taking this on please contact me and I will be happy to share what it involves. I plan to have all next seasons socials organised (i.e. until spring 2019) so it should not be too onerous initially.

Rosie Darwood
Social Sec

Secretary

Enquiries to the Club have been consistently one per week or one per fortnight - typically asking about flying in the area as a guest, training for HG or PG, experience flights, adverts for flying abroad. quite a few also trying to sell service to update the website (which get binned).

Taking minutes for Committee meetings and the AGM. These are submitted to Martin for his adjustment/alteration.

This year I'm **dishing out the drinks** tokens so be nice to me.

Trevor Birkbeck
Club Sec

Safety Officer Report

There were 2 serious accidents in 2017 which required evacuation from the hill and a hospital stay and a third accident where the pilot was lucky to walk away with only minor injuries. Without discussing the details of either accident I'd like to highlight the increased danger when flying slowly close to the ground – for example just after launch when the wing is naturally flying slowly or perhaps while ridge soaring in weak lift. When flying slowly we are closer to our stall point which increases the risk of stall or spin, both of which are serious conditions and can result in violent behaviour and rapid height loss.

Thank you to all who attended the accident scenes – needless to say none of us wish to be in an accident nor do we want to witness one or be part of the rescue effort. But if it happens, it helps to be prepared and to that end, together with the CSC we will organise a First Aid course at the end of Jan tailored to the sort of scenario we may come across in our sport. Details will be published shortly and numbers will be limited – so if you are interested then keep an eye on the website and your email box.

Thanks also to those who submitted Incident Reports via the BHPA website.

(<https://contact.bhpa.co.uk/incident.php>).

Incident/Accident reporting is an important part of the process and enables us to learn and improve the safety of our sport as a whole.

2016 (5 accidents)

- 12 Mar - DHPC repack. 35 pilots attended.
- 8 May - Accident at Semer Water (ATOS).
- 14 Jul - Accident at Wether Fell (ATOS) and Tailbridge (PG).
- 2 Oct - Accident at Cow Close Fell (PG) and Model Ridge (HG).

2017 (3 accidents)

- Mar 4 - Reserve Repack. 33 pilots attended.
- May 10 - AIRPROX
- May 10 - Accident at Wether Fell (PG)
- Jul 8 - Accident at Dodd Fell (PG)
- Aug 20 - Accident at Bradwell (PG)
- A number of new Club Coaches

2018 (0 accidents – let's try to keep it that way)

- Jan - Joint CSC/DHPC First Aid course. Details will be published shortly on the website

- Feb 24 - Reserve Repack. Details will be published shortly on the website

Skywords

Safe flying

David May

DHPC Safety Officer

Membership

Key Points

Fewer less experienced CPs (< 2 years) joined in 2017 - 11 out of 22 new members.

Whereas in previous years regional schools provided most new members, we now seem to be getting more experienced members moving in to the area.

New members are therefore more likely to be 'shared' with neighbouring clubs.

Administration

Club handbooks/sites guides can now be produced in hardcopy for around 1/3rd of previous years' costs.

Most renewal and new subscriptions are now paid online, greatly reducing administration.

Need to introduce online, new membership process in 2018!

Number of Members by Type - 2017

Type	Individual	Joint	Total
HG	6	1	7
PG	122	20	142
Both	18	1	19
Total	146	22	168

Total Members Over Time

	2009	2010	2011	2012	2013	2014	2015	2016	2017
HG	13	14	10	9	8	10	7	7	7
PG	131	140	132	139	137	145	149	151	142
Both	19	15	12	13	16	14	17	17	19
Total	163	169	154	161	161	169	173	175	168

It's been a good year for the newsletter. Now established more streamlined upload onto the Pubhtml site each month, and have mastered producing live links to other websites, which was a problem this time last year. It's obviously read online, the average read time is about 30 mins, with a max average read of 50 minutes. We are closing in on 1000 reads on pubhtml5.

Publishing the cover on FB gets quite a few hits each month - usually a round 400-500, with a record currently at 831 - though clearly not everyone then follows the links!

The style has developed a bit over the year - it is probably now ready for someone with a bit of imagination to take it forward.

We've had some great articles this year (many thanks again for all contributions) some of which have arrived completely out of the blue. Others need some chasing, and the mis type of the year was me asking someone for a contribution for the club "nag" rather than "mag". Very aposite! Choosing best contribution will be very tricky.

Please enter the Xmas comp in this issue - as with last year the editor will be entering if no one else does. And please consider contributing an article if you go away flying, or even if you stay here, and have a good day, or learn something new.

Tam

(I have not done a "favourite flying day of the year report - my "mother in law's triangle" report from Nov 19th is so recent on the web site that it is not worth repeating in this month's mag. Imagine your best flying day consisting of 12 minutes in the air!)

Neil Plant

Membership Sec



Dear Santa

The beautiful, talented and overly generous Mrs Morrison sometimes casts her eye over this mag to see what the bloody hell I spend my time on each month. She has also in the past wondered what to get for "the man who deserves nothing" for Christmas. Here's some ideas, my darling.

Keep in touch..



...a portable WiFi hotspot that you can connect 5 devices to, and acts as a power monkey too.

fly-art.eu



Heated Jacket



8K FLEXWARM MENS JACKET

Keep warm - <http://tryfly.eu/>



Stop press - Club kit shop

You should also of course buy club kit - see article elsewhere in the mag for info and links.



Video Comp deadline Dec 31st



When people ask me if I went to film school I tell them "no, I went to films"

DALES

Quentin Tarantino

VIDEO Comp


Send entries to: social@dhpc.org.uk

Rules: No longer than 4 minutes
No more rules!

Great Prizes

Deadline for entry: Dec 31st

Video night: Jan 11th Club night



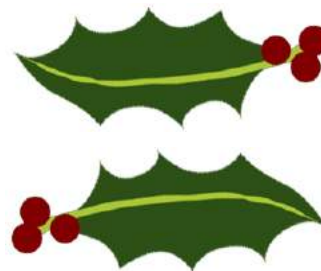
Santa's already sent in a video!



Easy to win competition!



Win your
2018 club
subs - a
FREE year's
membership!



Good luck!

November, page 7

We are again giving away a free year's membership in the simple Christmas comp. Simply identify which month's magazine, and which page each of the above photos appear on. There's one from each month up to the November edition. Email your answers to Skywords@dhpc.org.uk. All correct entries will be put in a draw and a winner selected at random by a drunken elf just after 12 noon on Christmas day. Deadline for entries is 12 noon on Christmas day. To get you started, Santa has already filled in one answer. Good luck!



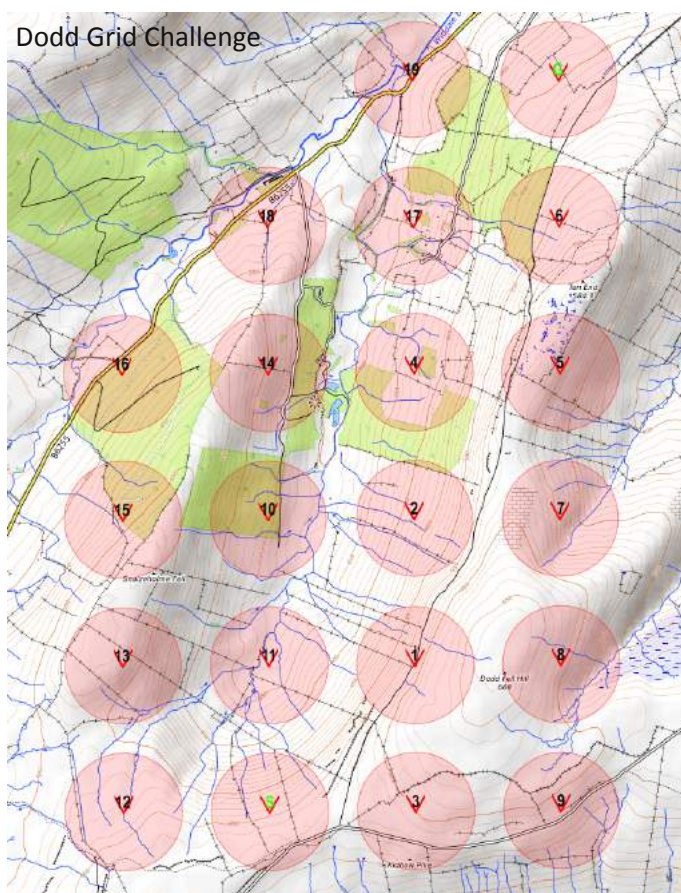
November Club Night Write Up Rosie Ireland

On a dark night in November, the DHPC welcomed Cumbrian pilot Richard Bungay. Richard has a tremendous flying pedigree after taking to the air in 1999. Richard has played key roles in the organisation of many events such as the BP Cup and British Champs as well as competing in them. In 2011 Richard supported Steve Nash in his 2011 X-Alps. There isn't a more qualified person to talk about pilot progression and the world of competition flying.

Set little goals

Richard emphasised the importance of having an aim every time you go out flying. This makes real sense and can be applied by every pilot across all skill levels. For a beginner, this may be launch, do two beats and top land. By having a goal, you concentrate on developing your skills rather than just boating around aimlessly.

One test for the dales pilots is the Dodd Fell grid challenge. A grid challenge basically is a grid placed over a flying site. Each box or cylinder on the grid has a number and these equate to points. Some points are



easy to gather and can be done on a ridge soaring day, whereas others would take more thinking about to reach and the make it back without having to walk! For those who have never entered a task on your GPS, the flying is not the only skill to master. The current leader this year so far is Tam.

Another challenge, all be it a little trickier is the Yorkshire three peaks. This 30km FIA triangle sounds easy on paper, but few pilots have completed it. In recognition of this DHPC offer a £300 cash prize for those who complete the route, but make sure you read the rules, a few pilots have completed it only to be caught out on technicalities.

Richard being a lakes pilot offered some encouragement to get out of the Dales and venture a little further afield. The Cumbrian soaring club challenge that caught my eye was the Wainwrights. The aim of this is to fly over, land on or take off from as many of the 214 summits as possible. Sounds like an awesome way to see the fells!

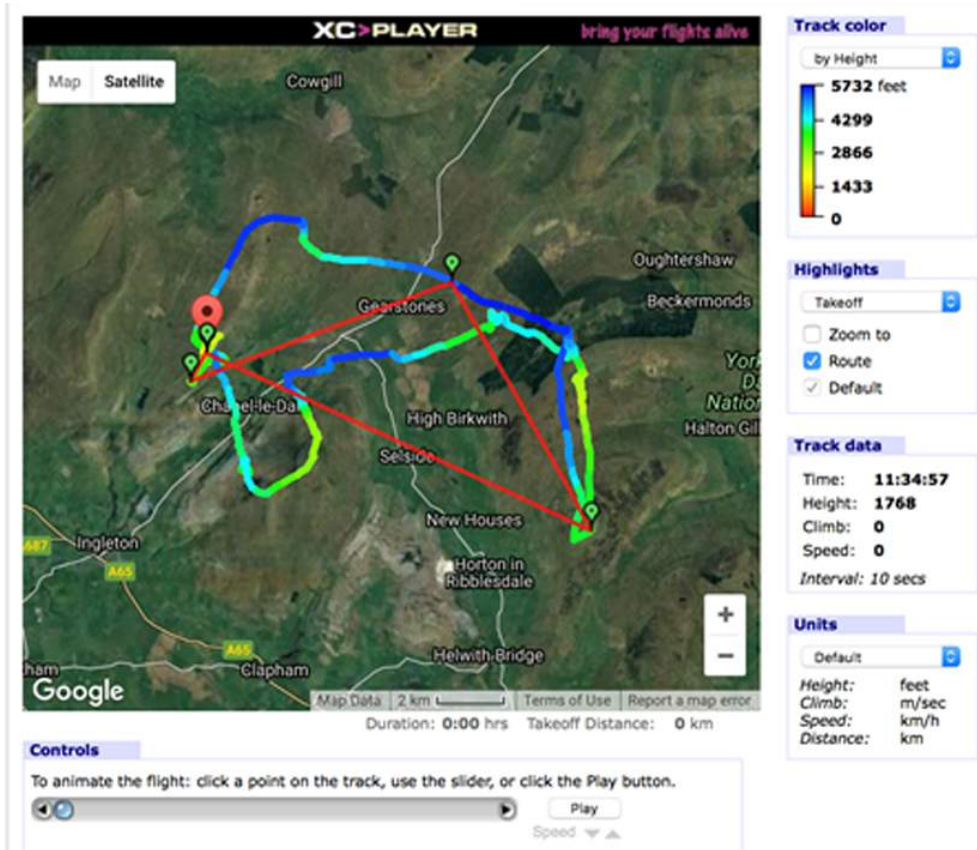
After a quick beer stop, the second half of evening started to move in a new direction.

Plan the day

Richard talked about how to become a better pilot through planning. This was another great take home message. Richard felt very strongly about making your own decisions about a day's flying based on prior planning. Pilots who look at the latest shout, tweet or telegram and just follow the crowd, without thinking about site, weather or aims of the day will have slow progression in the sport. There was great encouragement to be thinkers and not social media sheep.

The last part of the evening was more focused on competitions and the vital role they play in pilot progression.

Competition flying has always seemed daunting to me, but Richard split it down into different levels, from grass roots competitions such as The British Club Challenge. The BCC sounds like a great way to get you out on your first few XCs in a safe way with lots of people around to help. Higher level pilots may find themselves with other



top pilots at the British champs, but really the sky is the limit if you are performing well.

Other competitions such as hike and fly are becoming increasingly popular. The X-alps is certainly another level as seen by a video Richard showed from his time supporting Steve in 2011. Let me just set the scene 'a

sketchy mountainside cross wind launch with power cables just behind', certainly not many peoples cup of tea. There are however UK based introductory hike and fly competitions such as the Dragon Hike and Fly which was held this year in South Sales. Acro and accuracy didn't get much of a mention, but there is something out there for everyone.

RI





December 2017 :Cold Start, Fog, then cold again

Issued : November 25 2017

Forecast

A cold start to the month with snow across Eastern and Northeastern areas as low pressure dominates towards the Northeast of the UK. Turning calmer mid month with frost and fog (freezing fog for Northern areas) the main threat.

Towards the end of the month we see a return to more unsettled conditions with colder air from the Northern quarter and an increased risk of snow across many parts of the UK.



December 2017
Forecast



www.paraglidespain.com

From £250 per person *
Included in price 7 nights accommodation with guiding and retrieves.
Free cross country and thermal coaching for novice and experienced pilots.
Flying and guiding in this area for over 20 years.

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

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

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

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



Club Kit Shop

The club kit shop is now up and running, just in time for your Xmas presents wish list.

The club holds no stock, you order through an online shop, and each order is custom printed and sent to you. Currently there are T shirts and polos, both in unisex/gents fit and ladies fit with a large colour choice - as detailed later.

We will be adding sweatshirts and hoodies in the next month or so.

Prices run from £9.44 for a basic white T shirt with front and back print, to £14.64 for a light weight high wicking polo shirt with embroidered logo on the front and Steve Ham's design on the back by heat transfer. The club makes no money from your purchase - you will be buying direct from the supplier.

There is a £4.00 P&P charge for each item, but this is capped at £10 - there is nothing to stop you teaming up with someone else to put in a larger order to reduce your postage costs.

The online shop has a drop down for colour choice, but doesnt show the colours available, so I have reproduced those here.

Images

There are 3 options for applying the images to the shirts:

Direct printing onto the shirt. This works ok for white shirts, but the colours get lost on anything with more colour.

Heat transfers. This creates a transfer which is heat sealed onto the garment. Although you get vibrant colours, the transfer itself is a bit stiff. You dont really notice it after 5 or 10 minute of wearing.

Embroidered logo. This looks very professional as a front logo design and the club have paid the small cost for the preparation of the logo

The options we have gone for are laid out in the table below. [Samples will be available at the AGM](#), and the colour options are on the following pages.

	T Shirt	Polo Shirt
	Gents / Unisex options	Gents / Unisex options
	100% cotton	Lightweight polyester high wicking
White	Front: Direct Print Back: Direct Print	Front: Emboidered logo Back: Direct Print
Colour	Front: Heat transfer Back: Heat Transfer	Option 1 Front: Embroidered logo Back: Nothing
		Option 2 Front: Embroidered logo Back: Heat Transfer

Ordering

So how do you order these must have articles? Simply decide on your colour from over the page, and then go to:

https://www.conistonshop.com/The-Dales-Hang-Gliding---Paragliding-Club_281/shop/index.php

Image samples for DHPC Club Shop

Front logo for either direct printing, or heat transfer. Approx 10cm dia.



Mock up of the embroidered logo for the front
Approx 8cm dia.



Steve Ham's design, specifically crafted for the DHPC and customised to our wishes. For direct print onto white shirts, or as a heat transfer onto colour shirts.
Approx 23cm sq.



Colour Options - T-shirts



Front: Left breast heat transfer

Ladies T shirt

https://www.conistonshop.com/The-Dales-Hang-Gliding---Paragliding-Club_281



Back: Steve Ham design heat transfer



Shop website screen shot

Ladies T-shirt (choice of 17 colours)



100% cotton T-shirt with left breast and back transfers

[VIEW PRODUCT](#) Price from £12.00



Front: Left breast heat transfer

Gents / Unisex T shirt

https://www.conistonshop.com/The-Dales-Hang-Gliding---Paragliding-Club_281



Back: Steve Ham design heat transfer



Shop website screen shot



100% Cotton T-shirt with left breast and back transfers

Colour Options - Polo shirts

Ladies polo shirt

Option 1:
Front design only



Front: Left breast embroidered badge

Option 2:
As option 1, plus back design



Back: Steve Ham design heat transfer

https://www.onistonshop.com/The-Dales-Hang-Gliding---Paragliding-Club_281



Shop website screen shot

Option 1

Ladies cool polo shirt (choice of 11 colours)

100% Polyester Lightweight fabric with inherent wickability and quick drying properties.
Polo with left breast embroidery ONLY
VIEW PRODUCT Price from £12.00



Shop website screen shot

Option 2

Ladies cool polo shirt (choice of 11 colours)

100% Polyester Lightweight fabric with inherent wickability and quick drying properties.
Polo with left breast embroidery and back transfer
VIEW PRODUCT Price from £14.64

Option 1:
Front design only



Front: Left breast embroidered badge

Option 2:
As option 1, plus back design



Back: Steve Ham design heat transfer

Gents / Unisex polo shirt

https://www.onistonshop.com/The-Dales-Hang-Gliding---Paragliding-Club_281



Shop website screen shot

Option 1

Unisex cool polo shirt (choice of 25 colours)

100% Polyester Lightweight fabric with inherent wickability and quick drying properties.
Polo with left breast embroidery ONLY
VIEW PRODUCT Price from £12.00

Shop website screen shot

Option 2

Unisex cool polo shirt (choice of 25 colours)

100% Polyester Lightweight fabric with inherent wickability and quick drying properties.
Polo with left breast embroidery and back transfer
VIEW PRODUCT Price from £14.64



Rosie on the main ridge



Bir 2017: Fresh fresh take time time Pete Darwood

In fact, it turns out that “fresh fresh” is not all that takes “time time” in India, but more about the bureaucracy later. Rosie and I last visited 20 years ago and it was interesting to see what has changed in the intervening years; Delhi has a smart western airport instead of a warehouse, but the rest of the city has descended further into chaos and stifling pollution as the thousands of cycle rickshaws have been replaced with near-continuous horn-tooting smog-belching cars. However, the countryside further from the city appeared largely unaltered by time, apart from the prolific expansion of cars, and as we climbed the rolling hills heading north the mind-blowing spectacle of the Himalayan foothills opened before our eyes once again.

Bir is a small Tibetan commune located at the foot of the mountains proper pretty much bang in the centre of the Himachal Pradesh, a state which in turn is nestled

...triggering thermals off every spur, shoulder and peak that the classic cross country books say they will

between the Tibetan plateau to the north east and the plains of the Punjab to the south west. Every day the sun heats the mountains of northern Himachal and an anabatic flow sets up off the plains triggering thermals off every spur, shoulder and peak that the classic cross-country books say they will. Bir is famous, not for its grumpy liquor store attendee, or the fabulous momos, a native Nepali and Tibetan dumpling served with a chilli sauce, but rather for being at the foot of one such spur that is top drivable. Billing is the launch, situated at approximately 2400m, with a pimple on the spur shoulder just below take-off creating the hugely reliable, and busy, house thermal.

Our intrepid group comprised Richard, an Asian virgin; Rosie and myself; and Ali, Chris and Jan from the Lakes.

Colonel Briggs was the source of most of our pre-planning and indeed proved to be a worthy guide out in the land once under the British Raj. Transport from the airport was provided by Roshan's taxi, but in hindsight if our flights had aligned better with the overnight bus then this is definitely a better option. Once in Bir the only transport required, excepting landing out, is the daily taxi up the hill. This is a fixed price affair which initially felt like taking part in a scene from the Italian Job, but with a different brand of motor, however after a few days we all got used to the hill driving etiquette and in fact comment was more often made when the driver appeared to be dawdling.

Flying in Bir definitely demands respect and Colonel Briggs' opening advice was along the lines, "I am going to say this only once", bearing in mind Toby, not an Asian virgin, rarely says things only once, but on this occasion was true to his word, "this place is serious". Apparently, a pilot had died the day before and there had been a number of serious incidents already in the

"This place is serious"

brief autumn season that had only been going a week. Suitable warned, we cautiously sipped the local contraband and scurried off to bed to catch up on what beauty had missed out.



Tibetan Martyrs



The warning proved very timely as midway through our acclimatisation flight we saw some washing being chucked a couple of hundred metres above a knife-edged ridge and a two-winged lump then disappear into the trees on an inaccessible ridge flank. Two days on and another pilot from the UK took a frontal too close to the big terrain resulting in an enforced bivi at altitude, helicopter rescue the following day and three weeks in a

..perseverance and downright stubbornness paid off ...my first 100km

Delhi hospital. Very fortunately for him a Russian pilot spotted the carnage, top-landed at 4000m and spent the night with him. The remoteness is perhaps what makes this place so "serious" as it would be easy to naively undertake an ill-prepared adventure only to find oneself requiring a multiple day walk out of some totally inhospitable valley or mountain side and I would not be surprised if trolls lived in those mountains.

Unfortunately for us, the first big day, and in fact arguably the best whilst we were there, coincided with our day two. Having barely warmed up to flying the Himalaya, by the time the end of the day came along I

felt as though I had been doing arm pumps for several hours. Yes the scenery on the back ridge was mind boggling, but it was not a place to ignore the very active pilot aspects of flying, or forget about the implications of where you were. It was probably at the start of this day that we first bumped into Barney to discover that he had swapped his usual weapon for an EN-B for the trip. Rosie, feeling that she wanted an extra warm-up played it more cautiously on day two using the front spurs, a decision that she then rued for the remainder of our time in Bir as the ever-descending cloud base made getting to the back wall again harder and harder. That left me chasing Toby, Richard and Ali's coattails all day long. However, perseverance and downright stubbornness eventually paid off and it is fair to say I was pretty chuffed with my first and long-awaited 100km once the kidneys had finally recovered from the four and a half hours of containing my bladder.

The first few days offered glimpses to the promised land "over the back" with uninhabited valleys, trolls excepted, and snow-capped peaks as far as the eye can see. Early on Toby suggested that, given the low Bs in the group, we needed a base of 3700m behind launch to make it a realistic proposition. With progressively lower clouds, it was thus somewhat of a surprise when he headed north from Hanuman with a base of 3250m a few days later. This was surely folly, we would be

Billing Top Take Off



doomed, but despite all this Richard and I gamely followed heading for “cat’s tail” and “shaven haven”. After demonstrating why one should try and avoid climbing up the cat’s tail, we reconvened further up the ridge and continued north. By this time going west into the high mountains was not an option so we jumped another valley to the north and then started progressing east. With a headwind glide into a steep sided wooded ravine I was always going to arrive a little lower than the others, poor decision making then made this worse and as a result I spent the next 30 minutes pinned in a valley breeze on a tiny wooded spur. Each micro-beat saw me kick a few more pine cones down to the array of paragliding-eating creatures awaiting below and wondering how the hell I was going to extract myself from this uncomfortable situation, until eventually a retreat downwind chanced me onto a more substantial anabatic flow and I clawed my way out. Back in the game, with all limbs intact and the wing still flying, I settled into the swing of things and took a couple of climbs in to the wispiers before the unlikely looking 6km glide south to cross the main ridge again at one of its low points. This proved another butt-clenching moment as I scraped over the compressed knife-edge ridge with literally metres to spare.

The next few days passed in a haze, or rather the haze did not pass and each day the main inversion got lower,

as did cloud base, and the more extreme adventures looked out of reach for now. We would progress on the “same same” route each day, Richard, Rosie and I heading west initially to “big face” and then depending upon base, and how lucky we were feeling, turn around at some point and attempt to get back again. It is only when repeating a route a few days on with a couple hundred metres less cloudbase that you realise that you

...surely folly, we would be doomed...

were being conservative previously and should have manned up.

After ten straight days of flying, having clocked up over 35 hours each, we got the news, in drips and drabs, that the otherwise well thought of Narendra Modi was coming to town. The occasion, to rally support for his BJP in the state-wide elections to be held at the start of November. However, the powers that be decided that this was a sufficient excuse to wield their bureaucratic sticks and paragliding was banned in the Kangra valley for the next nine days! As an official piece of paper was produced, along with stamps, Bir emptied overnight. Some tried their luck at other destinations, others cut



I would not be surprised if trolls lived in those mountains







their losses and jumped on the tourist trail. Whilst Richard hired a Royal Enfield to hesitantly tour the area, Rosie and I headed to Dharamshala for a more hectic nightlife, some teachings from the Lama, and a trek up the back wall and return in a day.

Two days of the hustle of Dharamshala was enough, as was two days of sitting on a Royal Enfield vintage leather seat for Richard, so we reconvened and rashly booked a six-hour taxi ride further north to Manali.

Nestled between big mountains at the foot of the Rohtang pass, Manali has long been on the traveller trail and indeed 20 years back we spent most of our time there in a cloud induced by the local herb. This time however we had other plans,

and the next day we were up bright and early, to a frost on the ground, trying to arrange transport up the pass to find a suitable take-off. Things initially went well until some jobsworths on a police bike informed us that paragliding was illegal and we would face a huge fine if

we launched. Skulking down the pass again we stopped at the tandem launch, ditched our taxi and attempted to blend in. Eventually Richard and I got off, crossed low over the power lines and scratched up the into-wind west face.

.. a stunning vista of barren mountain sides, jagged cliffs, idyllic mountain lakes and all accompanied by Himalayan Griffin vultures

Up high we were rewarded with a stunning vista of barren mountain sides, jagged cliffs, idyllic mountain lakes and all accompanied by Himalayan Griffin vultures. Not knowing the area from a flying perspective, and

A Himalayan Griffin Vulture surfs Ali Westle's leading edge





with a significantly shorter thermic day than further south, once we had had our fill we headed to the little landing field beside the Beas river on the outskirts of town. Samosa chat followed along with a couple of beers and another curry. Having felt that a bureaucratic bullet had been dodged, we did not take our chances on the last day and the three of us went for a hike into the woods above town before another round of samosa chat, curry and beers and the overnight bus back to Delhi.

So, is Bir worth it, who would benefit and what are the positive and negative aspects? Hopefully, some of this is already clear, but in case not then this is my first-timer's list of the three main reasons to go and the three things to think about carefully:

- 1) Brilliant flying in spectacular scenery and almost guaranteed hours (see below).
 - 2) Cheap, we each spent about £250 per week, international flights excepted.
 - 3) Amazing food, well if you are partial to Indian or Tibetan cuisine that is.
- i) In the Autumn there is often a high-pressure weather system, with lots of sharp narrow thermals, inversions at multiple altitudes and hazy air below the main inversion.
 - ii) Its big terrain and demands respect, however being prepared to get close in to the terrain and trolls is

sometimes necessary. One needs to be very comfortable on one's wing; in our group currency made a huge difference to the hours obtained.

iii) Indian bureaucracy.

PD



Indrahar Pass



Packing Crew



My Best Flying Day - 2017

Rosie Ireland

A top day out in Yorkshire

In spring 2017, Ben and I attended a DHPC coaching session with Ed. Less than ideal weather meant the morning was spent at the Kilnsey lakes café drinking tea, eating cake and chatting paragliding. It was at this point Ed pulled out his 3D map of Yorkshire. We pored over this for ages; looking at less well known flying sites, discussing potential routes and gaining a better understanding of the Yorkshire topography. Ed then asked us what our ultimate paragliding goals would be, this is when I piped up and said I would love to fly from Wether Fell back home to Pateley Bridge.

I got a new wing this year after feeling like my trusty Advance Alpha 5 was just holding me back. Steve from the Sick and Wrong let me demo an Advance Epsilon 8 to see how it felt. After a great day flying at Parlick I was sold. The amount of feedback I got from the wing allowed me to feel the air better, hopefully this was going to help improve my flying. After a few small

flights, I was yet to test the wing out properly on an XC flight and I was keen to try this before we went on our honeymoon to Algodonales.

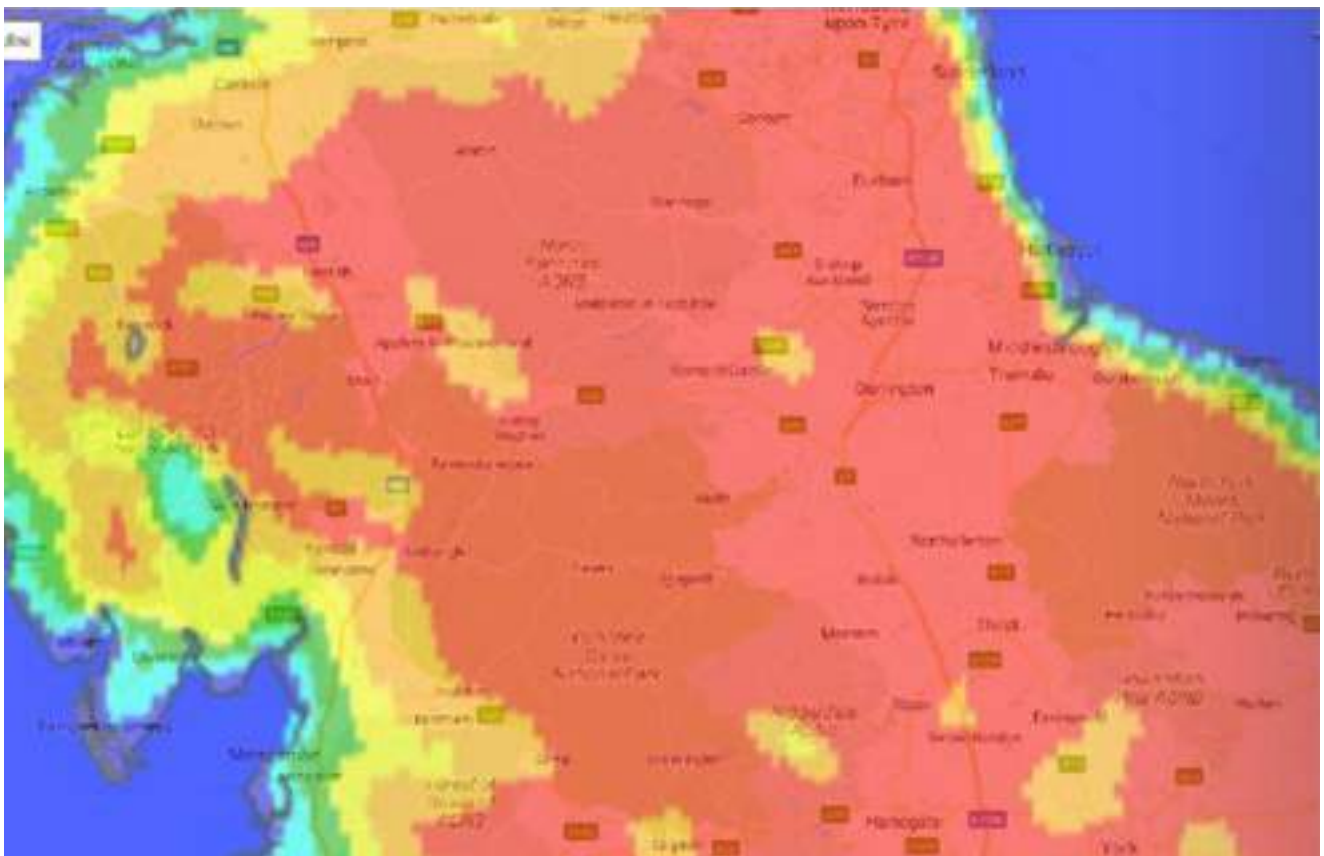
Looking at the weather becomes an obsession, especially when you have a job that means weekends and the odd day off limit your potential flying days considerably. Sunday the 13th August was shaping up to

I would love to fly from Wether Fell back home to Pateley Bridge

be quite the day. RASP forecast was showing 5* across the country and with a light WNW I set my hypothetical goal to Pateley Bridge.

Ben and I, keen as mustard after looking at many forecasts had planned to fly at either Wether or Dodd Fell depending on the conditions when we arrived. Given

that it was Mid-august, a weekend and the forecast looked so good we expected the hill to be swamped with faces we didn't recognise so we arrived at about 9.30 am. There were four pilots on Wether Fell, and one





Sunny day for a hike out from Semer Water to Hawes

flying in front of the hill. We set up, did our pre-flight checks and launched. Thermalling was going well and it didn't take long for three of us to be in a gaggle climbing towards base. I got there first, but hesitated to go and didn't commit. About three minutes later Ben

committed and went over the back with another pilot close on his tail. I have to say, I felt at that point I needed to commit too so I tried to follow.

The next thing I knew I have bombed out near Semer water. There were not many cars going over the hill back





to Hawes, so I hiked and got short lifts some of the way back then got picked up by some Lakes pilots who took me right back to Wether Fell. Ben got in touch whilst I was hiking back to say he had landed, he sounded very happy and I was shocked but proud to discover he had made it to Nidderdale, he had landed on the moor just above Ramsgill and it was only 10.30!

It was 11.45 when I got back to the hill, and the day didn't look encouraging. Lots of pilots had already left the hill and there was a lot of pilots with their wings bundled, not many people launching or flying. After attempting to launch into a few thermic cycles that were coming through I got lucky. I caught a climb right to cloud base which was about five thousand feet and committed over the back. There were two other pilots who went with me. My first climb was found just over the trees on the far side of Semer water.

I will be the first to admit, I am not the best pilot and thermalling is something that I am mastering so when another pilot came to join me I watched him carefully. I think he had found the core which I hadn't and when he turned tightly he ended up close to me and shouted at me. It was at this point I decided I would leave this thermal and go on to find something else. I am low on XC experience and although we were not dangerously close this shouting made me feel uncomfortable so for the rest of the flight I avoided other pilots.

On glide, I could see pilots bombing out towards West Burton, I too was getting low but egged myself on to find something. This came in the form of a beautiful purple low save on the heather moor above Walden. The background chatter from other pilots commentary about their days flying over the radio provide encouragement that the day was still working.





From this climb, I could see Scar House reservoir and couldn't quite believe I had almost made it to Nidderdale. The next glide got me to the Woodgill moor. At this point I could see so many of the landmarks I

My excitement grew as I began climbing once again over a farmer's field where they were turning hay

knew. My excitement grew as I began climbing once again over a farmer's field where they were turning hay. This was a farm that I have visited many times in my capacity as a farm animal vet, but I have not been back since so haven't had the opportunity to thank them yet

for my thermal trigger! My goal was getting closer now and I knew if I landed I could get a lift home.

The next glide got me to Ramsgill and the head of Gowthwaite reservoir. I still had some height, but was starting to consider my landing options as I really didn't want to end up in the drink! I went for a lowish save in an attempt to get enough height for the final glide into Pateley. As the bips of my vario began to increase so did my anticipation, I had done it! The final glide into the show field felt like I had won best in show and was doing my lap of honour. This was only made better by Ben radioing from the back garden to congratulate me and let me know the kettle was on.

We both had very different but fantastic flights that day. Not only had we both just had our first proper UK XC's, we both reached our goal we set back with Ed in the spring.

RI





Ali Westle Colombia

Having told Helen, my long suffering wife, in 2012 that I had the chance of going on a 'Once in a Lifetime' trip to Colombia in January of 2013, she agreed and I promptly booked the 14 day trip before she changed her mind. Whilst I was away the boiler in our house packed up and she had a 10 day wait for an engineer to get to it and fit a replacement. I returned to a lovely warm house but one which had been freezing until the day before.

Helen said that she didn't want me going away for two weeks at that time of year again, in case anything similar happened and I wasn't there to sort things out. So, in my very understanding way I booked for 18 days the next time (well, it wasn't 'two weeks' now was it? hehe).

By late last year (2016) she'd had enough of trying to make me stay at home in winter and allowed (not really sure that is the correct word for it) me to book 7 weeks away. I had agreed to help a Colombian friend of mine, Lucho, to guide a couple of trips in January and stay free-flying for a further 3 weeks after that. So, with 7 weeks booked, beginning on the 2nd Jan, I began to invite friends to join me. Funnily enough, not a single one of them had a spare 7 weeks to go flying, so I had the pleasant company of Steve Thwaites and Keith (Bud) Paterson for the first 2 weeks, followed by Minhaj, Tim and Nick.

I had several calls from group members prior to the trip asking some excellent questions; What are the conditions like, What clothing should I bring, What do you fly in, Is it a safe country etc.

In Jan/Feb the thermals are usually very nice and wide with no sharp edges to them, unless it is an El Nino year (Ask Chris and Jan Little about that!). I fly in shorts and a long sleeved t-shirt (I would wear a short sleeved one but us Gingers burn very easily). The temp at base can be anything from about 17-23 degrees C. Summer flying gloves are highly recommended. I fly in trainers and carry flip-flops for when I land. The country is a very safe place to be; they are trying to promote a clean image and increase tourism. As with any country

Ali Westle is well known in the DHPC
and a friend of many members.

Earlier in 2017 Minhaj went to
Colombia with him (see March 2017
Skywords). Ali has trips going to
Colombia again next year which you
can get details of through his web
site. I thought his article was worth
publishing, as it gives a good feel of
the experience and the flying to be
had. I have left out the commercial
bits at the end! Tam



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



there are good places and not so good too. We get a very good brief at the beginning to let us know of any less desirable landing places.

Bud flew out on New Years Day with Steve and I joining the following day. The flights were really straight forward as we flew directly from Heathrow to Bogota (the Capital of Colombia) and caught an internal flight to Cali where we were met by Lucho, Bud and our 'Trip Driver' Miguel.

We get a very good brief to let us know of any less desirable landing places

We were taken directly to our first hotel in Santa Elena which is ideally situated for a few days of 'familiarisation' flights at Piedechinche. We dropped our bags, had a bite to eat and a shower before heading up to launch for the first day of flying. The launch area has a lovely, smooth grassed area, a very well looked after toilet and a shop too. The flying here is super smooth and reliable and we could easily fly back to the hotel or venture North for approx. 40km and then return to the hotel for a nice cool beer and a dip in the pool.

Piedechinche is the only site that we use on the East side of the Cauca Valley and the met wind reliably gets things going around 12:30-4:30pm. This means that we can have a leisurely start to the day and watch with eager anticipation as the mist and low cloud slowly lifts to

reveal the beautiful hills.

The bottom landing field here is HUGE! To give you an idea, it could easily fit about 16 football fields in it.

We had a 4x4 for the whole of our trip which took us to take off every morning and collected us from wherever we landed - if we didn't make it back ourselves. The journeys each day were a great source of entertainment as it was the first time that Miguel had driven such a big truck - oh, and we found on day 27 that the aircon did actually work - soz Bud & Steve!

On the third morning here, we packed the truck with all of our belongings and drove to launch with the intention of flying as close as possible to our next stop - the World renowned Roldanillo.

Roldanillo has seen many top class comps held here over many years and there were two here whilst we were there too. We used the 'old' comp take off of Los Tanques which has become less popular over the last few years due to the extra 30 mins drive and

..we found out on day 27 that the aircon did actually work

has, therefore, been less well looked after. The first trip here this year had us having to be very careful with our lines as the wiry long grass would snag us if we weren't



super vigilant. The good thing though, was that there was always one of us watching to make sure that all of our launches were well executed.

100km turnpoint flights are not uncommon from Roldanillo

Despite having to clear two sets of power lines to get to the bottom landing field, the conditions here always allowed for height gain without a problem. The house thermal here is big and reliable and allows for a good 'leg up' to help us along the ridge to the North. This is the usual beginning to great XC's, enabling huge out and return and triangle flights. If we wanted to return (via paraglider) to Roldanillo, we had to return early as the Pacific Wind comes over the back of the mountains here on the West side of the Cauca Valley. More often than not, we headed North, crossed the valley then headed South as far as possible. 100km turn point flights are not uncommon from Roldanillo.

After a few days here we headed to my personal favourite site, still on the West of the valley, called Ansermanuevo. The finca (farm) that we stayed at here was beautiful with infinity pool, pool table and thatched buildings. I say 'was' because at the end of the fourth week, it was sold! We will find somewhere just as beautiful next year, I'm sure.

The site offers a cafe, manicured launch area and is suitable for top landing. Indeed, we have flown there from Roldanillo, top landed, had a drink and then headed south once again. The Pacific wind here is much lighter than Roldanillo and starts much later meaning that we are not under pressure to launch early.

From launch we have two options; Head North to the head of the valley - landings get smaller the further North that we go, or head South. Regular flights of over 100km out and returns are relatively easy from here - once you master crossing from the Crocodile - a low ridge that resembles the undulating spine of a crocodile. Before reaching the Crocodile, we must first cross past Dog Face - apparently the name is due to it biting like a dog if you head over there at the wrong time!!

Over the past few years we now headed to La Pintada. This is a 5 hour drive through the mountains to a beautiful hilltop village with a committing cliff takeoff that rewards you with stunning scenic flights with



landings on stone beaches along the river. This makes for a timely stop off to cool down in the wide meandering river before heading into town for a bite to eat. A top to bottom here will take at least half an hour but the journey back to the top is over an hour long. It is a one-flight-a-day place for sure.

From 2018 we won't be using La Pintada due to its distance from the Cauca sites and its unreliable weather. Instead, we will be using a little site just North of Anserma to try for Max Distance.

It is the end of the first week now and time to make our

way back towards Cali for the journey back home. this part of the trip is decided by you. Pick your favourite site and stay as long or as short as you like. We will have one last flight at Piedechinche before being driven to the airport for hugs and kisses and catching our return flight back to the cold, wet and windy UK.

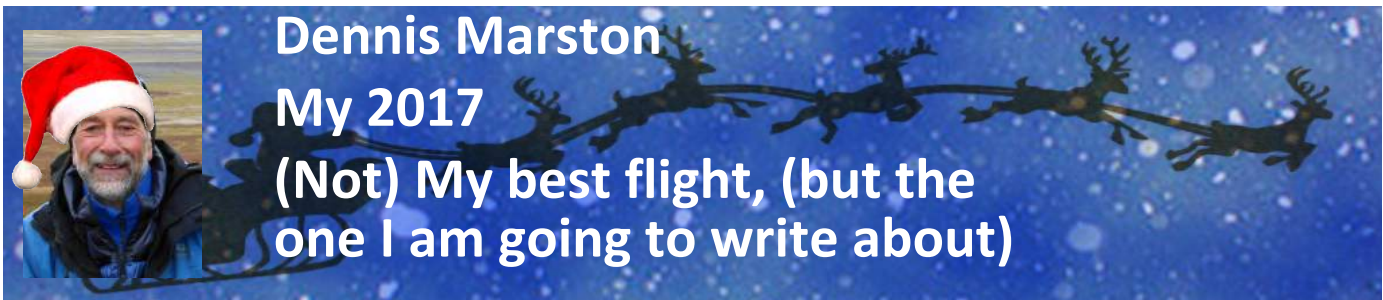
Fully current, practiced in thermalling and invigorated we await the UK spring to bounce into life.

Now... When do the flights get released for next year??? Time for another 'Once in a Lifetime' trip to Colombia.

Bring it on.

AW
al@keswickadventurecentre.co.uk





Dennis Marston

My 2017

(Not) My best flight, (but the one I am going to write about)

When Tam comes up with an idea for inclusion in the next Skywords, you listen intently, with some trepidation, hoping that this is a task for someone else not you..... and then the challenge is set out, and it is you, and all the other committee members, who are being asked to provide an article based on the best or most memorable flights of 2017.

Is this a memory test? or just to see whether we all keep logs of our flights, well actually neither, it seems our editor in chief really thinks these articles might be entertaining.....hope he is right.

I am not going to describe my most memorable flight of 2017, which turned out for me to be a PB at almost 50Km, as this was flown with Simon Tomlinson and as we landed in his village near Bedale, and so it is only fair that Simon describes this one.



Launch on Monte Sabasio

So to Italy then, and mid June, and several pilots from the Dales Club had arranged a trip to Italy with Kevin Begley of Flytaly. Flight to Perugia airport and accommodation based close to Assisi, less than 30 mins drive from the airport. We flew from a number of hills



Our accommodation with pool



whilst we were there but the local hill, Monte Sabasio which sits just a short drive from the hotel offers ridge runs and numerous options out over the flats, out to Assisi or up the valley to Spoleto and beyond.

This was an area several of us had flown previously at this time of year, but as was found on the continent, this year's conditions were not as reliable for good flying weather, and on occasion offered challenging conditions with turbulent air and ripping thermals, followed then by the inevitable sink....a roller coaster ride with its ups and downs. In saying that I had more XCs this year, (seven in the space of 10 days) than in previous years but they were mostly shorter than hoped.

This particular XC day was sunny, warm, nice wind strength and blue sky, so not easy to find thermals out in the valley, so it was get as high as possible glide and then as you were getting low look for ground based thermal triggers, and get as high as possible again, and it worked well, nice thermals over the far end of Spello and great views down into this small town set on a spur of Monte Sabasio and then out towards the town of Foligno

Leaving Spello and losing height, heading for the industrial units near Foligno and yes a thermal but rough and difficult to core, stuck it out for a while getting kicked around and decided to head further out, towards the hospital which on a previous flight with its mono pitched metal roofs had given a good thermal almost





The airfield beyond Foligno

directly over the H of the helicopter pad, and sure enough it was there again but thankfully with a substantial drift away from the helicopter pad, not the place to thermal. Unfortunately the drift was towards the airfield just past Foligno and whilst it is a very quiet airfield, I broke away and went on glide again before I got that feeling of...mmm this is too close for comfort Had gained good height again in this thermal, back well above launch height and so off on glide again. On an previous year, in this same valley, I had got very low and had found a really smooth thermal over a farm slurry containment, its dark brown contents quite exposed,..... it is odd the things that go through your mind sometimes, but I remember thinking as I was directly above it with very little drift that if anything were to go wrong this was probably not a good place to

be....it didn't and nor did it work for me this time so getting low again I headed for one farm after another making the most of the small thermals they offered and eventually, succumbed as we all do, to gravity, and the lack of any usable lift, and landed in a field close to a farmhouse and road.

The great thing about flying with Flytaly, as with most organised flying abroad, is that I just send a text to Kevin's partner, Barbara, with coordinates and within a very short time she is there with a lift back up the hill. That was the case on this particular day, this XC was a lovely flight, only 27Km but an hour after landing I was flying again and got a second XC in on the same day !! Just great

Well just waiting now, for the next flying day.....happy flying.....FLY SAFE

DM



Ready to pack and enjoying the countryside and the heat of the day



Tim Rogers My 2017 Yes I whooped out loud



A quick look at my log book for shows that my Syride vario believes I have clocked 37 hours of airtime in 2017, across 33 flights and travelling 279km in total. That's just 2 hours more than last year but 25% more distance in half the number of flights. A slightly longer look reveals that 18 of those flights, 27 of those hours and 208 of those kilometres were achieved by virtue of a week in Bassano in July and a week in Algodonales in October! In between, Windbank seemed the site of choice for me this year although Stags Fell and Brant Side figured more prominently than they had previously.

Not entirely unusual for a 3 year old flying career there were distance, duration and altitude PBs for me this year. Bassano yielded my longest flight (at just over 6 hours of bimbling about I suspect that PB is going to stand for a while!) whilst Algo hosted my furthest at 37km - modest but it was a real cross country flight and a big deal for me - and my highest at 9,200ft in the same flight. Both of these have been made a meal of in previous issues of Skywords this year.

I can savour those two flights but the standout memory of the year for me was experiencing for the first time the grin-inducing buzz of flying with mates all trying to work together to complete the same task. It was kind of unexpected and what a great feeling it was, and yes I actually whooped out loud!





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Page number	1/2



SAFETY WARNING

OBJECT : LEAF (standard version) "A" and "C" line settings.

STATUS: LOW
 MEDIUM
 CRITICAL

Problem description :

A few LEAF were produced with a slow flying configuration and to the maximum allowed for certification approval tolerance.



Concerned products or affected products:

LEAF in all sizes: XS, S, M, and L

Parachutal phases were observed on a few manufactured "Leaf" while pulling "Ears" in non-accelerated flight mode, the wing will come out of the parachutal phase as soon as the "Ears" are reopened.

Although we have not noticed it, this problem could also appear on high incidence phases, for example during winch towing take-offs.

After checking a few LEAF already manufactured, we found that some were actually set with a slow flying configuration and to the maximum allowed for certification approval tolerances, all sizes could be concerned.

To remedy the problem, we validated a new quicker setting for production on all new wings without modifying the certification characteristics.

For the LEAF owners with a serial number not ending with the letter "A", we have a line kit available to eliminates the risk of a parachutal phase.

The line replacement can be done by either contacting your local dealer, a certified repair center, or the SUPAIR Customer Service Department directly : sav@supair.com

Note: This problem does not concern the LEAF-LIGHT.

[See safety notice here](#)

Club Coaches

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

Name	HG/PG	Location	Phone (+0)	Email address	Availability
Trevor Birkbeck	HG	Ripon	1765658486	trev.birkbeck@gmail.com	Various
Steve Mann	HG/PG	Kirkby Malzeard	1765650374	stev.andbex@btinternet.com	Weekends
Kevin Gay	HG	Ripon	7794950856	kray@talktalk.net	Various
Ed Cleasby SC/CC	PG	Ingleton	7808394895	xcflight@gmail.com	Various
Rob Burtenshaw SC	PG	Oxenhope	7747721116	burtenshaw@fsmail.net	Sun and various
Peter Balmforth	PG	Leeds	7714213339	peter.balmforth@ntlworld.com	Weekends
Alex Colbeck	PG	Harrogate	7717707632	alexcolbeck@gmail.com	Weekends
Kevin McLoughlin	PG	Lancaster	7767652233	kevin-mcloughlin@hotmail.com	Weekends
Martin Baxter	PG	Wetherby	7775785479	mrbaxter@hotmail.co.uk	Weekdays
Toby Briggs	PG	Pateley Bridge	7582156471	tobybriggs@btopenworld.com	Various
Fred Winstanley	PG	Higher Bentham	7770741958	fredwinstanley@sky.com	Various
Simon Goodman	PG	Leeds	7720061200	simon.goodman@talktalk.net	Various
Richard Meek	PG	Preston	7446445157	richard.meek64@gmail.com	Various
Minhaj Minhaj	PG	Leeds		minhaj.minhaj@googlemail.com	Various
Jan Tempest	PG	Leeds/Harrogate	7724133453 7482298437	jantemp3@btinternet.com	Various
David May	PG	Ilkley	7928318219	dav.may@gmail.com	W/e & various
Alex Pealing	PG	Swaledale	7711064287	alex@pealingassociates.co.uk	Various
Shaun Pickard	PG	Skipton	7962224804	shaun.flying@gmail.com	Weekends
Tim Rogers	PG	Leeds	7765795378	tim.rogers50@gmail.com	Weekends
Chris Williams	PG	Spain/Preston	7973222713	stayhigh@btinternet.com	Occasional UK

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

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

Ed Cleasby
DHPC Chief Coach/Senior Coach
November 2017

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

There's plenty of coaching information on the club website






Dales Hang Gliding & Paragliding Club

www.dhpc.org.uk
143.850MHz

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Martin Baxter My 2017 Most Embarrassing Retrieve

South east face of Lajar (Algodonales, Spain). Forecast wind was off to the east so it was blowing across the slope at about 45 degrees. Earlier in the week I'd got off before the dust devils and enjoyed a 4 hour flight whilst the other had a sweaty move to the other side of the hill. So, out of about 60 pilots, I was first to take off. Ignoring the thermals I went on a long glide to the eastern face, only to find that it wasn't quite soarable. Back to the SE face, now much lower, where the thermals were mixing with the dynamic wind blowing across the face making for some feisty conditions. I fought with it for about half an hour before giving up and flying down to the landing field.

I'd blown it. And on the best forecast XC day. As I packed up I could see the dust devils blowing through (I got that bit right) but the transport was needed to get the rest of the group to the other side of the hill, so I was stuck. Chris told me over the radio to look out for the SHUTTLE bus.

Other pilots, mostly German, joined me in the landing field and it got quite busy. So when a bus pulled up with the word SHUTTLE written on it I was determined not to get elbowed out of the way. I opened the back doors and got my glider in first, and then quickly bagged a seat. As we drove off I thought that I'd better check we were going back up so I rather nervously asked the chap

next to me, 'Sprechen sie englisch?' 'Nein', he replied. As I pointed at the roof of the bus in a vain attempt to ask if we were going back up the hill, it suddenly dawned on me that I was the centre of attention. What transpired to be an organised group of German pilots in their dedicated 'Dolomites SHUTTLE' bus had twigged that they had an imposter in their midst: a stow-away! Actually they were pretty good about it and would probably have taken me back up, except that they were off to another site.

They dropped me off in town. I eyed up a tandem bus parked outside a restaurant and waited for the owner to return. It was a painful wait because over the radio I could hear the rest of the group taking off. Eventually, when the tandem pilot came out, I tackled him for a lift and he agreed, but explained that he had to collect his passenger first and would pick me up about an hour later. I could hear my group chatting excitedly on the radio as they left the hill on route to Ronda.

But he kept his promise and, for the extortionate price of 10 Euros, he took me up to the west face. Our group was long gone but it was still flyable so I took off. Once I got height I could hear them on the radio and took off in hot pursuit. I didn't catch them in the air, but there was a nice cold beer waiting for me at the bar near the landing field in Ronda.





Simon Tomlinson Best Flight 2017

The Date

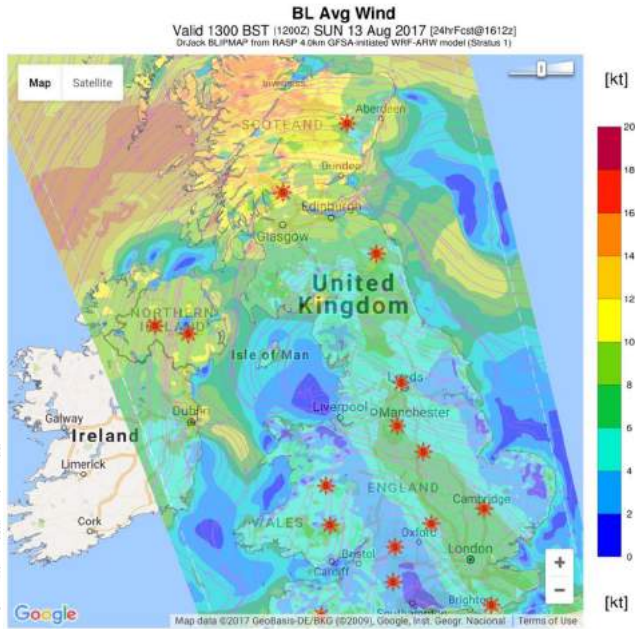
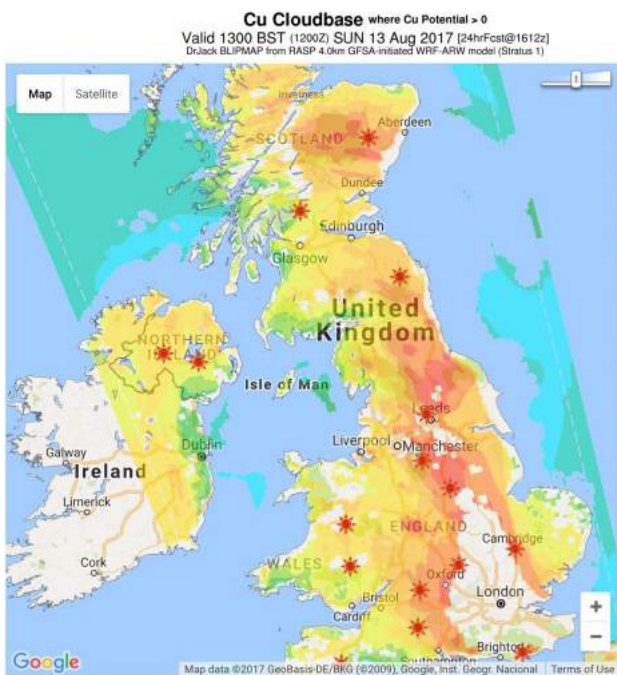
Sunday 13th August 2017

The Site

Dodd Fell

The Forecast

RASP – 5 star foot launch day, light NW winds, & 5000ft cloudbase downwind



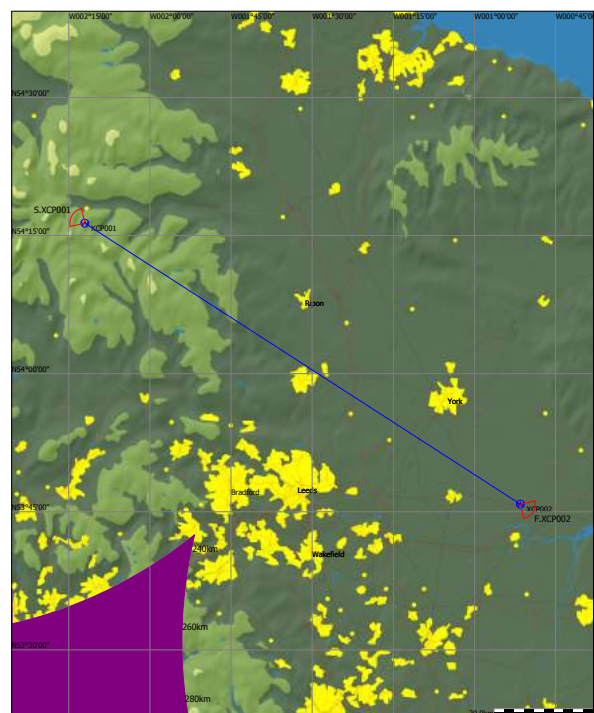
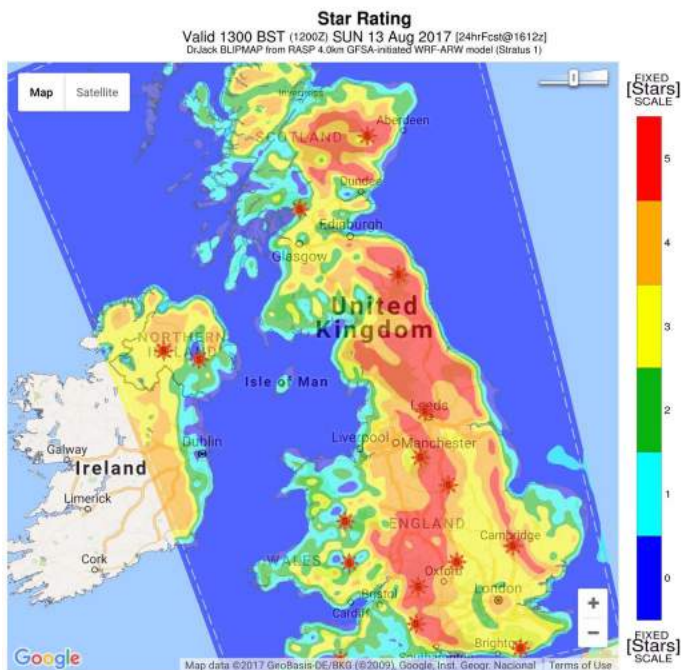
The plan

104km downwind task set to just outside Howden. The landing field was picked right by the railway station for an easy retrieve back via Selby and York to

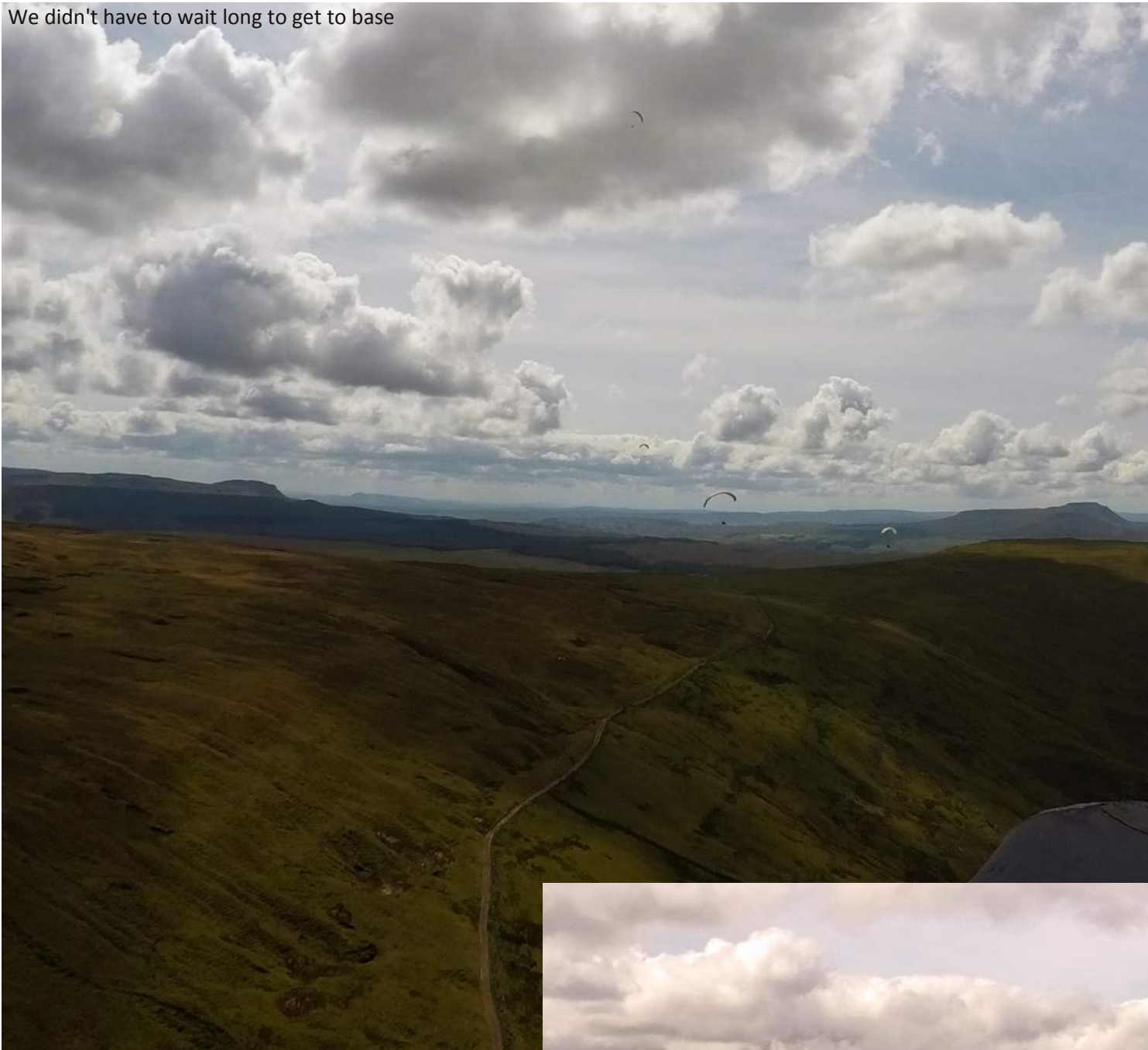
Task Information

Type: Straight distance to a goal
Task distance: 104.6km

Style	Code	Points	Latitude	Longitude	Dis.	Crs.
Take off	XCP001	XCP001	N54°16'20"	W002°12'01"		
Start	XCP001	XCP001	N54°16'20"	W002°12'01"		
Finish	XCP002	XCP002	N53°45'49"	W000°51'28"	104.6km	122°
Landing	XCP002	XCP002	N53°45'49"	W000°51'28"		



We didn't have to wait long to get to base

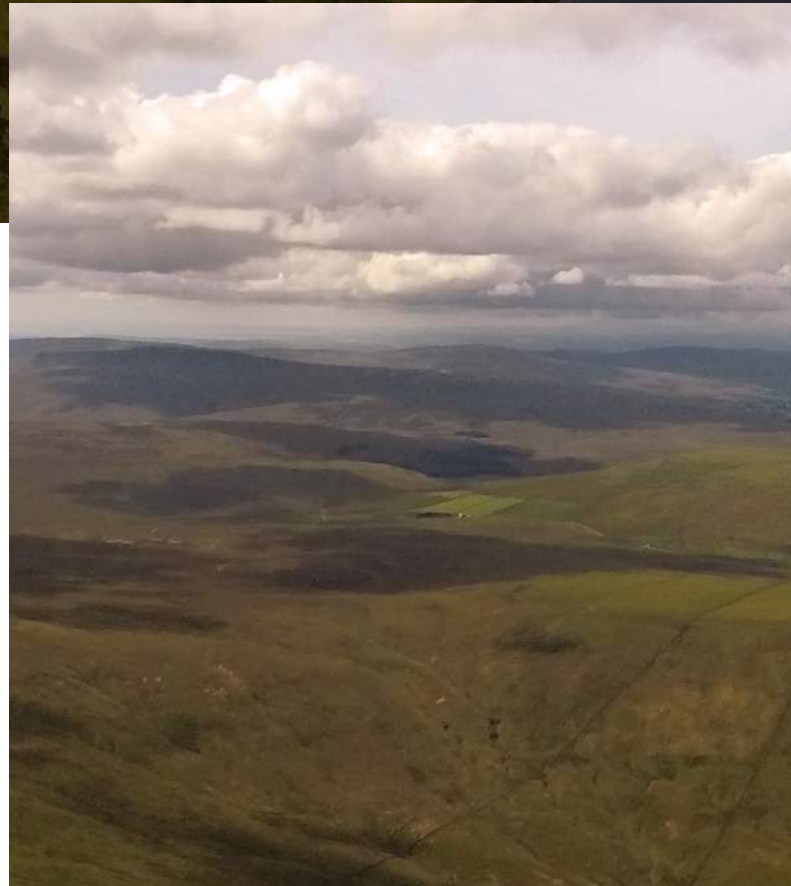


Northallerton where hopefully Sally would pick Dennis and myself up. We were going to try and fly as a gaggle of 2.

What Actually Happened

After launching we didn't have to wait long before we were at cloudbase.

Off we went down wind keeping to the high ground, separating our flight paths to optimise the lift options. Dennis got a good climb in Langstrothdale after getting low. I got a leeseide climb off the edge of the high ground before heading off the Buckden Pike. (Note to myself – try to stay high to avoid desperate low saves in future). Buckden Pike doesn't always work very well, luckily today it did with both of us climbing back up to base before heading off towards Scar House Reservoir and





Lofthouse. I got a great climb off Rain Stang back up to cloudbase, I thought it was a track that triggered the thermal but looking at the map afterwards, it was the highest point on the moor which I couldn't see from the air. Dennis got low here and had to work really hard to get back up. I waited at cloudbase and got really cold as the cloud spread was expanding cutting down the sunlight hitting the ground.

At this point, the plan went out of the window

At this point the plan went out of the window. Our route to Howden was by now getting very shaded on the ground, the wind was backing and further to the north was looking better with more sun on the ground. I thought I've always wanted to fly home, let's give it a go. Our track clearly shows a 90 degree left turn at this point, so off we headed in reduced sink all the way as we progressed. I only turned in a couple of places to test the air, we just kept going and going over countryside I am familiar with.

Thornton Watlass (home) was slowly approaching, if I breath in and hold my breath we might just make it. With a few hundred feet to spare, I flew over my

Off we went downwind, keeping to the high ground





house, over the cricket green and pub, round the bottom of the village and finally landed on a neighbour's micro light grass strip at the end of our road. Dennis landed at the other side of the village before packing up and walking to my house. I thought that there was no point in packing up here so I carried the gear down the road (hoping that the neighbours had seen me arrive – but nobody was in) to de rig on my back lawn while the kettle was on. Dennis arrived shortly afterwards, so we had tea and cake while we waited for Sally to come back home to give us a lift back to the cars. What a strange feeling

What a strange feeling
packing up at home
then going all the way
back to Dodd to pick up
the cars.



Our route to Howden was getting shaded in





landing at home and then having to go all the way back to Dodd for the cars.

The day was not as planned in the end but it was great to achieve flying home and not a bad little 48.9km XC. Dennis also achieved a PB so he was happy.

Maybe next time I will make the 100km set task, who knows.

PS. I will with the sky above!

Cheers,
Simon
(sigma7man)





XC>PLAYER

bring your flights alive





The Past

June 2007 - Addingham Moorside XC



A bank of cloud moving west to east along the Ribble Valley, 030207, looking west from Pendle Hill in the lower half of the landing area. For what happened next.....see later in the mag!

Ian Sadler

Depending on the LBA ACP, we may not get to fly Addingham Moorside for very much longer. It isn't often flown, and even less frequently is it the source of an XC flight. Pete Logan has held the record for over 10 years. Skywords, June 2007 has his account of the day he flew 21K to Lainshawbridge from here.

Cheeky XC from Addingham.

Thursday the 26th started off pretty dull with lots of chores ahead of me. I'm between jobs at the moment so have been getting frustrated at having to do house jobs rather than going flying all of the time. I took the bike up to Odsal so it could fail its MOT (more chores now - the cheeky buggers even asked me to clean the bike before I brought it back) and then got some computer bits on the way back. Home for lunch and it hadn't gone unnoticed that it was easily the kind of sky you'd have on a weatherjack 4 day. I was convinced the wind would be too strong though.

Over lunch a quick look at the Leeds/Bradford metar told me that it'd be strong at TO and probably off to the east at Addingham Moorside which doesn't take a great range of winds. I could have gone to Ilkley but you can't go cross country from there since its only got a 250ft height limit. I quite fancied a walk anyway so I popped over the moors to Addingham anyway.

On launch the wind was not too far off but the strength was fine (when does that ever happen?). Kit out, clip in and take off and I'm straight into scratching up and down in the sink after a cycle's gone through. Fiddling with kit is a great way to make a thermal come through which is exactly what I was doing a few minutes later when I got a definite shove up and back. It was worth investigating but it was all a bit tricky since 100ft above the ridge the wind direction was mostly east (not NNE which the ridge faces) so it had to be a different tactic than count 3 and face out of the ridge into the thermal. It was more like face into wind easterly along the ridge flying slightly backwards with quite a bit of brake on until I stopped climbing and then whip around to do the same thing again. After a bit of this things started to settle down into more normal circles and the climb was starting to take me over the back at four to five hundred feet. With no sign of the climb slowing and a long walk back to the ridge if I bailed I decided to commit to this and see where it took me.

Over Silsden I was painfully aware that I was going to bump my head on Leeds Bradford airspace at 3000 feet amsl, only 1700 feet above take off but thankfully a strong easterly wind had setup my drift to be WSW away from the worst of the airspace.



There was plenty of cloud about so I set off to find another core on the other side of Silsdon. The cloud was dead when I got there so my next thought was to follow ground sources so I crossed the valley to get onto a ridge that had an easterly face near Steeton and was rewarded with decent enough climb back to the airspace limit. I left this and was pretty clear where I was going next. South of Steeton is a lot of high moor all the way to Manchester with long lonely walk outs from the boonies. I knew I had to get back home for a call about my next job by 6pm that evening. So I was going to follow the Aire valley west which was about where the wind was taking me anyway. Its pretty amazing how fast things seem to go by when you've got quite a bit of drift.

I know this area well since since my Dad lives in Accrington so we follow the valley a lot.

The rocks and the rise of the land leading up to Sutton & Cowling Pinnacles were working when I got there and this climb got me back up to just below airspace again. I briefly thought about going up the valley north to Skipton to pickup lots of east facing hills but decided against it as there'd be a lot of cross wind and I was low enough already. At this point I knew I'd got across the high ground between Yorks and Lancs and the edge of the forest on the moor top also gave me a climb, and its at this point I should have maximised this climb to the 3500 feet limit allowed by the Manchester approach corridor.



What I did was look at the time and think "Chuffing Eck (or there abouts) I've got to land, pack up, hitch to Addingham for the bike and ride home before this work call this evening!"

That really ended the flight there and then so I just decided to maximise the distance by gliding along the main road through Laneshawbridge. In theory the flight would get a bit tricky from then on as the moors are descending to the west and killing any thermic activity and I was heading into a blue hole over Colne and Burnley. But if you're going that way yourself the dark moors to the south of Burnley looked about the best option or keeping to the north and heading for Pendle hill.

I called Ruth, my wife, hoping that she could retrieve me with the kids and I'd buy fish and chips for tea but she reminded me that my sister was coming over to visit that evening so couldn't come out. I was quickly on the phone to Cathryn, my sister, who had probably passed me at about the time I was landing. She wouldn't have noticed me as, when driving, she sings along loudly to showtunes and country and western to stay awake so large red paragliders in the sky don't tend to be noticed.

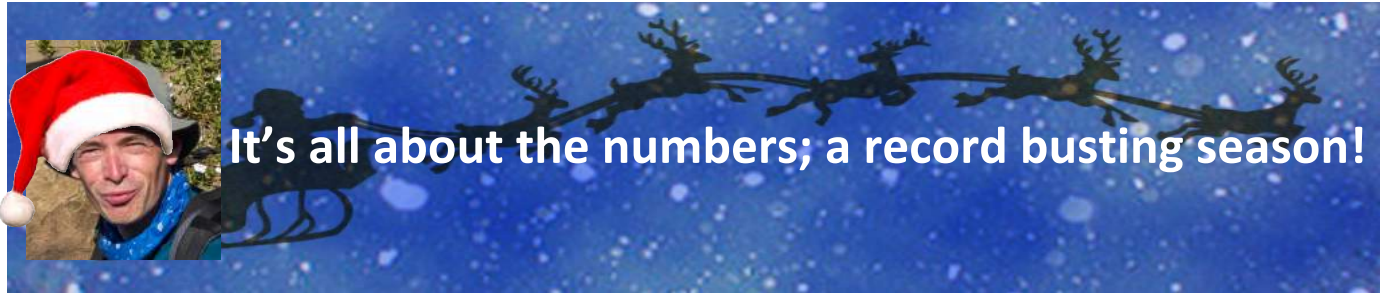


We met up after she doubled back a few miles and my bacon was saved! I even had time to eat a civil tea before my call..... which was delayed to 7:30 pm so I could have carried on flying after al.

Just over 18km open distance and 21km with turnpoints, in airspace and my sister ten minutes away for a retrieve. Definitely a bit cheeky.

Pics useful things to keep you out of airspace. Tracklog. Nice picture of Skipton, sorry I didn't take a camera with me.

Pete Logan.



No matter how your season has gone, the evidence can't be refuted that this has indeed been a record season for paragliding in the UK, both nationally and even locally.

Locally first and you may wonder what we have to shout about? Well the facts are that in 2017 we have had the most number of flights ever entered in the Dales league, by the (joint) most number of pilots, resulting in the highest ever points total for the league. In fact, 6386.5 is more than 1000 points clear of any previous season total. This gives an average points per flight of a smidgen under 40.

The top scoring flight was an audacious declared FAI triangle from Grayrigg Pike round the Lakes that just squeaks into the Dales jurisdiction at the start and end. It was performed on an Ozone Zeno by none other than Mike Cavanagh on the 12th July and it took him just over 4 hours to complete his 75km triangle. This is also

the highest all-time scoring flight on the Dales league at 217.8 point.

The Dales XC League 2017

**The most flights ever, by
The most pilots ever, scoring
The most points ever.
1000 more than previous record
Average score per flight 40 (ish!)**

Out of the top 10 scoring flights in the league, seven were FAI triangles, with the bonus declare points awarded depending upon how competent with their instruments the pilots were or how organised in advance. Three of the top triangles are shown in the





diagram below (or wherever it gets located). Also shown are the three top non-triangle flights, including John Ellison's 166km whopper to Grimsby which was the third highest scoring flight of the year.

How can that be topped nationally I hear you cry? Well the answer is with yet more triangles and the odd open distance flight thrown in for good measure. The top three pilots in the national league all achieved in excess of 1500 points, the first time this total has been breached, which means an average of 250 points in each of their six flights. Obviously there is lots of well calculated bonus point usage here but that does not detract from some extremely impressive flying.

First of all, to get the triangles out of the way, Graham Steel broke the declared triangle record flying 110km on the 5th July from a tow launch and Guy Anderson broke the free triangle, i.e. non-declared, record flying 126km on 19th June also from tow. It is not that Guy was errant in sorting out his instruments, he just missed out on his declare by less than 1km as the high cloud cover came in at the end of the day.

In the open distance department, Kirsty Cameron moved her own female declared goal record on to 234km and the female open distance record to 235km. Alex Coltman only had a little room to extend Mark Watt's UK open distance record from Milk Hill, but he did pushing it almost into the sea in Norfolk with a huge

281km. To break this record now is going to involve them southerners venturing off-patch to find a different take-off. Finally, on the last really big day of the season, Graham Steel broke the declared goal record with a 240km flight. With the bonus points this netted him a 300 total which was enough to take the honours at the top of the league. These epic flights are all shown in the diagram below (or wherever else you stick it).

There were plenty other lesser records in the national league as well, including the most number of flights, pilots and highest total logged, as well as a staggering 237 flights over 100km and 20 over 200km.

I am aware of several pilots in the Dales who consider themselves cheated, and to have had an average UK season for one reason or the other. Now according to Tam's logic we are due a poor season in 2018, which by the same thinking means these pilots should themselves defy this and pull some great flights out of the bag. For the rest of us there is plainly still some homework to do; I'd better get back to Burkhard Marten's book!

Bring on 2018 and some more first timers in the Dales league, you can't hide forever Al, Ben, Joseph, Minaj, Rosie, Shaun, Tims and others, there are trophies to be awarded and mugs to achieve!

PD

Dales (or close!) photos November 2017



Tim Swait, Lords Seat

Nov 1st



Photo: Geof Moses

Geoff Crossley on a flight from Troutbeck

Oct 27





Photo: Dennis Marston



Photo: Ed Cleasby



Longridge

Nov 11

Photo: Ash Ghinn



Photo: Dennis Marston



Pendle
Nov 11

Photo: Chris Kay





Photo: Ed Cleasby



Rushup / Lord's Seat

Oct 29

Photo: Ash Ghinn



Dennis Marston, Jake Simpson and Chris Kay
The West Face of Wherside
Nov 8th



Photo: Simon Tomlinson

DIARY DATES 2017/18

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

Date	Event	Website
Dec 7	DHPC AGM - free beer	
2018		
Olympic Council of Asia has included paragliding in 18th Asian Games (32 Olympic + 8 non-Olympic sports)		
Jan 9 - 21	2017 PG World Cup Superfinal, Roldanillo, Colombia	www.pwca.org
Jan 11	DHPC Club night - film comp	
Feb 1	DHPC Club night - Ask the Panel	
Feb 17 - 24	PWC Australia, Bright	http://pwca.org/node/36948
Feb 28	DHPC Reserve Repack	St Mary's, Menston
Mar 10th	Farmers' Dinner	Boar's Head, Long Preston
Apr 5	DHPC Club night - Tales from North of the Border	
Apr 14 - 21	PWC Brazil, Castelo	
May	Kossen Super Festival	
May 4 - 7	BP Cup - 1st round - Pennines	
June	777 Fly Further	
June	Buttermere Bash	
Jun 23 - 30	PWC Italy, Gemona	
Jun 24 - 30	BP Cup 2nd round, Krushevo Macedonia	
July	Lakes Charity Classic	
Jul 8 - 21	20th FAI European Hang Gliding Champs	Krushevo, Macedonia
Jul 14 - 28	15th FAI European Paragliding Championship	Montalegre, Portugal
Aug 8 - 12	BP Cup 3rd round, Peaks	
Aug 18 - 25	PWC Bulgaria, Sopot	
Sep 8 - 15	PWC Turkey, Aksaray	



EYE CANDY FOR CLOUD LOVERS

Lenticulars, Varese, Italy



Photo: Katia Allegra
via Severe Weather Europe

A Merry Xmas to all Skywords readers,
and remember, Santa has to visit a lot of
houses and drink sherry in each one.
Don't put out any signs that might
confuse and delay him, it may end up
with him not having enough time to get
round everyone.

