

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



Skyywords

www.dhpc.org.uk

Issue:129 March 2018

'eyup, are you going to the club night on March 1st at the Horse and Farrier?

Of course, why wouldn't I?

'cos you haven't paid your subs yet, maybe?
Just sayin'



Inside this month

This month's cover shot is by Gary Senior, taken at Mam Tor on Feb 5th. More snowy snaps are in this month's mag. [Tam](#)



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Colombia Second Time Around - Pete Darwood

Club Shop

Farmers' Dinner Invite

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 March 2018 BHPA AGM

Sat 17 Feb 18. I'd like to thank Pete for jinxing the weather with the merest suggestion that it might be suitable as a coaching day. I was happy to see that it was blown out because, as BHPA Sites Officer, I was committed to attending the AGM in Nottingham, followed by a meeting of the Executive committee (BHPA Exec). Yawn.

The AGM is held in the Belfry Hotel in Nottingham to coincide with the British Gliding Association (BGA) AGM. They more or less take over the hotel, positioning a sailplane in the foyer, there are a number of trade stands, and they hold a black-tie dinner on the Sat evening. Nothing quite so grand for the BHPA, but there are advantages to tagging on.

It's only about a 90 min drive for me so I don't normally stay over on the Fri evening: I choose to save members' money. But this year 2 members of Exec dropped out at the last minute due to illness and family issues. The hotel wouldn't offer a refund so I took one of the rooms and made full use of the facilities, gym, pool, and sauna. I even got a car parking space for a change.

The AGM doesn't start until 11am to allow others to travel. That gave me plenty of time before the meeting to meet other pilots and discuss the issues of the day. Following an AIRPROX at Westbury recently ([check out this Youtube clip at 2.13](#)) I'm delighted to hear that there is a renewed interest in CANP.

Aside from Exec, there to deliver their reports, there were about 10 'normal' BHPA members. For the first time the meeting was streamed live on [Facebook](#) (scroll down to 17 Feb). At it's height I'm told that there were 8 people viewing online, although I suspect that some of those were playing with their phones in the room. But it was a useful test and, if we announce it in advance, and improve the dreadful sound quality, it may prove more popular next time.

Nothing much of significance to report from the AGM itself (I'll leave that to the minutes and SkyWings) but there were a couple of interesting questions.

It was delighted to see fellow DHPC member Kev Gay who asked why the BHPA was discriminating against

hang glider pilots by raising the age that members get 'old age' discount (from 60 to 67). The reference to hang glider pilots raised a chuckle. Marc Asquith explained that as we all live longer the average age of members continues to increase. If we continued to offer discount to everyone reaching the age of 60 then we'd have to put up overall subscriptions to balance the books, and we'd all end up paying more. Whilst it's frustrating for those on the cusp of reaching 60 (including Marc) who will now have to wait another 7 years to get their discount, anyone who has already received the discount will continue to do so.

Bill Morris has a reputation for keeping the BHPA on its toes at the AGM, and this year was no exception. He asked who had access/authority to publish (as BHPA) on the BHPA Facebook page. That established, he asked the Chairman to comment on the advice recently published not to give statements to the police without first taking (free) legal advice from the BHPA. The response was lengthy and came mostly from the BHPA's experience of a recent towing accident. The event was filmed and it was immediately apparent to investigators that the cause was pilot error. But despite this the police doggedly pursued a criminal investigation trying to pin the blame on something or someone, wasting £Ks of taxpayers' money. The Chairman (a barrister) and Secretary (a lawyer) stuck to the advice given. You can make your own judgement [here](#) (scroll down to 3 Jan).

So, there you go. Consider yourself fully briefed without the bother of driving to Nottingham and back. Perhaps online AGMs are the way forward. I remain to be convinced!

Fly safely,
Martin Baxter
Chairman



Lots of photos of snow on the ground at our flying sites later, however, it's not just us poor lot in the North of England who have to put up with lousy weather as these photos of sites in usually warmer climes show.

The Weather



La Sarella, southern Spain

Photo: Nick Pollet



Aguer gour, Morocco

Photo: Alaa Mensouri

Pay Your Subs Now!

There is still time to get 10% discount on your subs if you pay by bank transfer before the end of February - so get them paid now and then continue reading!

New Members

We welcome 3 new members this month, all 3 of whom are rejoining the club after a lapse in membership. Welcome back: David Bradley, Gary Stenhouse and Gus Hurst.

Them Were't Days.

Back in the days of Black and White everyone got on and crime was virtually nil. All it took was for someone in authority to decree some inanity, and the wole country complied immediately with no question. It was a much simpler place. Here's TJB flying a Birdman Cherokee on the North Westerly Rivington Pike, Winter Hill, near Bolton. Because the ruling "was bollocks"





February Club Night

FLYING HIGH with Matt Wilkes...or “How come Antoine Girard is not dead?”

Report by Rosie Darwood

A popular topic judging by the turnout (35+) and a great evening.

Dr Matt Wilkes is an expedition medic, anaesthetist, adventure travel photographer and paraglider pilot. He is now currently doing his PhD on high altitude medicine... or more specifically what happens to paraglider pilots at altitude (>1500m).

Although our understanding of high altitude physiology is far from complete, there is a fair amount of existing research on mountaineers (who ascend relatively slowly) and on airline pilots when a plane is depressurised (who effectively ascend very suddenly) but paraglider pilots are somewhere in between. We ascend more quickly than walkers, but with less effort, and our altitude can vary quite a lot over a short period of time.

Whilst most of us are familiar with the headache that can occur at altitude, there can also be life-threatening consequences such as cerebral or pulmonary oedema

(fluid collecting on the lungs and brain). Most of these effects are thought to be due to hypoxia - the oxygen levels in the air and therefore in our blood, are lower than they would be at low altitude. And another result of hypoxia is cognitive impairment - our brains need oxygen to function normally.

Crucially one of the aspects of cognitive impairment at high altitude is the lack of awareness of the individual that they are not performing normally. Cue hilarious videos of F11 fighter pilots suddenly deprived of oxygen trying to play pat-a-cake and Michael Portillo trying to do simple arithmetic in the same scenario. Hilarious but at the same time sobering since none of them would put on their oxygen mask even when instructed to do so to save their own life. The researchers had to apply the oxygen mask for them. Should you ever be on plane that is depressurised you will have a matter of seconds to place your own oxygen mask before you are rendered unconscious.





Matt gave an accomplished tour-de-force of high altitude medicine, interspersed with personal experience (he first became interested whilst volunteering for a study looking at whether viagra might help reduce altitude sickness!), amusing anecdotes, video clips and proper science!

He has since been a volunteer for his own experiments looking at how much “work” paragliding is in terms of oxygen consumption - could we be partly protected from altitude sickness as paragliding isn't actually that much physical activity? (more details in an article in this months Cross Country issue 187). Or are there subtle cognitive impairments we are blissfully unaware of? Should there be some protective measures in place (such as the buddy system used in diving) for pilots flying at altitude. In Australia it is forbidden to fly above 3000m without oxygen.

He covered other interesting questions such as whether birds get altitude sickness. The answer is generally “no” unless they are exposed to very high altitudes. It turns out bar-headed geese, who regularly migrate at over 7000m, are the most resistant to altitude sickness and did not turn a feather until at a simulated altitude of

over 12000m! Canada geese, with which we are perhaps more familiar, were a little less resilient but still coped much better than humans.

He described in detail Antoine Girard’s flight over Broad Peak. This involved flying at altitudes over 8000m without oxygen and without real acclimatisation. Matt then offered various hypotheses as to why Antoine didn't suffer from altitude sickness - in fact how he managed to survive at all. (I would thoroughly recommend Antoine’s film of this: “Pakistan Airway”, available to download from his website for 10euros and well with it).

Matt's next project is research simulating paragliding at high altitude in the Extreme Environment Laboratory in Portsmouth to see the effects of hypoxia on paragliding pilots. Fascinating stuff.

For those who wish to read more about Matts research the links are below:

<http://www.freeflightphysiology.org/>

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



Matt spent 6 months at the International Porters Protection Group High Altitude Rescue Post in Machermo in Nepal and is donating his expenses to help find a portable oxygen concentrator for nearby Kunde Hospital to allow them to treat people with altitude sickness. Their current machine is very heavy and will

not last overnight. Thank you to some very generous additional donations from club members. Should you wish to make a donation or get further information the website is:

https://www.justgiving.com/fundraising/concentrator_s4kunde

RD



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:

1st March, 7.30 for 8pm

"Ask The Panel"

It's your chance to ask a carefully selected panel of our top DHPC pilots...whatever you want! Best flight? Worst experience? Top tip? Favourite in-flight food? It's your choice. Please submit questions on a postcard (or email/text is fine!) beforehand to Rosie Darwood.

A massive thanks in advance to our panel members for next months social, with a great representation of skills and experience from across the club we have:



Pete Balmforth - a pilot of many years experience and our new chief coach. Many will remember his instructive film of wave on Wether last year!



Ed Cleasby - perhaps one of the most experienced (if not the oldest?!) member of our club, Ed has been flying since 1979 and prior to that was a top-class climber. Remains near the top of the league and proof that flying skills don't have to decline with age.



Jake Herbert - an incredible cross-country pilot, who has proved that flying a lower end wing does not stop you appearing on the podium at international competitions



Kerim Jaspersen - Nova team pilot, film-maker, tandem pilot. Equally happy on the coast and inland you may remember his epic flight from Whitby to Robin Hoods Bay a couple of years ago.

So get thinking of questions! The first half will be pre-submitted questions to the whole panel, followed by an open question and answer session after the break. Please email me your questions at social@dhpc.oprg.uk



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Otley LS21 1BQ
Telephone : 01943 468400



David May

Safety - If it's worth saying once...

...Spring Thermals

It is now getting flyable at last!

The time has come to warn newcomers that spring thermals can be rough, and that particular care is needed when flying near to the hill on cold, clear bright days. These days are when the condition of the air favours small, fast moving thermals that can tip your glider to angles that you may not have flown at before.

Avoiding the technicalities of thermal formation and behaviour you must be aware of the following:

When a bubble of air starts to rise, a circulation is set up in its outer "skin" by the combination of friction between the rising air and the air surrounding it and convection caused by the warm thermal being cooled by

contact with the cooler air around it.

In addition, as the warm air rises, cooler air descends to replace it. Thus, loosely speaking, there are three areas to concern us.

- A. In the middle where the air is rising
- B. Around the edges of a thermal, where the air is turbulent and where the circulation causes the net upward flow to be much less than in the core
- C. Where the airflow is downwards.

So, when you fly along a radius into a thermal that is 'out in space' you will usually feel sink first, followed by the turbulence with some lift then the really useful up flowing air in the middle.

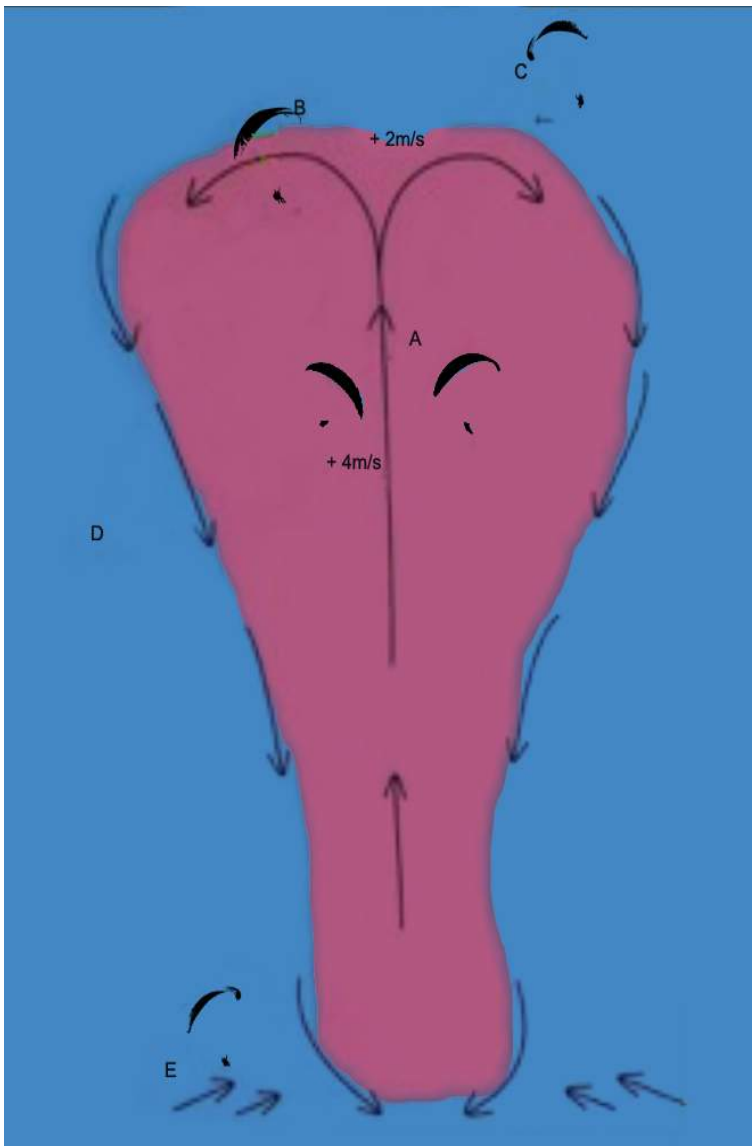
What happens when this thermal up the face of a hill. The shape is probably distorted as shown, and depending on the gradient of the hill, the thermal may break away from the face part way up.

In the occasional extreme case, we can have a situation as above where the circulation at the ridge side of thermal may be augmented by downward flowing air being sucked into the bottom.

When the thermal is large, your glider may be wholly or mainly in one of the regions A, B or C with a fairly gentle transition from one to the other. When the thermals are small your glider may span all three of these regions.

If you are flying close to the ridge and you pass tangentially through a thermal, as shown above, your glider will be tipped violently towards the hill. Even if there is no down flow between the thermal and the hill, the first time you experience strong lift under one wing tipping you towards the ridge you will probably wish you had tried golf instead.

The above information was been condensed from articles by John Klunder, Bill Walmsley and Jonathan Gill, by the Pennine Soaring Club, and we stole it from the PSC website.





Pete Darwood

Let the new season begin...

It's happening, many will have doubted that it should ever come to pass, but the evidence is now undeniable. The days are getting longer, the grouse, curlews and lapwings are starting to get frisky and various raptors have been spotted thermalling. Our local sparrowhawk has even made a token appearance. Spring is definitely in the air. It is just a matter of informing the weather gods now and getting them to turn down the wind a notch or two.

Another sure sign is that the 2018 XC league is up and running, its organisers generally seem to take the winter off despite a supposed winter league... Anyway, the DHPC have paid up for the season which means any club member can enter a flight over 5km, which can include turnpoints, and it will appear on the Dales league (if you want it to appear on the national league as well then you will have to pay an additional £6 for the privilege). So what is stopping you – your league needs you!

And the reason to enter flights in the Dales league? Well apart from the competition, kudos, learning opportunities, chance to compare flights on the same day etc., there are of course the much coveted Dales XC mugs. These are distance based and are earned by counting ones six best flights on the Dales league over the season. The first mug is for 50km or greater, i.e. an average flight length of just over 8km. Each milestone, 50, 100, 200, 300 etc. earns a unique mug design with the opportunity to collect the lot over the seasons providing you don't progress too quickly (you can't

qualify for a mug of a distance less than your previous best). The tweaked design for 2017 is shown below for the 100km mug.

So what else has 2018 got instore, other than lots of awesome flying? Well the ever popular BPCup is back... this is an entry level competition, similar to the Lakes Charity Classic and the Gin Wide Open and is aimed at pilot rated cross country pilots, whether experienced or first timers. There are three rounds this year, with two almost local in the Peaks and Pennines and one slightly further afield in Macedonia. Full details can be obtained from www.bpcup.co.uk and look out for posts on the forum from Dales pilots attending. If it is your first time and you want some advice, then just shout on the forum and one of the Dales BPCup regulars will come to the rescue.

Finally, new for 2018 and what everyone is talking about, is the Northern Challenge Trophy (NCT), brainchild of our ex chief-of-coaches, Ed Cleasby. This is an informal paragliding competition based on pre-defined tasks covering the area of all the local clubs. Tasks are attempted at a pilot's convenience and vary between grid challenges, cat's cradles, triangles and hike and fly routes of varying size and difficulty. Details can be found via www.xcmap.net including rules, an explanatory presentation, task files ready for various instruments and a handy wind rose.

See you on a hill somewhere soon...

PD



Flying Photos from February ..in the North, if not in the Dales!



Carrock Fell
Feb 4th

Some great days flying to be had in February if you picked your time and place well enough. Maybe not masses in the Dales, but all the sites featured here are within reach of the Dales.



Photo: Dennis Marston

John Edge flying at Mam Tor
Feb 4th



708
M

Clough Head
Feb 2nd



Photo: Dave Eva

Carlton Bank
Jan 28



Photo: Simon Tomlinson

Carrock Fell
Feb 4th

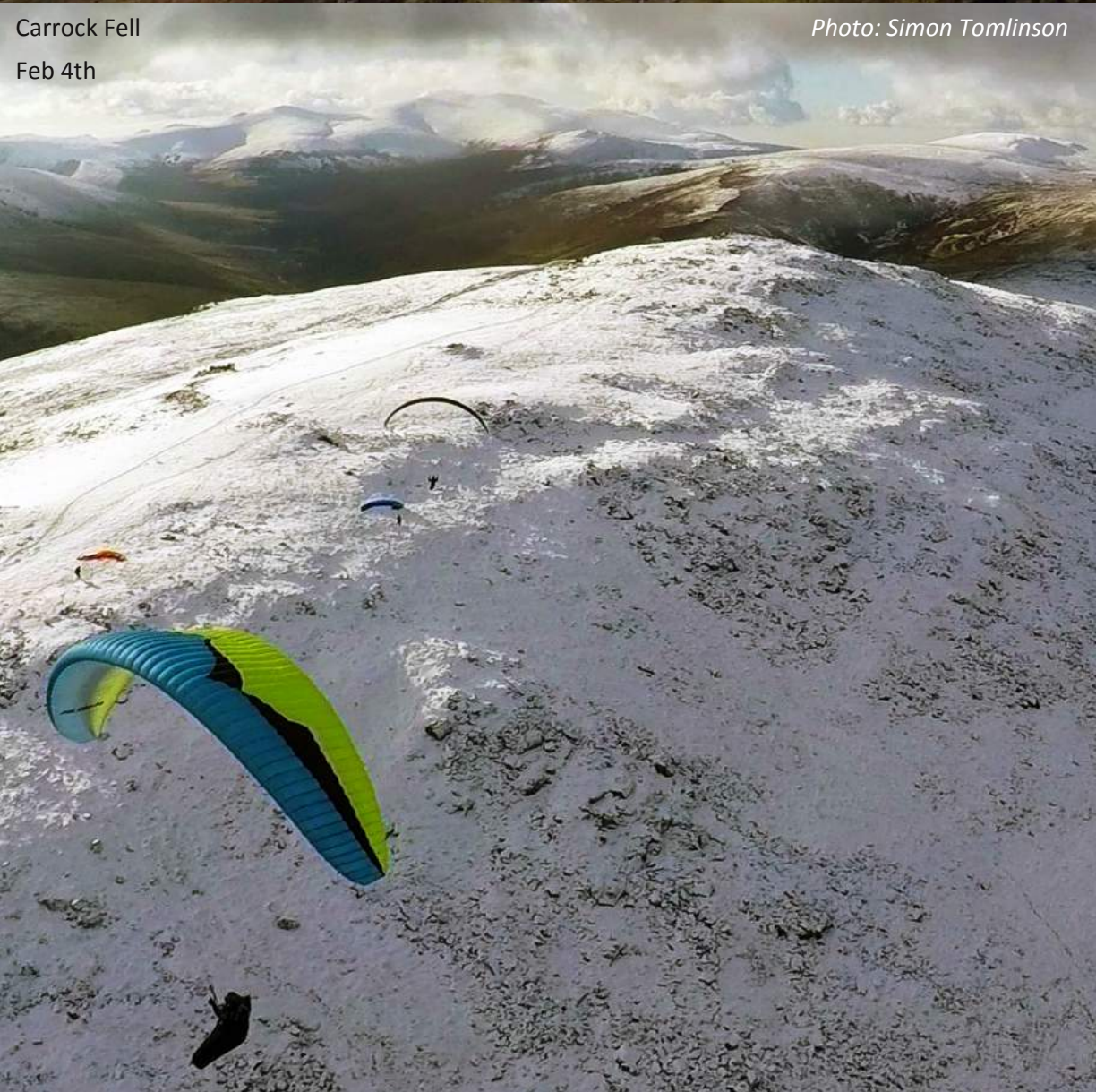


Photo: Simon Tomlinson



Cross Fell
Feb 17th



Photo: Gary Stenhouse

Simon Tomlinson on Barton Fell
Feb 2nd



Photo: Dennis Marston

Mam Tor
5th Feb



Photo: Gary Senior



Photo: Dave Eva



Pendle
Feb 2nd

Photo: Pete Darwood

Ingleborough
Feb21st



Photo: Simon Tomlinson

Club Coaches

Dales Hang Gliding and Paragliding Club - Coaches List

Name	HG/PG	Location	Phone	Email Address	Availability
Trevor Birkbeck	HG	Ripon	01765 658486	trev.birkbeck@gmail.com	Various
Steve Mann	HG/PG	Kirkby Malzeard	01765 650374	stev.andbex@btinternet.com	Weekends
Kevin Gay	HG	Ripon	07794 950856	krGay@talktalk.net	Various
Ed Cleasby SC	PG	Ingleton	07808 394895	xcflight@gmail.com	Various
Rob Burtenshaw SC	PG	Oxenhope	07747 721116	burtenshaw@fsmail.net	Sun & Various
Peter Balmforth CC	PG	Leeds	07714 213339	peter.balmforth@ntlworld.com	Weekends
Alex Colbeck	PG	Harrogate	07717 707632	alexcolbeck@gmail.com	Weekends
Kevin McLoughlin	PG	Lancaster	07767 652233	kevin-mcloughlin@hotmail.com	Weekends
Martin Baxter	PG	Wetherby	07775 785479	mrbaxter@hotmail.co.uk	Week Days
Fred Winstanley	PG	Higher Bentham	07770 741958	fredwinstanley@sky.com	Various
Simon Goodman	PG	Leeds	07720 061200	simon.goodman@talktalk.net	Various
Richard Meek	PG	Hebden Bridge	07446 445157	richard.meek64@gmail.com	Various
Minhaj Minhaj	PG	Leeds	07738 907689	minhaj.minhaj@googlemail.com	Various
Jan Tempest	PG	Leeds/Harrogate	07724 133453 07482 298437	jantemp3@btinternet.com	Various
David May	PG	Ilkley	07928 318219	dav.may@gmail.com	W/e & Various
Alex Pealing	PG	Swaledale	07711 064287	alex@pealingassociates.co.uk	Various
Shaun Pickard	PG	Skipton	0796 2224804	shaun.flying@gmail.com	Weekends
Tim Rogers	PG	Leeds	0776 5795378	tim.rogers50@gmail.com	Weekends
Chris Williams	PG	Spain / Preston	0797 3222713	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. Club Coaches are also able to witness and sign off your pilot tasks. 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.

Peter Balmforth
DHPC Chief Coach
December 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
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...and Dean is in Castelo!

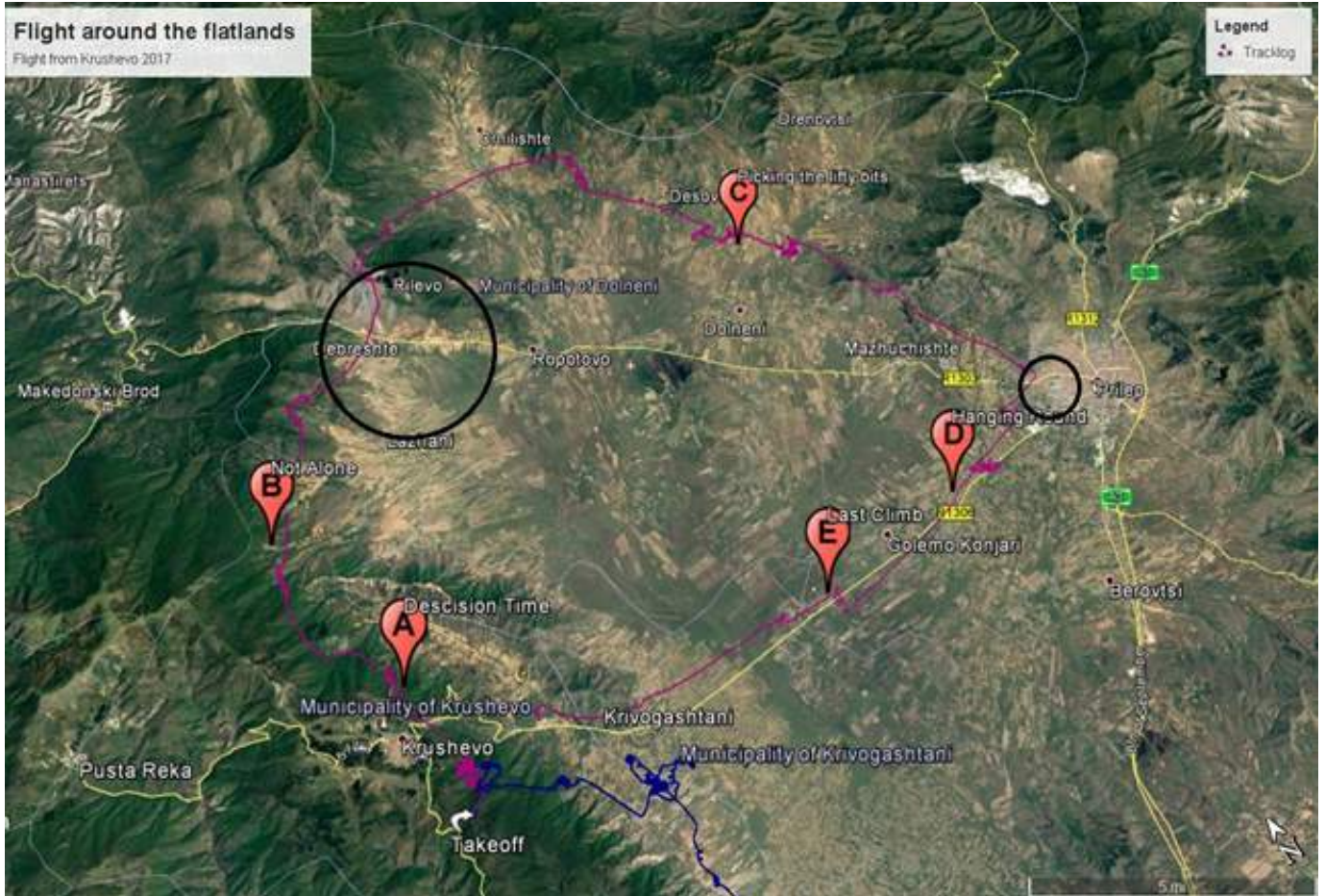




Photo: Active Edge



Kevin McLoughlin Flight around the flatlands



Kev is a keen BPCup participant. If you get a chance, talk to him about it. He wrote a piece for Skywords on the Derbyshire round last year - in the September issue. Here is his account of the trial Macedonia round in 2017 to help entice you to to have a crack at it this year.

This is my flight around the flatlands from Krushevo 2017, not intended as a guide, just my thoughts on my flight, on the day and how it panned out for me.

We were ten pilots all together, scoping out the venue as a BPCup overseas round for 2018. Gareth set the task up so all ten of us were off to fly roughly the same route, on a race to goal via two turn points. The first on Brown Mountain near Rilevo and the second at Prilep. After a little task briefing, including GPS waypoints and finger pointing into the far distance we were ready to go. Takeoff is relaxed, fly out over the lip and find the thermal that takes you up. Sure enough after a little searching one, then two then more of us connected with the lift and we were all soon up above takeoff. Then something I am not familiar with, we had to hang around until the start time, but unlike the UK, it was actually possible to fly around without the lift disappearing on me.

Ok start gate open and everyone (bar one, but that's another story) is off to the Northeast on route to the first turn point. I was high above the ridge line crossing

in front of Krushevo, feeling good, picking out the hotel we were staying in, and generally enjoying the sights and the new perspective on the town.

I was high above the ridge line crossing in front of Krushevo, feeling good...

Ok so past the town now and a climb, taken to 7500ft then decision time.

A. Decision Time.

As I was climbing everyone else seemed to shoot off to the North, from where I was I looked like they were going down and into the flatlands, sure they were on a direct line to the turn point, but going down that can't be right can it?, I m staying here. So here I am on my own again, funny how it always seems to be like that, but this time I have the height, so work on my original track following the spurs and ridges round the edge. Just past Selce and down to ridge height ready for another climb, and yes there it is, back up to 7500ft and off down the ridge again.

On glide now time to have a good look around and there even further back into the mountains than me is John, so, I'm not alone.

B. Not Alone.

Good to have company, even if he is about 1k away, we are gliding parallel lines, another climb over Koshino, and then a glide to the first turn point on Brown Mountain. I was looking around for the rest of the pilots but they had made the turn point before me, and left already. I had lost sight of John and was back on my own again. Trying to make sense of the radio chatter, it seemed that the others had set off into the flat lands again on the direct route to turn point 2 and I think some had got very low. Drifting further into the turn point cylinder than was required I found a climb that was taking me the opposite way than the required track but I went with it for a while, which kept me over the higher ground, and offered a valley crossing towards another spur roughly back on track. It was then slow going picking the lifty bits across the flat land to the next turn point at Prilep.

C. Picking the lifty bits.

So about 16k of picking the best out of the lifty bits, gliding a little, turning in anything that was going up,

watching the distance to next TP on my GPS slowly getting smaller. Slow going but, realising that a loss of concentration now might put me down. If I can just get to Prilep. Actually this seems to be working - mincing about is getting me higher! Unfortunately I had what sounded like a Swedish chef, banging pans and talking about omelettes intermittently breaking through on the radio, another distraction, can't hear the vario for his racket, shut up. SHUT UP. Can see Prilep's sprawl now, getting closer to the edge of the cylinder, Radio cracks up again, this time Dougie and Gareth, "Dougie are you still going up" says Gareth, "yes just past 10,000ft" they are in front of me just the other side of Prilep, that's a good sign, lift ahead. Ok so that's the cylinder clipped, look across back to Krushevo, can just make out the dip in the ridgeline in the distance, aim for that and off I go.

D. Hanging Around

On glide now following the line of the road from Prilep to Krushevo, so now I start thinking, "I might even make it back". Well that would be a first, I have never made goal on a task before. Nice glide not going down to fast long way to go though.

...what sounded like a Swedish chef, banging pans and talking about omelettes...SHUT UP !

Up ahead I spot a hang glider, very very low, but he starts circling, yes it looks like he is climbing, quite fast as well. I get above him and hang around a bit, and find the climb he had signalled. He caught up and we went round together a few times, waved at each other and then he split off towards Prilep. Grateful for the extra height I was off on glide down the road again.

E. Last Climb.

Gareth on radio "there's a climb at the last village along the road" I remember seeing the big white dot on the ground at Salavej and getting the climb. Watching the GPS now required glide to goal says I really can make it, but get higher, just to be sure, then off on glide again. Hands up, make yourself small, point your toes, lie back, all this is going to see me in goal for the first time! Yes I made it.

BPcup thank you. That was a great flight.

KMcL

Skywords Archive - Sept 2007

A trip to Advanceland - John Ellison



It's amazing what gems we have in our Skywords archive. The September 2007 edition not only provides a timely reminder for spring flying for us in 2018, but also a great article from John Ellison - which includes meeting, and flying with - a young Chrigel Maurer and flying across the north face of the Elger. John went on to interview Thomas Ripplinger - then a designer at Advance - you can still read his account in the club library. I have reproduced his account of his course with Advance here . Sounds like a reasonable trip.



In Spring they perform this Aerial Courtship Display

A TRIP TO ADVANCELAND!

HQ VISIT AND INTERVIEW THOMAS

I think if I go abroad to go flying and I get 4 flyable days in a week then I am doing well and must have done something to appease the weather gods! In April this year I had the rare pleasure of 11 days excellent flying conditions (you remember, in the UK that was summer!). I was in Interlaken, Switzerland - home of Advance paragliders to visit the Advance HQ in Thun and speak to Thomas Ripplinger the Advance designer and attend an Omega 7 training camp run by Kari Eisenhut.

Thun, home of Advance's HQ is at the top north end of Lake Thunersee, Interlaken sits at the south end of the Lake, and below Interlaken is lake Brienersee. To the north of Thun the mountains give way to softer and smaller hills and ridges whilst a journey south will take you into the higher Alps and the peaks of the Eiger and Jungfrau mountains. The layout of the terrain draws the obvious comparison to the area around Annecy, another very flyable arena. The Interlaken area has been described as 'the equivalent to flying that Maui is to surfing' - a fitting description as I was to find out, my visit being blessed with the best April that anyone could remember!

My train arrived at Thun Station with typical Swiss clockwork precision and I was met with a smile by Daniel Frutiger, the Advance marketing manager. Daniel is a laid back character, his casual clothing, flip flops and ear ring are not necessarily what you would imagine the job title implies! Being born and bred locally, Daniel has returned home to work for Advance after leaving a job with Salomon. Daniel was very keen to put over to me the Advance philosophy, saying the company was very safety conscious and aims their products squarely at target groups. 'I would rather someone buy a wing from another manufacturer than buy an unsuitable wing from us'.

Tuesday morning dawned and we set off to the Advance HQ. I was introduced to the staff (all smiling) and shown around the facility. The large central workspace was full of shelves of prototype and demo gliders, racks of risers, boxes of lines, sewing machines and a long table with a strange measuring device bolted to it to enable line manufacture etc. Everyone seemed busy but friendly. I was introduced to the very young looking Chrigel Maurer and very English sounding Steve Cox, Chrigel having recently returned from the first PWC round of the year in Japan. Both were friendly and talkative but soon collected the risers, lines and other bits and pieces they needed and disappeared off to fly...

On the floor in the large main working area was a production version of the Alpha 4 - the new DHV1 glider - which had long strips of different colored repair tape stuck to the lower surface in preparation for being dispatched to EN for testing. These strips were to mark angles on the bottom surface of the wing to ensure the correct collapse was induced, at the correct angle for the EN tests to be satisfactorily conducted.



I was shown into a meeting room where Thomas Ripplinger soon arrived wearing the customary Advance smile. We chatted and I asked questions. The interview is at the end of this article. Thomas came across as an out and out scientist, a real technical engineer with a passion for his work.

One of the consistent impressions my visit left me with was the philosophy adopted by all - the Swiss attitude and desire to build the best product - one that would continue performing for the lifespan of the glider. The attention to detail and quality of Advance products has always been a benchmark within the industry - I can see why!

Another philosophy which came across was that "Advance build gliders for pilots to fly not gliders to pass the DHV". These same sentiments were expressed by Thomas, Kari and Daniel when I spoke to them individually. As Daniel said "some people look at the DHV results to judge a glider but this does not tell the story. For example, a glider can be a demanding 1-2 or easy 2!" He explained that Advance split their market into 4 and build their gliders to suit the pilots in these groups.

I asked about the design process and Daniel explained how it starts with a meeting of all concerned to review the current glider to be replaced. Design, testing and marketing are all involved. "It is important to know the strengths and weaknesses of the current glider and use them as a starting point. To identify and keep the strengths is as important as improving the weaknesses. The changes aimed at improving the weaknesses must not weaken the existing strengths!" So from this meeting a book is started to detail the criteria required for the new glider. This 'bible' guides the development and gives the team a direction and goal. The glider is developed and then "flown, flown, and flown".

The team prides themselves on the amount of testing done in 'real' conditions -i.e. flying! One of the last processes is then the comparison with other gliders, then if all are happy then the glider is released.

OMEGA 7 CAMP WITH KARI EISENHUT

The following days saw the Omega 7 camp take place. This was a four day course run by Kari to familiarize pilots to the Omega 7 and obtain the best from the glider.

Kari retired from competition flying at the height of his career after winning the European Championships and PWC titles and opened a Paragliding school in the centre of Interlaken. He also heads the Advance Test Team and coaches the Advance Competition Team! He is a very busy man juggling testing, teaching and his many other duties yet he comes across as a calm and unflappable character befitting of the school name "Chill Out"!

The days were split between a daily morning briefing and two daytime flights, with the emphasis on a training flight as the first flight and a fun flight second as you have now earned it!





We visited different sites and flew around a large area around Interlaken. One memorable flight took me along the north face of the Eiger! That's one big lump of rock!!



We were presented with the 10 Point Omega 7 Training Plan as follows;

1. learn to fly at all speeds
2. know your brake range
3. fly fast while thermalling
4. learn point and feeling of spin
5. learn stall point
6. spiral more than 12m/s
7. Front Stall [symmetric deflation] with speed
8. know how to deal with cravats
9. 65% collapse with speed
10. fly in turbulent air until the wing collapses

So, over the space of four days we flew many different tasks each designed to concentrate on one or more of the exercises on the plan. One particular day we were driven to a ridge with booming conditions where we were introduced to Chrigel Maurer and Andy Aebi, two of Advances successful competition team.

That particular days exercise was number 10, so off we went racing up and down the ridge as fast as we dared. Interesting! Lots of collapses around, but nothing that caused any dramas. Kari told us afterwards that he was flying at 50-55kmh all the time and not turning in any lift less than 5m/s! These boys are seriously fast and are so used to flying like this that it was all a walk in the park to them! Seriously good...

Another day we flew out over the lake for a couple of SIV flights. The prospect of Searching for stall, searching for spin and full speed bar collapses was intimidating but in reality pleasantly uneventful. Even my overly zealous heavy handed riser pulling which resulted in an 85% collapse at full speed was easily controlled and recovered in less than 180 degrees. All confidence inspiring stuff and all with Kari's relaxed tones in the background.

All in all a great course!

JE



Pete Darwood Colombia 2018 – second time around

Fresh from winning the Skywords award for 2017, Pete (with Rosie) was off on his travels again. Even I couldn't summon the courage to request yet another article. Pete however came up trumps and suggested a shorter photo essay. Another great account of the experience of flying abroad follows. Enjoy.

Rosie and I first visited Colombia in January 2016 with a bunch of reprobates from the Lakes, attracted by the warm weather, famed wide reliable and not too strong climbs, the friendly locals and the chance to visit South America again. As it turned out it was a La Niña year, hence considerably drier than normal with strong, often blue, climbs. However, we had a fantastic time, flew 17 out of 17 days, and so after a two-year hiatus booked

flights once again, keen to test our hopefully improved skills and eat more empanadas.

The start of 2018 was however a different story, significantly cooler, wetter and mostly with high cloud slowing things down. The Cauca valley still delivered although racing, and hence records, were not often the order of the day, and in fact saintly patience was sometimes called for. This time the overlapping group comprised Simon G, Rosie and I from the Dales and several old Steves and Ali from the Lakes. Here follows our story...

Roldanillo, a small friendly town in the western side of the Cauca valley is where everything paragliding happens. There are three launches accessible from town and it offers great flying to the north, east or south depending upon conditions and ones inclination. This view is taken on the way to the main takeoff looking back east over town.



Once in the air, head for one of the many spurs to climb out and start the journey. This photo is about 10km north of Roldanillo where some of the spurs drop down to the town of La Unión. Decision point: try to cross the town directly heading north, commit to going round the back of the town with bigger terrain and less landing options, or if you think the flats have started working head out towards the Cauca river, La Victoria and the eastern hills.





Staying on the western hills until the Pacific breeze comes over the back, although more intimidating, often works, especially if there are nice clouds to show the way. This was taken after launching from Ansermanuevo, a site about 45km north of Roldanillo which offers a pleasant change of scenery. Launch timing here is less restricted, but if it has been very wet overnight or in the morning then hanging around near takeoff until the cloud base is high enough to make the initial transitions easier is sometimes the key.



Bombing out in the hills near Ansermanuevo can leave one in some pretty remote places, although nothing a good stiff hike can't sort out. However, Simon and I won't be keen to land on the wrong side of this particular river again; a marginal crossing is probably an understatement!

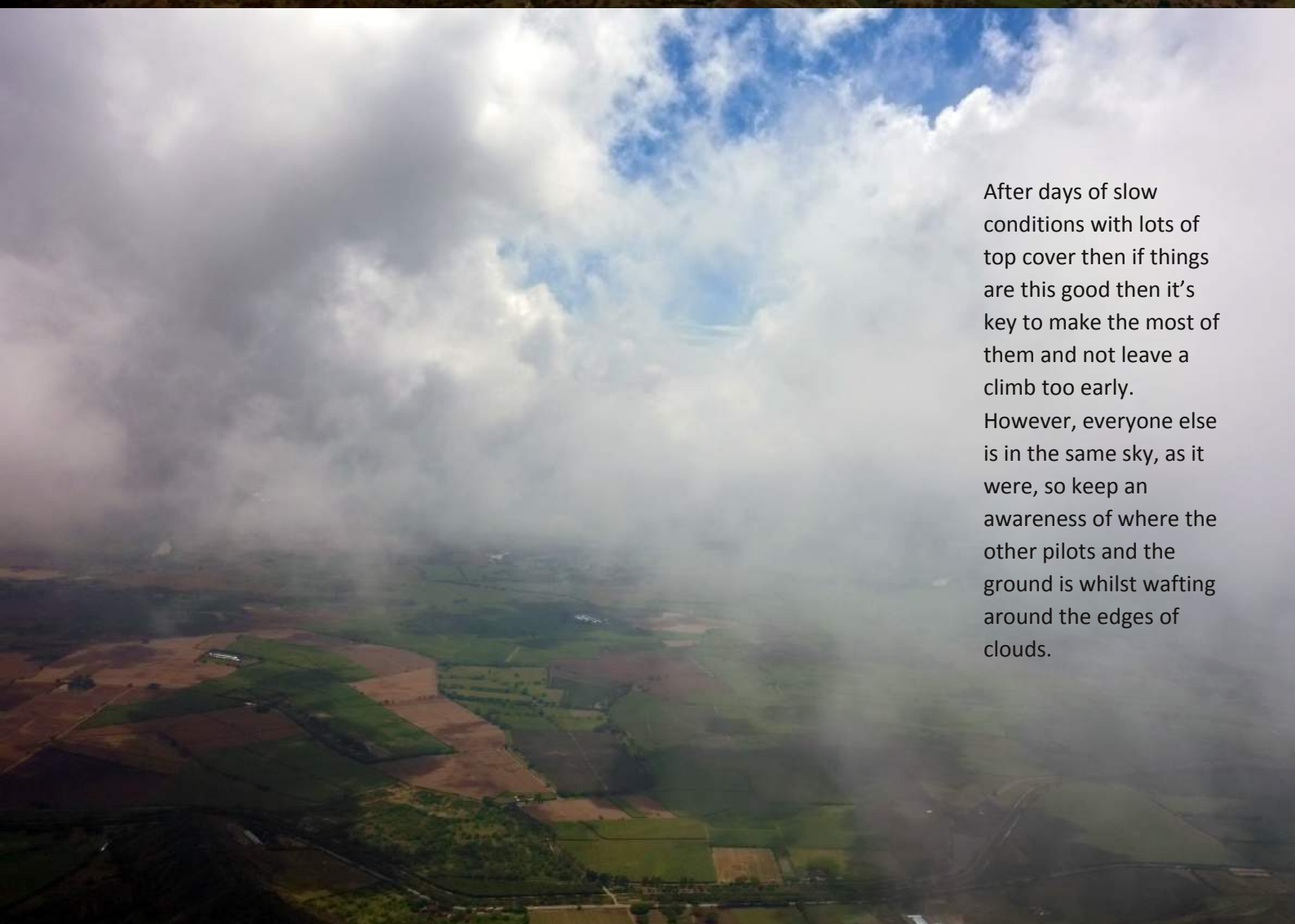
However, landing away from the sugar cane cultivations and infrastructure of the main valley had some positives. The jungle and bird life were vibrant and if you are lucky and alert then who knows what surprises may await? A Cazadora (huntress) that was keen for a photo.



If conditions are good then flying the flats or lower eastern hills is often faster and less intimidating. When the signs are as obvious as this then it should be easy to stay up providing you can reach the next stepping stone. This is looking south towards La Paila and although the cumulus look good the high cloud in the background that eventually shut the day down is clearly visible.



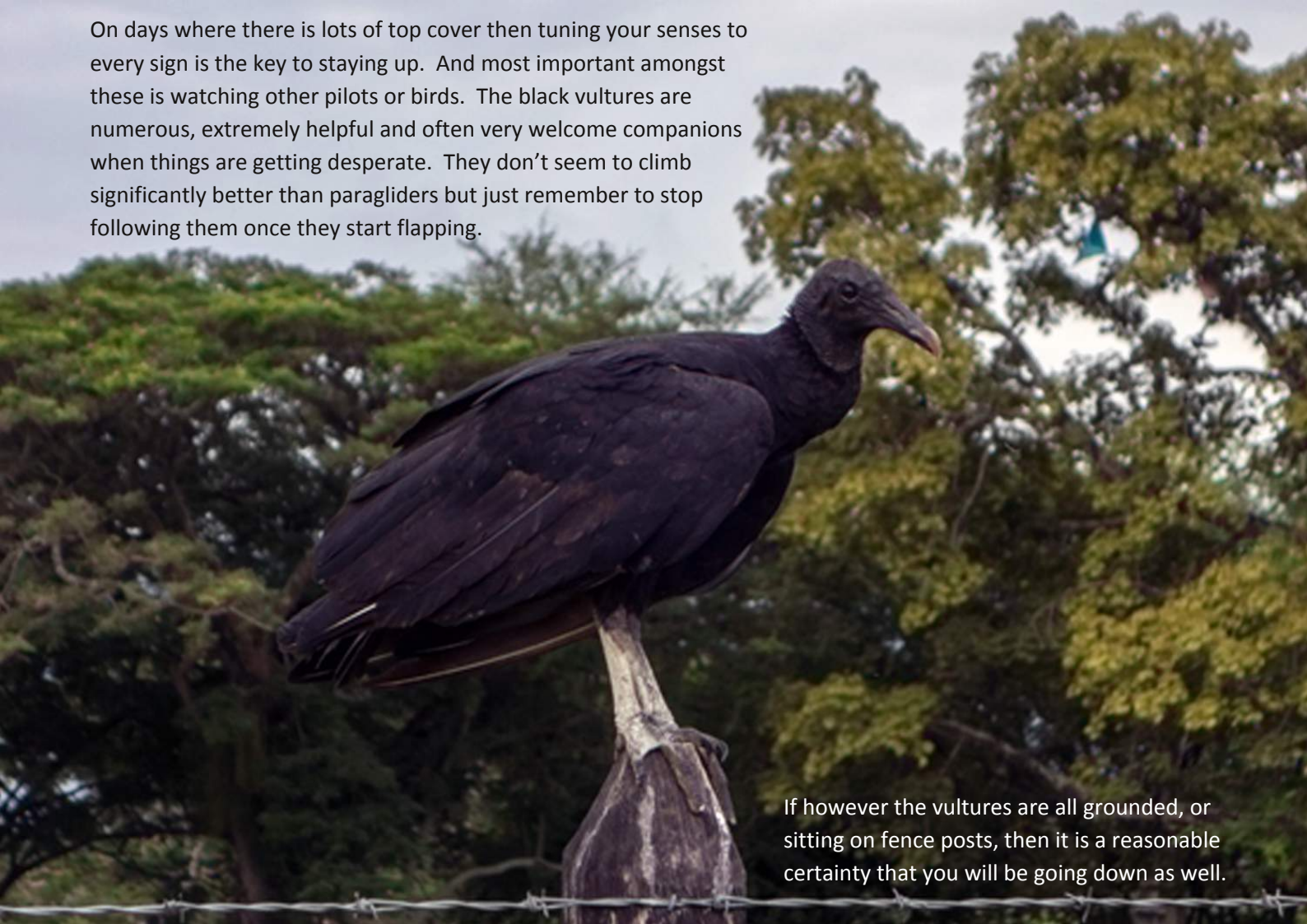
After days of slow conditions with lots of top cover then if things are this good then it's key to make the most of them and not leave a climb too early. However, everyone else is in the same sky, as it were, so keep an awareness of where the other pilots and the ground is whilst wafting around the edges of clouds.





However, all good things come to an end. Although the sky looks ominous, it had been easy to stay up but after lots of dithering about where to go Rosie and I eventually chose to land before we encroached upon the Cartago airspace. Should we have crossed the valley once more and tried to skirt to the west, flying over Ansermanuevo? Who knows, but big smiles after nearly five hours in the air either way.

On days where there is lots of top cover then tuning your senses to every sign is the key to staying up. And most important amongst these is watching other pilots or birds. The black vultures are numerous, extremely helpful and often very welcome companions when things are getting desperate. They don't seem to climb significantly better than paragliders but just remember to stop following them once they start flapping.



If however the vultures are all grounded, or sitting on fence posts, then it is a reasonable certainty that you will be going down as well.



At the end of 14 days straight flying it is time to pack up, often with “helpers” around, and reflect upon another adventure. Conditions were some what more challenging this time around, but I guess experience gained in the interim meant Rosie and I both accumulated more hours, had longer duration flights than in 2016, and hopefully learnt more in the process. Organisational wise, the accommodation was not as opulent as previously, but hotel la Posada in Roldanillo

is recommended and extremely convenient, and the retrieve team were excellent with barely an opportunity for public transport or hitching. Roldanillo is a world renowned winter flying option for a reason and I think it was demonstrated to us once again this year. Thanks to Ali for the organisation, everyone for the company and the vultures for the many get out of gaol cards.

PD



Repack photos - Feb 24th



HIGH SIERRAS

www.paraglidespain.com

Chris Williams **BHPA** development instructor
BHPA registered development school

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- Cross Country training weeks
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- Prices start from 500 euros, includes accommodation

Chris Williams 07973222713 Spain & UK
chris@paraglidespain.com



Chris and Lynn Williams of "High Sierras" are now a BHPA development school and can now offer:

1. Guided weeks
2. Post club pilot thermal training weeks
3. Cross Country training weeks

We also offer Tandem paraglider thermal and cross country days. Staying in the quiet mountain village of La Muela de Algodonales in southern Spain . 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. We are also maintaining a discount for Dales club members (note this discount is exclusive to the DHPC and the PSC only) there will be a group discount of 20% on group booking of 5 or more members, this discount is for our guiding weeks. We also have other activities on no flying such as mountain bike trail riding, trail walking and bird watching days.

The Farmers' Dinner



The Dales Club



Farmers' Dinner on Saturday 10th of March 2018



**The Boars Head,
Long Preston
(01729 840217)**

www.boarsheadlongpreston.co.uk

Dress code smart casual, 7:30pm for 8pm

Our annual Farmers Dinner is our way of saying a huge thank you to all the Farmers who support us with free flying in the Dales and to celebrate our stand-out pilots who have flown further and better than the pack to achieve personal goals and be awarded with Trophies. This year we return to host our annual bespoke Farmers dinner at The Boars Head, Long Preston. A traditional pub and hotel in the Yorkshire Dales providing excellent Real Ales, The Boars Head is a small family run hotel/inn located in the south Dales. On offer is a fine choice of up to 6 cask ales and various malts and arguably the largest range of Gins in the Dales! It is located in the beautiful Yorkshire Dales, only 4 miles from Settle and 12 miles from Skipton.

As usual we will meet in the bar for drinks from 7.30pm where there will be a free tab for the farmers. At 8pm we'll move through to the dining room to tuck into a sumptuous 3 course meal. During coffee, the Chairman will thank the farmers for their continued hospitality, followed by presentation of flying awards and then we will launch straight into the Quiz. Oh, and there may be the odd balloon/aeroplane flying around as well...

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

The Boars Head has limited accommodation so if you want a room there, book early (mention the club when booking as we have negotiated a reduced price of £70 - Bed and Breakfast). There are also a number of B&Bs within a short distance - The Post Office and The Barn. You could even consider camping...

The club will be paying for the farmers and their guests. The cost for members is £26.00 per person.

Menu

**Please select the menu of your choice from below (by 26th Feb):
One starter, one main and one pudding for each person.**

Starters

- A)** Oak smoked wharfedale trout fillet served on a chiffonade of leaves with a lime & chive mayonnaise.
- B)** Roasted white onion & cider soup with thyme cream & freshly baked bread.
- C)** Sweet red onion & goats cheese tart served with raspberry vinaigrette.
- D)** Chicken liver pate served with salad & melba toast.

Main Courses

- A)** Roast sirloin of beef on a rich burgundy jus with yorkshire puddings & hassleback potatoes.
- B)** Fillet of duck breast with black cherry sauce & dauphinoise potatoes.
- C)** Baked smoked haddock fillet on a bed of chive mash with a creamy asparagus sauce.
- D)** Mushroom & Three bell pepper stroganoff served with basmati rice.
A selection of vegetables to be served with all.

Desserts

- A)** Apricot & Raisin spotted dick with custard.
- B)** Chocolate torte with salted caramel sauce.
- C)** Cheese & crackers with chutney.
- D)** Blackberry & apple pie with cream.

Coffee and mints

.....

We will be organizing a minibus for the farmers. It is likely that there will be a central pick up (Market Hall in Hawes) at 6.30pm, and it will leave the pub for the return journey at 11pm sharp!

If you would like to attend this popular event with your partner, you can book online:
<http://webapps.dhpc.org.uk/farmers-dinner/book/>

or call Marek, the Club Treasurer, on 07707 669 829, or send an email to treasurer@dhpc.org.uk

Please let Marek know if you want to book transport.

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



Unisex T-shirt (choice of 50 colours)



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

[Shop website screen shot](#)

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)



Shop website screen shot

Option 2

Ladies cool polo shirt (choice of 11 colours)



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



Shop website screen shot
Option 2



Club Sites

Dennis Marston 	Simon Tomlinson 	Northern Sites <table style="width: 100%; border: none;"> <tr> <td style="width: 50%;">Dennis 07968 380829 dennisandmargaretm@yahoo.co.uk</td> <td style="width: 50%;">Addleborough</td> <td style="width: 50%;">Semer Water</td> </tr> <tr> <td></td> <td>Bishopdale</td> <td>Stags Fell</td> </tr> <tr> <td></td> <td>Brant Side</td> <td>Tailbridge</td> </tr> <tr> <td>Simon 07759 138971 sigma7man@gmail.com</td> <td>Dodd Fell & Grove Hd</td> <td>Wether Fell</td> </tr> <tr> <td></td> <td>Nappa Scar</td> <td>Whernside</td> </tr> </table>	Dennis 07968 380829 dennisandmargaretm@yahoo.co.uk	Addleborough	Semer Water		Bishopdale	Stags Fell		Brant Side	Tailbridge	Simon 07759 138971 sigma7man@gmail.com	Dodd Fell & Grove Hd	Wether Fell		Nappa Scar	Whernside
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	Shaun Pickard 07962 224804 sites_south@dhpc.org.uk	Southern Sites <table style="width: 100%; border: none;"> <tr> <td style="width: 50%;">Addingham</td> <td style="width: 50%;">Hawkswick</td> </tr> <tr> <td>Baildon</td> <td>Ilkley Moor</td> </tr> <tr> <td>Cow Close Fell</td> <td>Kettlewell</td> </tr> <tr> <td>Cowling and Sutton</td> <td>Kilnsey</td> </tr> <tr> <td>Great Whernside</td> <td>Windbank</td> </tr> </table>	Addingham	Hawkswick	Baildon	Ilkley Moor	Cow Close Fell	Kettlewell	Cowling and Sutton	Kilnsey	Great Whernside	Windbank					
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Sites

There are lots of "preparing for the season ahead of us" pieces in this months Skywords. In a similar vein, it is worth reminding ourselves of our responsibilities when out and about in the countryside. We have reproduced a page from the club handbook opposite - please ensure that you know and abide by the countryside code and use this precious resource responsibly. Without the goodwill of the farmers, we do not have a sport!

Emergency Action Card

In another "preparing for the season" piece - it is probably worth drawing everyone's attention to the card below again, which you should carry with you as a ready reckoner - use it as a reminder if you need it - it may save someone's life - maybe yours! As it says on the card, you should be familiar with the emergency actions you need to take in the case of an accident - this card is only a reminder, but has useful site info on also. There's a full explanation of the development of the card on the safety section of the forum.

<p style="text-align: center;">EMERGENCY ACTION CARD</p> <ol style="list-style-type: none"> 1. TAKE CHARGE - Preferably a club coach. Allocate responsibilities. 2. SECURE WING and any other potential dangers. Don't let the situation get worse. 3. ADMINISTER ESSENTIAL FIRST AID. Do not move anyone with potential back or head injury unless they have stopped breathing or are in immediate danger. Remember: Airway, Breathing, Circulation 4. DIAL 999, ask for ambulance. Advise "paragliding accident, fall from height, suspect significant injury, difficult access, helicopter needed". Give OS grid ref. When helicopter dispatch confirmed, give phone to first aider - dispatcher can advise. 5. If casualty is in difficult terrain CALL MOUNTAIN RESCUE. Dial 999, ask for POLICE first, then MOUNTAIN RESCUE. Give grid ref. 6. PREPARE FOR HELICOPTER. Clear airspace. Use radio (dub freq 143.850 MHz), or whistle blasts - anything that works. Secure all equipment. Construct large H on ground with wings - to be secured when helicopter arrives. When it does: 7. INDICATE CASUALTY. Stand with arms in Y shape, back to the wind. Do not wave. <p>You should read the Incident Management section of the club handbook frequently You should register your phone with the 112 service</p> <p style="text-align: right; font-size: small;">Ver 4, Jan 2014</p>	<table style="width: 100%; border: none;"> <tr> <td colspan="2" style="text-align: center;"> Dales Hang gliding and Paragliding Club Main Site grid references for Air Ambulance </td> </tr> <tr> <td style="width: 50%; border: 1px solid black;">Barkin</td> <td style="width: 50%; border: 1px solid black;">Sierra Delta 675 870</td> </tr> <tr> <td style="border: 1px solid black;">Brant Side</td> <td style="border: 1px solid black;">Sierra Delta 778 866</td> </tr> <tr> <td style="border: 1px solid black;">Cow Close</td> <td style="border: 1px solid black;">Sierra Delta 890 732</td> </tr> <tr> <td style="border: 1px solid black;">Dodd Fell</td> <td style="border: 1px solid black;">Sierra Delta 829 838</td> </tr> <tr> <td style="border: 1px solid black;">Hawkswick</td> <td style="border: 1px solid black;">Sierra Delta 951 713</td> </tr> <tr> <td style="border: 1px solid black;">Nont Sarahs</td> <td style="border: 1px solid black;">Sierra Echo 018 137</td> </tr> <tr> <td style="border: 1px solid black;">Semer Water</td> <td style="border: 1px solid black;">Sierra Delta 909 880</td> </tr> <tr> <td style="border: 1px solid black;">Stags Fell (DHPC Only)</td> <td style="border: 1px solid black;">Sierra Delta 870 927</td> </tr> <tr> <td style="border: 1px solid black;">Tailbridge</td> <td style="border: 1px solid black;">November Yankee 804 050</td> </tr> <tr> <td style="border: 1px solid black;">Wether Fell</td> <td style="border: 1px solid black;">Sierra Delta 868 867</td> </tr> <tr> <td style="border: 1px solid black;">Whernside</td> <td style="border: 1px solid black;">Sierra Delta 725 788</td> </tr> <tr> <td style="border: 1px solid black;">Windbank</td> <td style="border: 1px solid black;">Sierra Delta 966 704</td> </tr> </table>	Dales Hang gliding and Paragliding Club Main Site grid references for Air Ambulance		Barkin	Sierra Delta 675 870	Brant Side	Sierra Delta 778 866	Cow Close	Sierra Delta 890 732	Dodd Fell	Sierra Delta 829 838	Hawkswick	Sierra Delta 951 713	Nont Sarahs	Sierra Echo 018 137	Semer Water	Sierra Delta 909 880	Stags Fell (DHPC Only)	Sierra Delta 870 927	Tailbridge	November Yankee 804 050	Wether Fell	Sierra Delta 868 867	Whernside	Sierra Delta 725 788	Windbank	Sierra Delta 966 704
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The Countryside Code

The Dales Club enjoys access to much privately owned land, for launch and landing sites. Please remember that it belongs to someone. A farmer is probably trying to make a living from it, and we are highly visible guests, relying on their generosity for the space to pursue our sport. In addition to the obvious, (no litter, shut gates, don't climb walls or fences), you must read the site specific requirements detailed in this guide, (parking, access routes, numbers etc.). Remember they apply to you, other flyers you see on the hill, and any friends you take with you. If you are involved with a site problem, be prepared to deal with it yourself and make a point of contacting the Sites Officer to make him aware of the situation.

Livestock

Around April each year is lambing season in the Dales. Members must take extra care on the roads. If you are driving along and see a ewe on one side of the road and a lamb on the other, you can expect the latter to make a sudden dash to its Mum, just as you are upon it in your car.

Pregnant sheep are very susceptible to miscarriages if alarmed, so pilots must be seen to show extreme consideration. Sites usually affected directly by lambing through closure or other restrictions are Windbank, Semer Water and Addingham Moorside. The details of such restrictions are posted in the appropriate issue of the Club magazine and on the website. Horses can also be easily startled and should be given a wide berth whenever possible.

Meadowing

Many farmers grow long grass for winter feed. Once a small area has been flattened, the wind can get a foothold and cause further damage. Grass laid flat can't be cut and is wasted. Try to avoid fields in meadow. The situation is most acute one thermal downwind of our most popular sites.

Shooting

Grouse rearing and shooting provides a significant income to many landowners and probably represents the greatest threat to our flying sites. Pen Hill and Great Whernside have already been denied to us because of grouse; and Stags Fell, Nappa Scar and Ilkley could very easily go the same way. Always respect the relevant rules and never fly over an active shoot: don't be the one who causes us to lose a site.

Club Contacts

Contacts details for the new committee are given here.



Martin Baxter - Chairman
chairman@dhpc.org.uk



Peter Balmforth - Chief Coach
coaching@dhpc.org.uk



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



Carl Maughan - Library
library@dhpc.org.uk



Tim Rogers - Membership Sec
membership@dhpc.org.uk



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



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



Safety Officer
safety@dhpc.org.uk



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



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



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



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



Shaun Pickard - 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 Wednesday 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), or you can request a copy of the minutes from the secretary. Regular items cover each of the areas above.

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

DIARY DATES 2018

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

Nov 1 - Oct 31	XC League	http://www.xcleague.com/xc/
Mar 1 - Sept 30	Northern Challenge Trophy	https://www.xcflight.com
Mar 1	DHPC Club night - Ask the Panel	
Mar 10th	DHPC Farmers' Dinner	Boar's Head, Long Preston
Apr 5	DHPC Club night - Tales from North of the Border	
Apr 14 - 21	PWC Brazil, Castelo	http://www.pwca.org
Apr 27 - 1 May	BOS (HG) Rd 1. SE Wales	http://www.bhgcomps.uk
May 4 - 7	BP Cup - 1st round - Pennines	
May 11 -13	North South Cup	https://northsouthcup.wordpress.com/
May 25 - 29	BOS (HG) Rd2. Dales	http://www.bhgcomps.uk
May 31 - Jun3	Kossen Super Festival	http://www.fly-koessen.at/spt/index_en.html
June 2	Buttermere Bash	faceache
June 7 - 13	777 Fly Further, Tolmin	http://www.flyfurther.org
June 9-14	BP Cup 2nd round, Krushevo Macedonia	
June 24	X Pyrenees	http://www.x-pyr.com/en/
June 24 - 30	Naviter Open, St Jean Montclar	http://www.naviteropen.org
Jun 23 - 30	PWC Italy, Gemona	
Jul 1 - 7	Ozone Chabre Open	http://www.flylaragne.com/
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
Jul 14-15	Dragon Hike and Fly, Merthyr Tydfil	
Jul 27 -29	Parafest & Vintage Hang Glider Rally, Llanbedr Airfield	www.bvhgr.org/ parafest.co.uk
Aug 3 -7	BOS (HG) Rd 3, Mid Wales	http://www.bhgcomps.uk
Aug 8 - 12	BP Cup 3rd round, Peaks	
Aug 18 - 25	PWC Bulgaria, Sopot	
Aug 18 - Sep 2	Asian Games, Jakarta	ocasia.org
Sep 2 -8	BGD Weightless	http://www.bgd-weightless.org/
Sep 8 - 15	PWC Turkey, Aksaray	http://www.pwca.org
Oct 16- 21	OluDeniz Airgames	

"Final Glide" - Murchiston, New Zealand. NZ HG Champs 2018

Cu Nim - do not try this at home!



