

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



Skyywords

www.dhpc.org.uk

Issue:127 January 2018

Happy New Year to all.
Precision and elegance in all
things, that's the goal for 2018.
That and the Northern Challenge
Trophy.

**Christmas Comp
Results**

Inside this month

This month's cover shot is again from Pete Darwood, on Wether Fell in early December. More snaps are in this month's mag.

Tam



Regular Features

Chairman's Chat The F word-

Club News Up Hill and Down Dale

Weather Prospects for January

Skywords Archive - July 2007 - The BOS so far

Cloud Eye Candy - Mammatus, Canada.

Parabollox #5 - Benedictine

Dales Flying Photos December

Special Features

Peter Balmforth - Meet your new Chief Coach

Christmas Competition - Results.

The Northern Challenge Trophy - Ed Cleasby

The 3 Ps of Active Piloting - Toby Colombé

Brake Pressure and Your Safety - Chris Santacroce

DHV Challenge - Jan Tempest

Club Shop

Repack details

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 January 2017

The F word

Happy New Year. I'm writing this on the winter solstice which means that we've turned the corner, and that spring is on its way. Hurray!

It's been a fairly traumatic few weeks for the club. The F words have been used extensively on the forum and later in this article. It all started because the committee didn't recognise our financial situation until a bit too close to the AGM, and so we had to rush through a compromise proposal to reduce our contribution into the Flying Fund in order to allow us time to review expenditure whilst maintaining a sensible level of working capital.

As with any committee we often have differing views but the subject of the Flying Fund tends to polarise these differences. Neil Plant felt so strongly about it, and the way it had been handled, that he stepped down as Membership Secretary. (I'm extremely grateful to Tim Rogers for agreeing to take over this vital role at short notice, otherwise Tam might have got the job, leaving us without a newsletter editor; and you wouldn't be reading this.)

Trev Birkbeck leads the opposing camp. He believes that subscriptions should be used for running the club, not for contributing to a savings scheme that is unlikely to live up to expectations. He's contemplating calling for an EGM to freeze the Flying Fund at its current level.

You can read most of the arguments for and against the Flying Fund on the forum. It's something that we are going to have to decide upon sooner or later so why not have your say now? Tim Rogers is experimenting with an online voting system that might allow us to assess the views of the silent majority.

Personally I'm pretty neutral about the Flying Fund. That's probably just as well because I can see that I'll need to focus my efforts on leading the opposing factions towards a compromise. Whilst the argument rages on we've made a New Year's resolution to review the club's expenditure (again more on the forum). It won't allow us to duck the issue of the Flying Fund, but it will allow us to minimise any subsequent increase in subscriptions.

Fly safely,

Martin Baxter
Chairman



New Year

A happy New Year to all readers. May 2018 bring you renewed luck, renewed enthusiasm and renewed goals for your flying, which hopefully you will achieve! Have a great year everyone.

New idea #1

You can now become a patron of the legendary Flyeo, and receive instructional videos and access to personal advice. If 10 club member join, they'll come and give us a talk!

New members

Seasonal greetings, and a warm welcome to our newest members, Doug Neil and Oliver Moffatt. Both are experienced hangies. May your flying with us be everything you could wish for, and could some of that please rub off on the rest of us. See you on the hill.

Old idea

Our esteemed secretary, pictured as a young man about town elsewhere in this newsletter has flown pretty much everything in his time, even a paraglider. Is this also possibly old film of him from the black and white days?



New parabollox #5

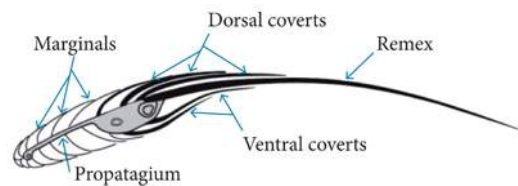
You know the scene - yada yada, yada. So someone pipes up a fascinating but deeply obscure fact. Do you feign incredulity whilst thinking you have found Pete Logan's ideal partner. Given the choice, which would you say was the institution with the world's greatest consumption of the French liqueur Benedictine?

- a) Stade de France - French national rugby ground
- b) Vatican City
- c) Burnley Miners Social Club, Lancashire

Answer on back page somewhere.

New idea #2

In development from APCO - half traditional paraglider, half single skin.





New - Use of Airband radios - from BHPA

The radio airways have become very congested and additional capacity is being created by changing from 25 kHz to 8.33 kHz spacing.

What this means to you is that from 1st January 2018, if you need to communicate on an 8.33 kHz channel you will need to use an 8.33 kHz capable radio. Further ahead, from 1st January 2019, if your flight mandates carriage of a radio, then it must be 8.33 kHz capable.

Ground services will be changing over to 8.33 kHz channels during 2018 so you are advised to check regularly with any you communicate with.

The emergency frequency 121.500 will remain permanently on the 25kHz spacing. The frequency 118.675, assigned to hang gliding and paragliding, falls under a temporary exemption, valid until the end of 2018. The CAA has put some temporary exemptions in place for 2018 that relate predominately to air-to-air communication on sporting frequencies. These and other information can be found on the CAA website at: <http://www.caa.co.uk/.../Aircraft-ownership-.../8-33-kHz-radios/>

New Comps list 2018

The diary dates for 2018 at the end of the mag have been steadily added to over recent months, and web addresses added. An upcoming date to note is that registration for the Chabre Open opens on Sunday 21st Jan at 6pm GMT.

Also of note is Ed's new competition - the Northern Challenge Trophy - see more detail in his article elsewhere in this mag.

New Skills for 2018 - Keswick SIV night

Jan 26th. Want to see what S.I.V. is all about?

- Wondering if it's for you?
- introduce latest developments in 2-liner SIV and new concepts
- Done S.I.V. and want a re-cap?
- Still got burning questions?

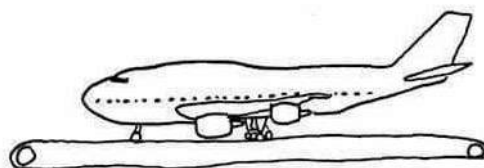
Legend and S.I.V. guru Jocky will be there to lay it all out with photos, video clips and his usual eloquent banter! At The Flight Park. Bar opens 7pm - talk begins at 8pm Free of charge to CSC members / £2 non-members

Old conundrum

Many of you will have seen this before. For the "benefit" of those who haven't, and need something to do over Near's Eve, try pondering this.

Imagine a 747 is sitting on a conveyor belt, as wide and long as a runway. The conveyor belt is designed to exactly match the speed of the wheels, moving in the opposite direction.

Can the plane take off?

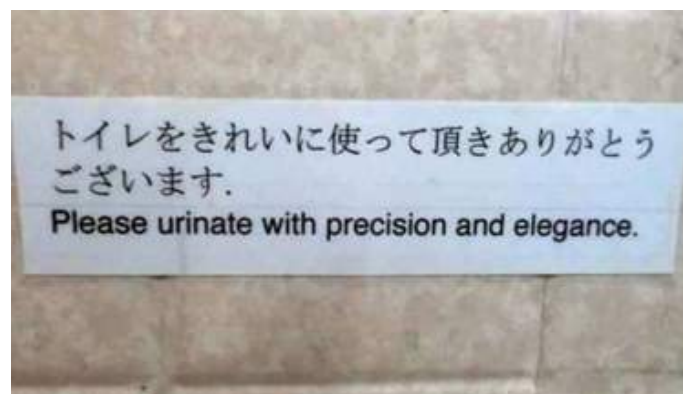


I find these things are best discussed after a few pints. You can send your thoughts, to whoever you think would be wound up by them. Do we have any physics professors in the club?

Most ludicrous answer to skywords@dhpc.org.uk wins heaps of ridicule, and a beer next time I see you!

News Year's Resolution

Precision and Elegance in all things. Yes, ALL things





Meet Your New Chief Coach Peter Balmforth

Peter of course needs no introduction to many in the club. For the sake of newer members, and by way of setting out his chief coach's stall, below is his pen portrait

I've been flying for 15 years and have been a coach for nearly as long. First and foremost I am a DHPC member but I can also be found on sites in the North York Moors, Lancashire and Derbyshire.

I've been flying a wing right at the top end of the en-B range and choose not to go higher. Some of you may have watched my Youtube videos and asked yourselves why they aren't shorter.

I'm an aspiring XC pilot and usually have a presence on the Dales XC league, though not as high as I'd like. Career highs include looking down on my shadow (or brocken spectre), cast on a cloud or perhaps a couple of my longer XC flights.

Like many, I struggle to balance flying with family and work.

My aim as Chief Coach is to spread coaching days across the year and separate coaching days from XC days. Many of our coaches are also keen XC pilots and there is no reason for them to choose between the two.

I'd also like to work on the coaching bread and butter; pilot task sign off. Coachees and coaches have a part to play in this. Straight out of school, progressing to pilot rating is the last thing you are thinking of but, 6 months in, you will start to see the advantages.

PB

A link to Peters YouTube videos is below



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:

11th Jan, 7.30 for 8pm

Film Comp

This is the 5th of the 8 winter club nights we have - we are over half way through!



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

Red Bull have made an entry this year! They still have some editing to do - at 52 minutes long, its fails the ONLY rule of the competition!

Relive the World's Toughest Adventure Race | Red Bull X-Alps 2017



Beautiful People from the Days of B&W Photography

Magic People:

John Pendry, World Champion

ISSUE NO. 1 1986

**Randy Haney
Airwave Pilot**

LOTS MORE INSIDE....

**Rory Carter test flying the
World Champion's Glider**

**Trevor Birkbeck
Airwave dealer**

Inside your first Airwaves... Technical matters, Competitions, glider storage tips, all about Airwave.

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!

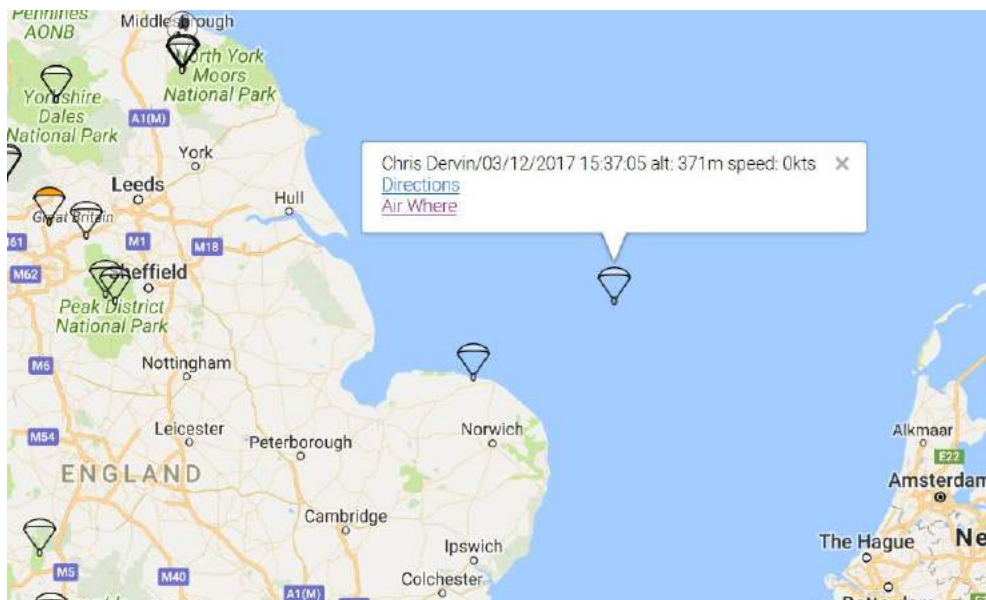
Great Prizes

Deadline for entry: Dec 31st

Video night: Jan 11th Club night

Calibrate your instruments

A useful exercise over the winter months is to ensure that you understand your instruments and that they are set up correctly. Apparently one of the Airwhere ground stations needed a simply tweak of changing a + sign to a - sign!



Brake Pressure and your Safety

Chris Santacroce

We recently published Bruce Goldsmith's advice about "let it fly". Accepting this Chris Santacroce adds more nuance to the discussion. Tam

"Recently, highly regarded and typically trustworthy industry specialists, glider designers and competition pilots have become strong advocates of flying with little brake pressure and using liberal amounts of speed bar. This can be applicable advice when taken in context and with appropriate disclaimers and caveats but lousy advice for a recreational pilot trying to stay out of harm's way."

If this notion is interesting to you then please set aside some time to read the following. It's rather lengthy so please don't expect to read it on the fly. Please consider sharing this important message with those that you care about. Thank you!

If paragliding was broken down into a few fine arts then certainly, the finest art would be the launch/no launch decision. In a close second place would be the amount of brake a pilot should pull for every given situation.

The launch/no launch decision has the power to define us on every given flying day and there's no such thing as too much soul-searching when it comes to making this call.

The question of how much brake to pull at any given moment starts to be answered in our first days of kiting and is ultimately never answered. Like a golfer always works on his swing, we always work on our brake pressure. We never quite figure it out but we always work on it. This is one of many things that makes paragliding interesting.

As we begin this journey, we are quickly reminded that we have to be diligent in the addition and subtraction of brake pressure in order to keep the glider above head and open depending on the condition. It goes without saying that there are a few magical conditions where the glider will just sit above head without too much maintenance. However, this condition is not very common.

The other factor that complicates this matter is that a paraglider is a pendulum and by definition, it demands

one input from the pilot in one moment and a different one next. It demands that the pilot add brake pressure and then subsequently released before again adding brake again - all flying day long.

Of course, the timing of this addition and subtraction of the brake is essential but over the years we have realized that even poorly timed brake inputs are better than no brake inputs.

Somehow most correct responses in paragliding also end up being counterintuitive. New pilots that first fly through turbulence normally just put their hands up. They are also inclined to grab the risers when they are in turbulence because the risers give them a false feeling of being steady. This causes them to completely lose their link with the glider and invites deflation. These are two examples of how the intuitive response also ends up being the incorrect response.

We are also up against the prevalent aviation logic that says that speed is your buddy. It is said that if we poll a few hundred airplane pilots, skydivers, paragliders and paramotor pilots, and then ask them to indicate if they think "hands up" is the key turbulence – more than half will do so.

This remains the case after people learn how to kite – instructors can quiz a student about what the best response would be if landing in some sort of rotor and they will generally defer to the logic that letting the glider fly is the answer. This is why an instructor's work is never done. This is also why pilots are reminded to continually seek out continuing education.

Quite clearly a judicious addition and subtraction of the brakes is the best method for preventing deflations. This is one of the many reasons why students are advised to spend 35 to 50 flights with instructor supervision before they start exploring on their own. During those flights, instructors can check and then recheck that both the students' understanding and also their intuitive responses are correct. Instructors check to make sure that students understand that pulling brake prevents

deflation.

This makes for very challenging and also rewarding life's work. I have personally devoted my entire adult life to teaching people but specifically teaching people to add and subtract the correct amount of brake in the correct way.

Alas, paragliders evolve over time and in recent years we've even found that while high above the ground and on glide to the next thermal or ridge, we can let off the brakes for the most part and even engage a little bit of speed system. We find that the glider remains fairly solid above the pilot's head. Still, we know in our heart of hearts that the glider is ultimately more prone to deflation when the speed system is engaged and when the wing does deflate while on speed bar we know that the recovery will be more complicated, altitude consuming and dynamic even if we let off the speed bar immediately.

It's worth mentioning that pulling brake while using the speed system makes the paraglider into an undesirable shape that is also more prone to deflation. Some modern canopies do allow for rear riser(s) modulation while on speed bar. Please do your own due diligence on this subject as it pertains to your experience level and your glider.

With the advent of new technology, we trust the gliders a little more and depending on the quality of the air and we find more and more moments where we can justify allowing the glider to fly and engage some speed system.

It goes without saying that there's also the possibility that a pilot can over brake in certain situations. Pilots that frequent the gym, who engage in activities like rock climbing or who perform manual labor are particularly cautioned that this is a risk for them especially during a malfunction.

Here is the important part. New technology does not free us from our obligation to keep a tight rein on the glider during moments when we are kiting, launching, close to terrain, thermalling, and landing. The average pilot will spend more time in this mode over the years than in any other mode.

Furthermore, the moments that define us over the years will not actually be the moments when we are on a long glide and comfortable air. We will be defined by how we manage the brakes and how we behave during

We have a responsibility to adjust our technique in response to common pitfalls and we know exactly what the common pitfalls and dangers are.

launch, if we make a mistake and fly into conditions that are not favorable and if we experience turbulence on approach to landing. This will be especially important for pilots

flying in areas characterized by high altitude, distance from oceans, dry climates and areas subject to the influence of the jetstream manifesting in daily high wind situations.

Pilots flying near oceans, those closer to the equator and those flying in humid climates will not suffer as much from the misguided release of brake tension or misguided speed bar use in situations where the conditions aren't trustworthy.










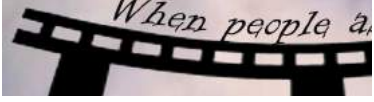
Why? you might ask, is this message so important right now. Your answer is that it is always an important message but recently, highly regarded and characteristically trustworthy industry specialists, glider designers and competition pilots are increasingly advocates of flying with little brake pressure. This is fantastic advice when taken in context and with appropriate disclaimers and caveats but lousy advice for a recreational pilot trying to stay out of harm's way.

We have a responsibility to adjust our technique in response to common pitfalls and we know exactly what the common pitfalls and dangers are. Our statistics show that over the decades and without exception pilots are suffering deflations during critical moments of the flight and suffering grave consequences. In the majority of the cases, an inadequate connection with the trailing edge of the glider is to blame. Poor response to deflation is also to blame but that's a separate subject for a subsequent discussion. We know that a misplaced trust in speed system is a primary accident cause and we know that while some pilots release the speed bar during a malfunction, others do not.

Please notice that this article speaks to both sides of the brake pressure equation. It makes the case for letting off the brakes sometimes but advocates feeling the brakes most often. All good technical information regarding technique speaks to the entirety of the subject and is presented with appropriate disclaimers and caveats. Be very cautious when single-sided advice is given and work with your trusted instructor to make your own picture of how things work.

Chris Santacroce



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Congratulations

Well done to those who took the time to enter the simple comp. We had so many entries this year, we even had space for a wrong one!

Congratulations to Ges Hey on his win.

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!

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 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,



Safety - Reserve Repack Details

David May

When:	February 28th 2018
Time:	11am- 3pm
Where:	St Mary's School, Menston
Contact:	David May: safety@dhpc.org.uk
Price:	£10 for DHPC members, £15 for non
Pay online:	Preferred - go to: http://webapps.dhpc.org.uk/payment-info/new
or, Cheques to:	David May, 14 The Crescent, Ilkley, West Yorks. LS29 8LX
Booking?:	Advance booking preferable

Why bother repacking?

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

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

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

When your reserve falls out...

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

All welcome

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

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

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

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

DM



January 2018 : Mild Start, Cold Middle, Gales Later

Issued : December 25 2017

Forecast

A mild and unsettled start to 2018 is expected across the British Isles with Southerly or Southwesterly winds across much of the UK.

For the middle of the month we are expecting high pressure to become a more regular feature with frosts and fog a common issue. Some uncertainty regarding the position of the high pressure, but it's possible Easterly winds will become more common for the middle part of the month bringing some colder weather across parts of England and Wales.

Gales, perhaps severe gales are expected to return for the end of the month with colder incursions of air from the North or Northwest with hill snow for Scotland and Northern Ireland.



January 2018
Forecast



HIGH SIERRAS

www.paraglidespain.com

Chris Williams BHPA development instructor
BHPA registered development school

Specialise in:

- Cross Country fly guiding (I fly XC with you)
- Post Club Pilot training weeks
- Cross Country training weeks
- Professional guide
- Tandem paragliding flights
- Tandem paragliding instruction weeks
- Maximum group size 6 pilots per instructor
- Over 23 years guiding in Spain
- Reliable Algodonales weather
- Group discounts on guided weeks
- 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.



Ed Cleasby



The Northern Challenge Trophy (NCT) is a fresh approach to both competition and pilot development. It has the support of all six northern clubs who have been involved in its development and attempts to provide new solutions to the problems that beset fixed date/venue events in the UK ... primarily the weather. It unashamedly pimps off what makes the UKxcleague a huge success – its flexibility. By the time you read this you may already have been directed by various sources to links which give you all the detail you need to understand the aims, structure, how it works and the possible rewards. What this article tries to do is provide an extra personal layer, especially the thinking behind it from inception to tasking. It also hopefully provides the inspiration to fire people up to get involved because without the active participation of pilots it's just a pipedream.

At a local, UK level I've been involved in competitions for over 35 years, mostly as a humble competitor and occasionally on the organising side. Getting pilots, venues and weather to all coalesce around a set place and time is almost impossible. I've seen comps come and go, lots of them - locally based, National, manufacturer sponsored, regional and club based. I won't list them ... but it's a long list. Currently there are really only three that buck the trend, the LCC, BCC and the BPC. Just to illustrate ... after 7 years absence the Championships came back to the UK for a round this year (2017) – out of seven days it managed a single task. The BPC managed two main and two minor tasks that got squeezed in out of 11 possible days. In 2016 it got none! It has now partly accepted the inevitable and taken its main round abroad for 2018. Even the LCC is not immune and it's remarkable that it's lasted 27 years. Partly the answer is that it has, like other events, been rebranded ... ever optimistic, we choose to run well organised social meets and accept that the flying is actually a bolt-on luxury. The dream is always of an event date coinciding with some great flying weather, we are ever the optimists because when it does all come together the fun is immense. I am a great fan of such

days – but I'm also a realist and I'm coming to the conclusion that there may be a better – or at least an alternative way. Be in no doubt I still support some fixed date events – I just think we need to supplement them with something else to overcome the difficulties.

If you fly paragliders in the UK you'll be painfully aware that we are extremely weather dependent, generally the further north you go the worse it gets. It isn't getting any better either as our climate becomes increasingly predictable only in its unpredictability. Sorry to spoil your day. I recently did a review for the Dales looking back at 2017. I used all available sources and spent some time on it ... and my own log confirms one basic truth: that the number of flying days during the summer months is actually quite small, between 5 and 10; that they coincide with a weekend is a rarity; that they also provide taskable weather makes the chance of running any fixed date comp at a weekend very slim. This is just the way it is ... so it seems best to accept it and move on.

So what's the answer?

My suggestion is essentially to accept the weather and work with it by providing something offering maximum flexibility in terms of marrying pilot convenience to flyable days. The NCT does this through season long, standing tasks (I prefer to call them challenges). As evidence this more flexible approach works, I'd point to the highly successful – UKxcleague. The league's format is essentially quite simple. Pilots can simply choose from a bucket list of flight types, select their days, their site, make their own plans - everything is at a pilot's convenience and a slick website does all the hard work when it comes to scoring, ordering and filtering. The numbers entering has been rising steadily, this year it's over 320. It's growing, it's popular, it works and is a major driver in pilot standards ... and works for pilots at almost all levels. Why? Simple ... total pilot flexibility that takes account of the variables in our sport..

So to the NCT and how it's set up.

At the heart of the NCT is XCMAP, developed by Chris Foster. Many of you will have possibly discovered it as the host for the GRID Challenges that cover five main northern sites. Some of you may have actually tried one of the GRIDS and uploaded to the website. What it essentially does is store and map the task (for you to download), allow you to upload your flight and provides automatic scoring and ordering. Chris is keen to see XCMAP used more extensively and to develop it further. My only contribution is to see its possible potential as host for my own ideas. Between us Chris (doing all the techie hard graft) and me (just creating work) we feel we are onto something that is at the core of making the NCT accessible using an easy to use web based tool.

In short I believe the NCT will work because:

- It provides huge flexibility – you attempt set tasks when it best suits your availability and the weather.
- The tasks are standing tasks for a full season ... they don't change and can be attempted under a variety of conditions.
- It is a **competition** (see below) for those who are of that inclination.
- It can be seen as focused **pilot development** challenges, either as an individual or as a coaching activity.
- The tasks/challenges are designed to be inclusive in terms of pilot experience/skill level.
- The type of challenge encompasses the small and simple to major hike and fly undertakings.
- It has substantial rewards from personal achievement to financial. It depends what motivates you.

Competition:

One thing that kept coming up was "I'm not interested in competition, not my thing ... I don't like crowds/a busy sky/ hooters and timings etc". Well, the NCT is on your terms, none of the busy skies, being shepherded to tasks, etc. If you wish, just regard the tasks as a challenge to bring a focus to your day, something to try. Actually, having a focus is a great way to relieve the anxious moments we all occasionally feel. I meet very few pilots who say they aren't up for trying something.

How NCT tasks are structured

MAIN tasks

T1 GRID (Parlick)	T7 (Windbank)
T2 GRID (Clough Head))	T8 (Cross Fell)
T3 GRID (Dodd)	T9 (Whernside)
T4 GRID (Model Ridge)	T10 (Far Whitestones)
T5 GRID (Cross Fell)	T11 (Blease)
T6 (Pendle)	T12 (Coniston)

SUBSIDIARY tasks

H&F 1 (Dales Three Peaks)
H&F 2 (Lakes Three Summits)

- The MAIN and the SUBSIDIARY are run and scored as completely separate events.
- For both the start/end dates are the same (1st March – 30th September).
- Only best 8 from 12 tasks on MAIN score. You can pick and mix tasks to suit. It allows for task dropping.
- See task notes for task details.

CLUB/S	TASK DISTRIBUTION by SITE	Wind directions
Cumbria SC	Clough (GRID), <u>Blease</u> Coniston, Far <u>Whitstones</u>	NW, W, SSW, SSE, E, NE, ESE
Northumbria	Cross Fell (GRID), Cross Fell FAI	SW, W
Sir George Cayley	Model Ridge (GRID)	NNW, NNE
Pennine SC	<u>Parlick</u> (GRID), Pendle FAI	SW, W, NW
Dales HPC	Dodd (GRID), <u>Windbank</u> , <u>Whernside</u>	NW, W, SW, E, SE.
North <u>Yorks</u> Sailing	Model Ridge (GRID),	NNW, NNE.
Lake District	H&F - The Three Summits	E, S, W
Yorkshire Dales	H&F - The Three Peaks	E, SE, W, WNW

On the design of the MAIN tasks.

- The site and location gives a geographical spread across the northern regions. That is between the M62 and Hadrian's Wall. Full inclusion for all clubs as far as possible.
- They had to cover most wind directions, but especially the prevailing SW / W winds.
- They couldn't be 'members only' unless requested (by a club) or have lengthy closed periods.
- They had to be free of airspace or any known hazards or impediments (permissions).
- **They are eligible to ONLY members of the SIX NORTHERN CLUBS (See banner header).**

The tasks are designed with the following in mind

- The GRIDS are popular, established and accessible to all pilots. They are in at the request of the various clubs.
- ALL tasks are roughly based on levels, they get harder as you progress through them and the scoring reflects this. Completion then takes account of time.
- Some tasks are CATS CRADLE (back and forth) and some are based around double FAI triangles; the inner is a lot easier than the outer.
- They are multiple cylinder with usually an end of speed (ESS) cylinder outside the goal.
- They allow (see rules) multiple attempts.
- None are xc based to allow multiple attempts, no retrieve hassle and include CP rated pilots.
- Only a maximum of eight tasks will score – or your best eight if more flown.

On the design of the SUBSIDIARY tasks.

Hike and Fly is becoming increasingly popular amongst some pilots and living in a mountain region it was felt useful to include them, yet because of the unique nature of the challenge, to keep separate.

- **Both Hike & Fly challenges are open to ALL members of the BHPA.** This was a request made once the idea got out and there seemed no reason to not have wider inclusion.
- Special separate rules apply which need to be read.

The two chosen are well known and obvious. One is considerably easier than the other so it leaves it up to the pilot how much they wish to take on. Both can be attempted under a variety of conditions.

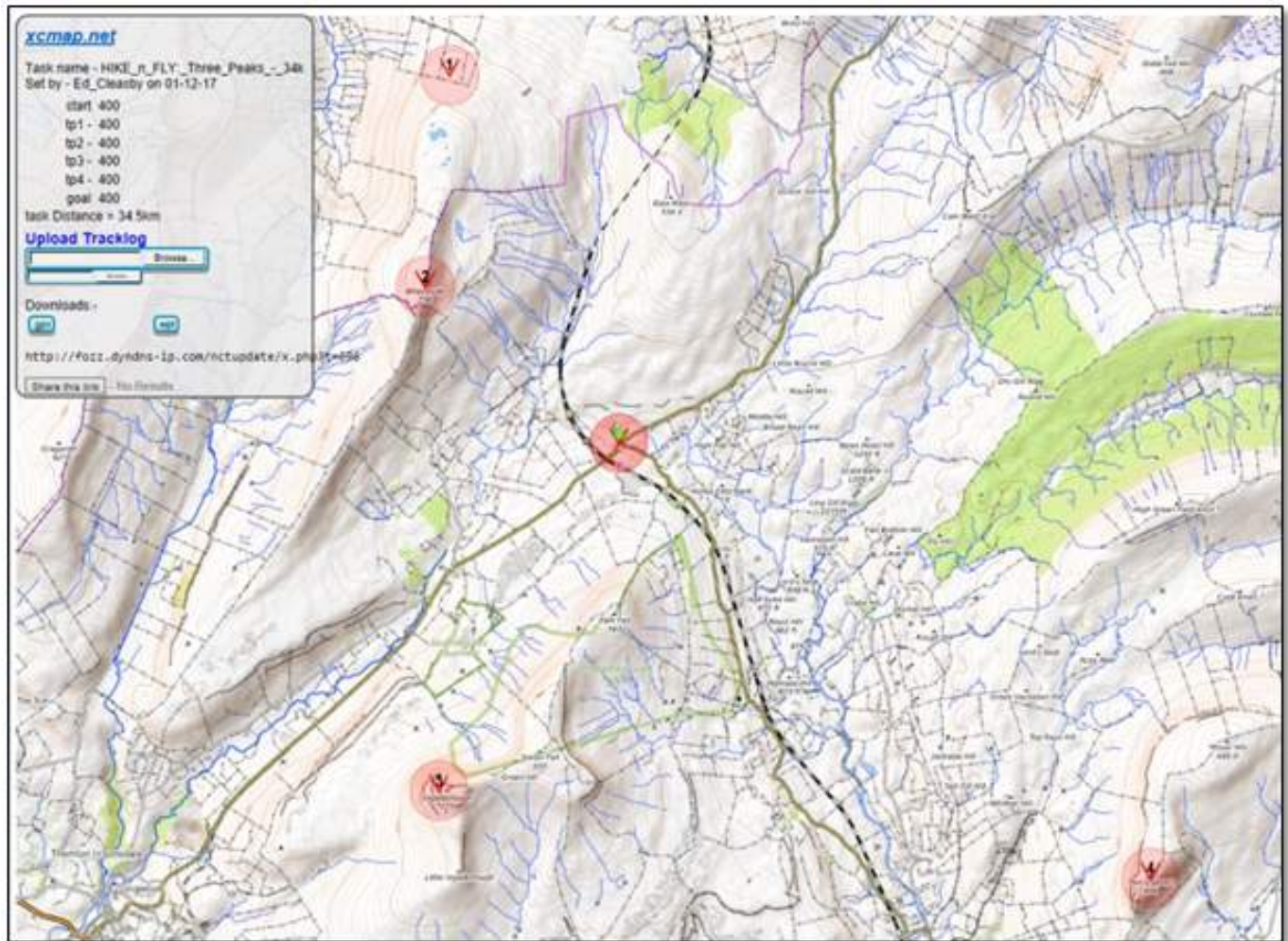
They both have fixed starting points and within the rules there is enough flexibility to allow a variety of strategies. Starts for example can be ground or air starts – each brings its own rewards or penalties depending on conditions.

Rewards!

Maybe contentious – I've found people who really do hate money!

I wanted the NCT to have some kudos, so to that extent I've put £100 into the prize fund as a starter. Other clubs and some individuals have also committed into the fund so that in the early stages it stands at around £400. Any donation/sponsoring is welcome, however small, there is no entry fee and any donation promises only get called on after the end date of 30th Sept 2018. Within the rules you will see how this is allotted in percentage terms between MAIN, SUBSIDIARY and a DRAW.

Hike & Fly (HF 1) Dales Three Peaks (includes TP1 to conform with FAI rules)



Screen dump from XCMAP

100% of donations is to be given over to prizes and a full list of the donations will be published.

If you can't bear the thought of winning some money, then being a true pilot the sense of achievement at completing a challenge will bring its own rewards.

In conclusion

That is in essence the broad thinking and structure behind the NCT for 2018. Below is a link to where the more detailed rules/notes/tasks links are held, that is currently my own site, but they may migrate to XCMAP if time allows.

<https://www.xcflight.com/northern-challenge-trophy-2018/>

Please consider the task list (especially T6 – T12) as merely exemplars for now, the 2018 final list will be available after the end of February.

I'd welcome any comment but having batted the rules

around for two months they are pretty much set. The tasks are still being tweaked so useful input is always welcome over the next few weeks. I'd especially welcome reaction from the less competition orientated pilots to see if it addresses their comp aversions or is viewed as useful challenges to push them a little more.

With others I've worked on this for the past few months and tried to draw it together into what I hope is a workable format. Brief details will appear in Skywings and some local clubs have requested an article for their Newsletter, others preferred a presentation which has the advantage of gauging reaction. Having made a commitment to the project and put in the graft it's now down to pilots to actually make it work ... and that is the great unknown.

Ed Cleasby

Dec 2017

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.



The 3 Ps ACTIVE PILOTING (or how to stay safe in turbulent air) Toby Colombé

Toby Colombé runs Passion Paragliding, and jointly runs the Gin Wide Open. A world record holder and member of the British Paragliding team, he is an inspirational instructor. When he writes something, it's worth reading - here is his latest piece. There is a link to Passion Paragliding at the end of the article

I'd been flying a full half hour already but could still hear my heart pounding louder than the vario. "So, this is cross country flying!!" I told myself. It was my very first XC flight and the flying conditions must have been pretty easy because I really didn't have any idea what I was doing. I knew left from right but that was about it.

My best flying buddy, Gary and I had booked a paragliding holiday to the one and only Annecy of the French Alps, and here I was about 7km from launch with the most fantastic view I had ever seen. If you've ever been to Annecy, you probably know that one of the classic flights is called "the small lake tour" – which is

It's funny how we'll always remember our first cross country; and our first collapse

probably about a 20 to 25km flight. Taking off from Forclaz you need one or two thermals to reach "Les Dents" (teeth in English) and there you need to be sure to have sufficient height before gliding across the truly stunning Lake Annecy. It's normal to arrive pretty low on the other side where you can soar up Roc des Boefs in the valley breeze eventually getting enough height to complete a small XC triangle.

In terms of our flight plan, the only thing that Gary and I knew was that we shouldn't cross the lake too low. That seemed logical enough. What we hadn't really

considered until now was exactly how high we needed to be. I didn't want to mess around close to these rocks more than absolutely necessary.

The last half an hour had my nerves pretty shredded. I was being bumped around all over the place and was looking forward to getting away from these big scary rock faces and gliding across the lake. Apparently the air would be nice and smooth on the crossing.

Then it happened. Smack! Bang! I think that was the wing collapsing and I think it must have reinflated immediately. I didn't dare to look, but with quivering hands and a rather croaky dry voice I asked our guide on the radio if he thought I was high enough yet "blah blah blah, Yes" came the reply. "Yes" was all I needed. Give me the smooth air! I immediately turned away from the mountain and started gliding across the lake. And it was smooth. Phew, I started to breathe again.

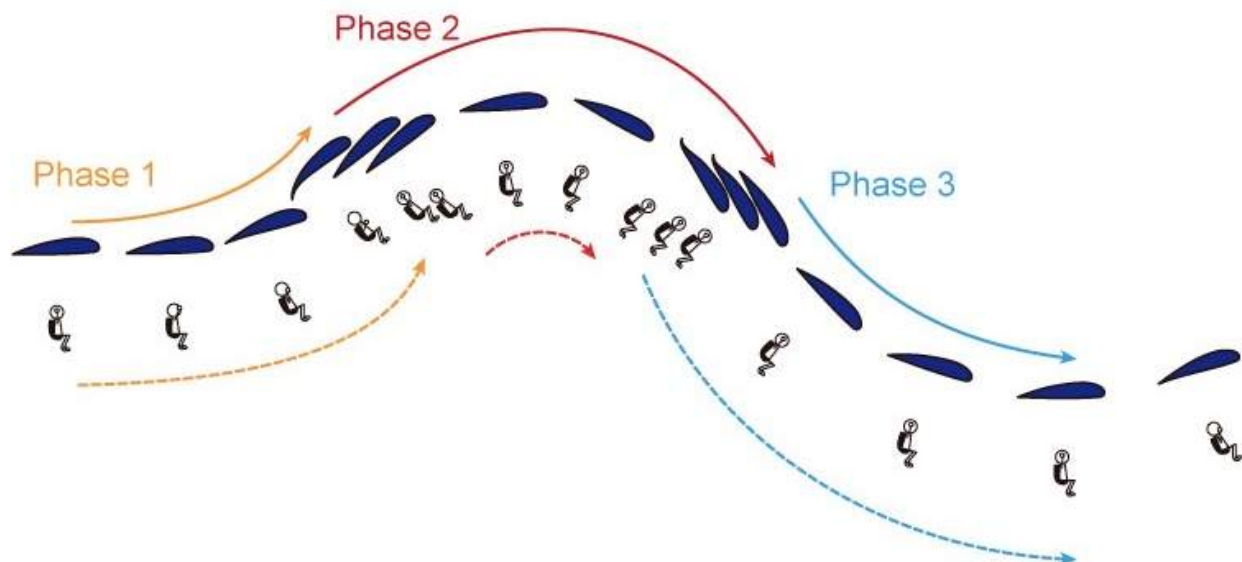
Trying to forget about the collapsing wing. For now, I was soaking up one of the most spectacular views I'd ever seen.

It's funny how we'll always remember our first cross country; and our first collapse. That was almost 20 years ago. At that time, I never imagined I'd be paragliding as a job. Now I guide hundreds of clients XC every year and teach SIV for several weeks a year. I certainly never imagined I'd fly PWCs or get a tandem world record.

With the benefit of hindsight, it's quite clear that back then I exposed myself to much more danger than I could possibly understand. Being close to terrain in turbulent conditions (and all thermals are turbulent to a greater or lesser extent) requires us to have good wing control skills. Without wing control skills we are just "lucky" or "unlucky".

From my own experiences but also watching hundreds and hundreds of students, I cannot understate how important wing control skills are.

P1: Pitch



I am a huge believer in SIV courses. Unfortunately, some of these courses tend to focus much more on what to do when things go wrong and sometimes skip what in my opinion is much more important: how to stop things going wrong in the first place!

In normal flight, there are only TWO ways we can control our wing. We can either use our controls (brakes) or we can use our harness. The goal of wing control is to minimise the chances of getting a collapse. Collapses can dissipate energy so they're not necessarily bad, but pilots who are good at wing control will suffer very few collapses, fly more efficiently and most importantly, fly more safely.

There are THREE essential wing control skills: The 3Ps

I believe there are THREE essential wing control skills that we need to master to be able to fly safely in thermic conditions. I call them the 3 Ps. To more experienced pilots the first two might be well known. The third is often new. Here they are

P1: Pitch

This first skill is the most important. It's by stopping the wing from diving too far we can avoid most collapses. It's important however that we understand all **3 phases of pitch**.

In this article we don't have time to go into all the detail, but here's a quick summary. In phase 1 as the wing pitches back we need to give the glider speed by putting our hands up (usually to the pulleys). This allows us more "damping power" in phase 2. Phase 2 is where we need to catch the dive; then as we swing under the wing in phase 3 we need to release the brakes again.

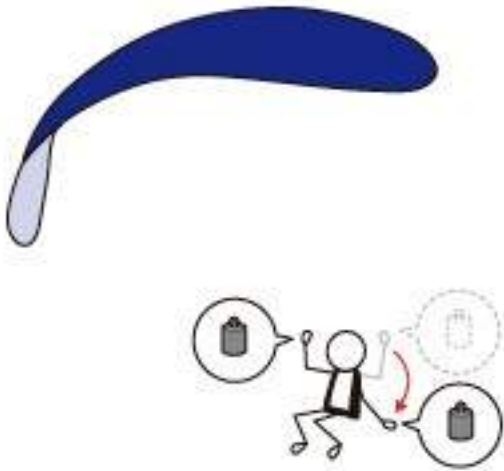
Here are the most common mistakes I see in each phase and how to rectify them.

1. In phase 1 if the wing pitches back a long way (perhaps on entering a particularly strong thermal) some pilots have the tendency to lean forwards. Make sure you lean back in the harness so you can feel the swing, otherwise you'll be out of touch and won't know when Phase 2 is coming. Looking at the wing in Phase 1 will help you to lean back in the harness.
2. The most common mistake in Phase 2 is catching the dive early. Here, it's important not to pre-empt the dive. Let the wing start to come forwards to sense the momentum. Don't catch a dive that hasn't happened yet! Catch the dive progressively and smoothly.
3. In phase 3 the most common mistake is to not release the brakes again. This is particularly the case after a vicious Phase 2 dive when less experienced pilots might be tempted to hold the wing. We might feel quite proud of ourselves for having caught that huge dive, but as we start to swing under the wing again we load the wing and if we hold on to the brakes too deeply for too long we could even stall the wing. In phase 3 we need to release the brakes – progressively. By the way, releasing too quickly will see the wing dive again. Think of Phase 3 as accompanying the wing, feeding out the brakes gradually.

These pitch control skills are fundamental to everything that is paragliding. Most of us get pretty good at playing with small pitch movements but actually that's not so important. It's the big ones that we need to practise. Unless you are an expert these should only be practised

over water with a life jacket and a rescue boat, that's to say a Wing Control or SIV Course.

P2: Pressure



This second wing control skill is “feeling the pressure”. It’s not really “pressure”, but rather its the tension on the trailing edge (but we needed another “P” – and most pilots call it pressure anyway). What we’re basically trying to do is maintain equal pressure, the amount is usually no more than about the weight of our arms and where we feel one or both sides go soft it’s important to apply more brake until we feel that pressure again. Sometimes this will be both sides at the same time, but often in turbulent air it will be one side or the other.

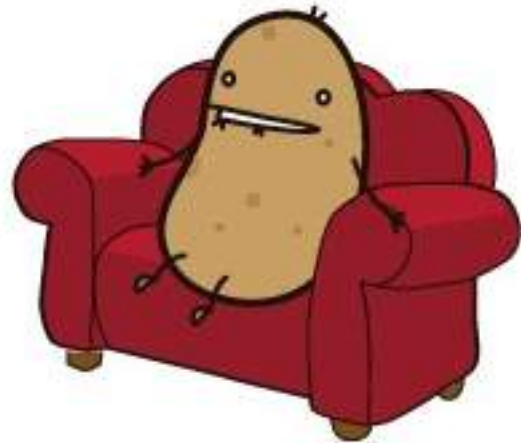
To feel this tension in the trailing edge, it’s important that we get rid of any tension in our arms and shoulders. By being relaxed (even in the turbulence!) we’ll be able to feel what’s happening more easily. Many pilots get pretty good at this skill as long as the turbulence is mild. In more turbulent conditions we might need to use maximum brakes to find the pressure again. As long as we release and let our arms be pulled back up again then we’ll be flying safely.

Some pilots say that applying brakes forces air forwards and that’s what prevents a collapse. The reality however is that there’s very little air in the trailing edge of a paraglider and what we’re really doing with pressure control is momentarily increasing the angle of attack on the wing. This rapid and dramatic increase in attack angle is what prevents the wing from collapsing.

To be absolutely clear, we are not talking here about what to do with a collapse, but rather what to do to prevent one! Make sure that with particularly big

pressure drops that as you apply pressure on the wing you look up to be sure that you have indeed saved the wing from getting a collapse. That way you’ll be ready to adapt and react correctly depending on each situation.

P3: Position (or “Potato”)



When teaching this skill I sometimes call it “Potato”. The expression “sack of potatoes” in English describes the state of being totally relaxed. A sack of potatoes has no muscle tension. It will slump as gravity dictates. (Potato also begins with a P!!!) The only thing we can do with our body to effect wing control is choose how we load each half of the wing, so this third P is all about wing loading and roll control.

As technologies develop we’re seeing the aspect ratio of wings increasing all the time. As the aspect ratio of wings increases, the importance of understanding and applying this third skill has become even more important.

An unloaded wing is more likely to collapse. Therefore, as we’re flying through turbulent air and we feel one side go slack we’ve hopefully already reacted using the brakes (second P!) It is however equally important that at the same time we let our body fall to the unloaded side. (IMPORTANT DISTINCTION: This is to avoid a collapse! If the wing collapses we might need to load the other side (i.e. the flying side) in order to avoid the wing turning towards the collapse) By relaxing our body we’ll keep the wing equally loaded across the whole span. Many pilots do this without thinking. Others seem to want to keep their body totally vertical to the horizon. We could compensate by applying even more brake to the loose side, but the correct response is to let yourself – your body – go with the wing.

Remember the ultimate goal is to keep the wing loaded equally across the span. Go with the wing!

More experienced pilots might decide, in the gentle turbulence at least, to do almost the opposite. Their goal is to control the roll. By keeping the wing stable on the roll axis it will be much more efficient as it glides through the air. I tend to focus on this on long glides when I'm looking for maximum performance, but when it gets too turbulent, I let myself "go with" the wing – to keep the wing loaded – to avoid the collapse.

Conclusion

If you put the 3 Ps into practise when flying you'll be displaying excellent wing control and limit your chances of suffering a collapse. These skills might become intuitive when gliding, but make sure you're also putting the 3 Ps into practise as you thermal, controlling your pitch, reacting to the pressure and keeping both halves of the wing loaded throughout the turn. This will not only help keep you safer, but also lead to more efficient thermalling. Putting all three Ps into practise when thermalling might not come naturally at first, but keep them in mind the next time you go flying and you'll start to feel more and more in control. As always, the most important skill comes before we even launch, so more important than any of this is your decision to fly. If it

looks too turbulent for you, deciding not to take-off is the bravest decision of all.

All those years ago, on my very first XC flight in Annecy, the memorable highlight was the smooth glide across the lake. I found out later, that my guide didn't know which wing I was flying. He hadn't seen me and I was in reality perhaps a little too low to be making the lake crossing. (I try to know which wings my clients are flying when I'm guiding!!) Despite my rather perilous crossing I did just make the other side of the lake. Having crossed the lake (in Annecy you can normally arrive just a few metres off the ground and still climb in the valley breeze) I was able to climb again and even completed the task. I must have made that crossing a hundred times since then. Nowadays I battle those thermals with much more confidence and always climb higher before crossing that lake!

If you really want to take your own flying to the next level, you'll need to roll up your sleeves. Particularly if you agree with the idea that developing wing control skills is essential to being a safe pilot, find a well run SIV programme and develop your skills properly. Reading this article is just the beginning.

Toby Colombé
December 2017

PASSION
paragliding



Club Kit Shop

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 100% cotton	Gents / Unisex options 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



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



Colour Options - Polo shirts

Ladies polo shirt

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

Option 1:
Front design only



Front: Left breast embroidered badge

Option 2:
As option 1, plus back design



Back: Steve Ham design heat transfer

- 
Arctic White*
- 
Burgundy
- 
Fire Red
- 
French Navy
- 
Heather Grey
- 
Hot Pink
- 
Jet Black*
- 
Lime Green
- 
Purple
- 
Royal Blue

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

- 
Sapphire Blue
- 
Sun Yellow

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

Gents / Unisex polo shirt

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

Option 1:
Front design only



Front: Left breast embroidered badge

Option 2:
As option 1, plus back design



Back: Steve Ham design heat transfer

- 
Arctic White*
- 
Bottle Green
- 
Burgundy
- 
Charcoal
- 
Desert Sand
- 
Electric Green
- 
Electric Orange
- 
Electric Pink
- 
Electric Yellow
- 
Fire Red
- 
French Navy*
- 
Gold
- 
Heather Grey
- 
Hot Pink
- 
Jet Black*
- 
Kelly Green
- 
Lime Green
- 
Olive
- 
Orange Crush
- 
Purple
- 
Reflex Blue
- 
Royal Blue
- 
Sapphire Blue
- 
Sky Blue
- 
Sun Yellow
- 
Turquoise Blue

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

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



DHV Newcomers' Challenge

Jan Tempest

Jan continues on her inimitable path through life. Here she blags her way into a continental flying comp - as an Italian, with a German man's name.

Naturally

The German federation, the Dhv, organises a number of competitions. The Newcomers Challenge takes place over the year at 3 different sites, usually Werfenweng in Germany, Greifenburg, Austria and the final round in Tolmin, Slovenia.

It's low level, designed to encourage pilots to take those first steps into the comp world and to improve their xc flying. It also has a competitive element in that the top 5 pilots qualify for the German Liga which is run on different lines to the UK XC League. It's probably similar to the BP Cup. Best of all for me is that men under 28 and all women pay Eu20 – that's less than the take off fee and each evening there are debriefings and instructive talks, lots of meteo advice.

It's open to members of the Dhv plus pilots from the host countries. For the past couple of years I've joined in by dint of offering massage and here I am again in Tolmin. For the paperwork I'm an Austrian and because the name Jan is masculine in German it causes some confusion. Conchita has nothing on me.

The past couple of weeks had seen a LOT of rain and not a lot of flying. The Nordics, Serial Cup and German Open had all ended on the Thursdays with the latter two managing only 2 tasks and 1 respectively. Registration for the Challenge should have been Monday evening with the first task Tuesday but this all had to be put back a day and we weren't even sure that Wednesday would be flyable.

However, most people were already in soggy tents so Tuesday was put to use for safety and area briefings and we had a talk from Andrej Kolar the boss of Naviter on the development of GPS technology – one for the geeks but there were some interesting nuggets.

Wednesday dawned cloudy and wettish so again we used the time for a motivational talk from Nicole Fedele who was flying with us on the prototype Knight S the new low B from local manufacturer 777. Again, some helpful tips and insights on how she achieved her 7 world records. Believe in yourself, keep very fit with other sports and dig in when it gets tough.

Believe in yourself, keep very fit with other sports and dig in when it gets tough.

Then the weather cleared enough for us to go up the local hill Kobala. We weren't able to use either the Stol take off or the landing at Kobarid as there was an accuracy championship taking place so it was off limits.

With only 60 participants take off was a doddle compared to the madness of launching 120 high end wings – and B/C gliders actually behave on launch. Not nearly so much fun to watch though!!

The area was still under the influence of the Nord Foehn,

low cloudbase and even snow on the tops. Looked lovely but not conducive to great flying. Each day we had a fair bit of hanging around at launch hoping for conditions to improve and tasks were generally short and local. Because there was so much uncertainty tasks were set

..a pod harness, this is where it got interesting

criss crossing the Soca valley thus allowing pilots to opt for flying the ridge or valley.

2 of the 4 tasks were Elapsed Time which is relatively uncommon and also more difficult for pilots. Instead of all flinging themselves into the air at the start whistle pilots have a 2 hour window and can take off when they like. "Will conditions improve or worsen?" And then it's difficult to judge where you are in the field.

One day about 20 pilots took off straight into a thermal, it then switched off and the rest were stuck on the ground. It was difficult to get enough height to cross to the main ridge and it was the usual madness of one pilot finding something and everyone piling in like deranged lemmings.

Nicole Fedele joined Marc Wensauer of the Dhv and Martin Jovanovich, one of Slovenia's top pilots and a PWC organiser, in setting tasks and flying as safety pilot. The local coordinator is Gasper from Camp Gabrje which number of comps use as HQ. On the Knight 777 she wiped the floor with the hotshots on their Enzos. In fairness there were only a handful of CCCs and most

gliders were Bs and Cs. Germans tend to fly Skywalks and U Turns plus a decent number of 777s.

I took my usual course of free flying alongside – I've had a rubbish season and wanted to get some confidence back and enjoy.

I also tried a pod harness and this is where it got interesting. Went for an early morning top to bottom to get a feel for it. A short but enjoyable flight and my glide angle was improved. The afternoon was ever so slightly different. The wind was a fair bit stronger and although I'd checked the fit etc I hadn't thought to attach an elastic as I do with my stirrup. Big mistake! It was a lightweight so consequently in the wind blew behind me and I could NOT get into it. Folk watching said it looked a bit precarious as I dangled wildly for about 500m, climbing and swinging wildly back towards the hill.

Once I got in though it was lovely to fly and certainly easier to core a thermal. Point your toes and follow. I

...Johannes is on his way to being a Sky God

followed someone along the ridge and we were up and down like yoyos.

4 tasks were completed and a decent amount of people in goal each day but it wasn't easy flying. What a pleasure to land back at Camp Gabrje next to the beer.

Congratulations to winners Johannes Baumgarten and Elisabeth Selbt. Mind you Johannes is on his way to being a Sky God

JT

Werfenweng



Club Sites

Dennis Marston	Simon Tomlinson	Northern Sites		
		Dennis 07968 380829 dennisandmargaretm@yahoo.co.uk	Addleborough	Semer Water
		Simon 07759 138971 sigma7man@gmail.com	Bishopdale	Stags Fell
			Brant Side	Tailbridge
			Dodd Fell & Grove Hd	Wether Fell
			Nappa Scar	Whernside
	Shaun Pickard 07962 224804 sites_south@dhpc.org.uk	Southern Sites		
		Addingham	Hawkswick	
		Baildon	Ilkley Moor	
		Cow Close Fell	Kettlewell	
		Cowling and Sutton	Kilnsey	
		Great Whernside	Windbank	

Keeping in with the farmers works!

From: Margaret Marston [mailto:dennisandmargaretm@yahoo.co.uk]
 To: richardjohnson@theestateoffice.com
 Subject: Christmas

Hi Richard

Just a brief note to say that Simon and I delivered a token of our appreciation, yesterday to the Simonstone Hotel for you, in recognition of your support during the past year, which the receptionist promised to pass on to you today. We also left a little something for Alex, your head gamekeeper and would be pleased if you would pass on our best wishes to him for a lovely Christmas.

On behalf of DHPC and Simon and I, we wish you and your family a wonderful Christmas and a happy and prosperous New Year.

Dennis

From: "Richard Johnson" <richardjohnson@theestateoffice.com>
 To: "'Margaret Marston'" <dennisandmargaretm@yahoo.co.uk>
 Subject: RE: Christmas

Hello Dennis

Very many thanks for the generosity of DHPC - the gifts which you delivered to Simonstone Hall Hotel have been delivered to my office, which is less than 100m from the Hotel. We shall deliver one of the bottles to Alex.

I hope DHPC continues to thrive. Regards , Richard

Club Coaches

Dales Hang Gliding and Paragliding Club - Coaches List December 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	krGay@talktalk.net	Various
Ed Cleasby SC	PG	Ingleton	7808394895	xcflight@gmail.com	Various
Rob Burtenshaw SC	PG	Oxenhope	7747721116	burtenshaw@fsmail.net	Sun and various
Peter Balmforth CC	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.

Peter Balmforth
DHPC Chief Coach/Senior 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
143.850MHz

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The Past

July 2007 - The BOS so far

A very good read was the July 07 newsletter, if sobering in places following the death of club member Simon Kirby at Wether Fell. From the same issue I could have chosen Mike Taggart's account of a hang glider crash at St Andre, or maybe an article by Alex Coltman on cross country flying, both of which are still highly relevant. There's also interesting sites news from Cumbria, and an update on the reciprocal rights work that Martin was doing. You can of course view these on the website - Trev's article below caught my eye - a 128k task from Wether to Brid "shouldn't be too difficult"!



Something for our more rigid members.....

The British Open Series so far

Unlike last year which had a great start as far as tasks completed, the weather gods have been against us so far, allowing only two tasks to be carried out in eight days of competition.

Crickhowell competition

On the first day, the murky air took its time to clear so a short task to the coast of 31K was set from The Bloreng by John Aldridge - not as easy as you might think as only two pilots made it to goal. Graham Phipps showed his usual excellent consistency on his Wills Wing Talon and I'm not quite sure what his secret is - maybe I'll sneak into his tent one night and chop his hair short - see whether that slows him down. No other flexwings in goal on this tricky little task, but Ron Richardson showed he still has form in 2nd place followed by Steve Green, Jamie Cannon, Bruce Kavanagh and the perennial Johnny Carr.

Nev Almond romped into goal on his superb Atos VR but not before he'd had a very interesting take off.

Nev Almond struggling to avoid the hill.



Being helped off by Sergey Kataev, Nev started to fly the model too far back from the edge and just got away with it, making the double spoilers work for their money. Note Bill Bell running for his life to avoid being speared by an Atos wing tip.

Next day, we were back on The Blorenges again and a good task was set but nobody (not even Nev on his supership) could fly far enough to activate the task.

Dales competition

All eyes were on the weather forecast as the dates for the Dales comp approached and the potential conditions looked so bad for 2nd and 3rd day of this 3 day comp that some folk didn't come - they missed some good flying, though, including that on Friday, the day before comp. Thermal strength on Wether Fell was considerable and made rough by wave conditions, which showed up later in the day. I got one toughie that pushed the nose down and curved the left wing downwards and, for a microsecond, I thought it was going over - until the sprogs kicked in.

On the Saturday, John set a good task of 128K from Wether to a goal at Bridlington - shouldn't be too difficult. Down Wensleydale valley, cross the Vale of York ensuring that you keep out of the ATZ's, pass to the south of Sutton Bank and you're on your way!

A huge gaggle formed and hoovered many pilots off the hill - conditions were much less rough than Friday and we were on our way! One climb I had was a solid 10 up to 5900 ft.

A lot of pilots got to the edge of the Vale of York with 5000 ft and flew across without turning, maintaining height by porpoising. No need to worry about the ATZ's for them. Leading gaggle of Carl Wallbank, Gordon Rigg, Bruce Kavanagh and Grant Crossingham headed across the moors for a bit as the clouds were better - Grant missed a climb at Flamingo Park and Carl and Gordon set off for a sea breeze cloud, to be followed by Bruce when he got up. Grant chose a different cloud to head for and later flew over the others at height, landing 8K from goal, winning the day.

An interesting comment from Justin. He flew across the V of Y at 5000 ft with Gary Wirdnam (in lift) but after that, he got left for dead as Gary's new Aeros Combat glided off into the distance. Performance of the top gliders is clearly still improving.

Top six results for that day were Grant Crossingham, Carl Wallbank, Dave Matthews, Gordon Rigg (still occasionally gets a good result), Bruce Kavanagh and Gary Wirdnam.

The next two days were wiped so that was that - overall flexwing results were now Graham Phipps, Grant Crossingham, Bruce Kavanagh, Jamie Cannon, Dave Matthews and Gordon Rigg. Overall results for the Class 5 rigids were Paul Harvey, Nev Almond and Steve Marnier.

Difficulty in finding a scoring room led us to a change of venue from the traditional Crown to the Green Dragon at Hardraw - better value, great beer and the food for all on Saturday night was quite good but we need better accommodation for John Aldridge and Dave Bluett - some early planning required for next year I think.



Gordon thermalling with Grant - picture Grant Crossingham

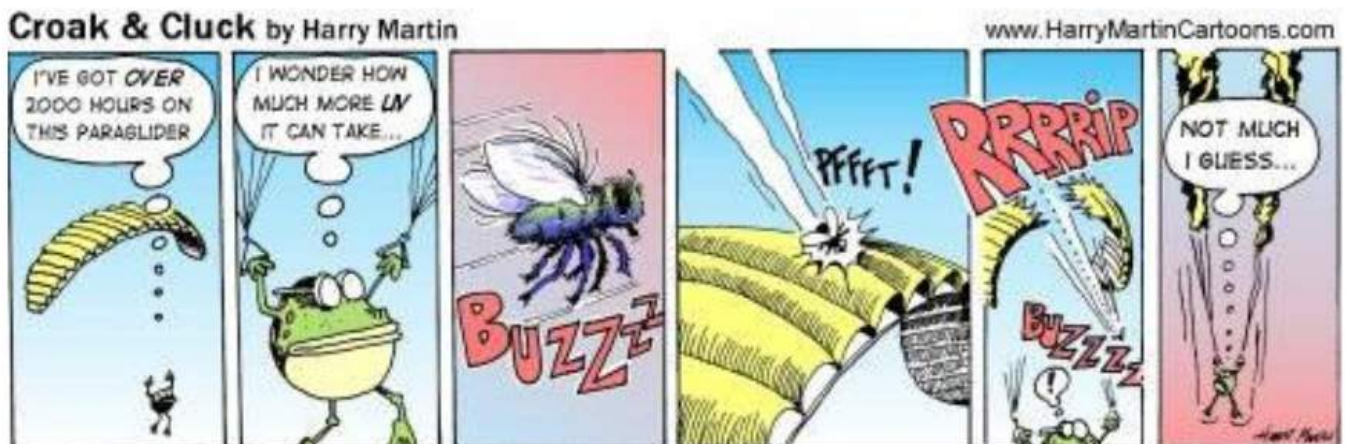
So that was our lot - two tasks out of 8 days of competition. The reserve comps on 30th June / 1st July or 7th July / 8th July are now activated so the prayer mat is out decent weather! Clive Belbin has been trained up to carry out the scoring so, if the weather is rubbish, we'll just blame him!

Trevor Birkbeck



Also from July 2007

They had cartoons in those days - do we have such skills in the club now?



Dales (or close!) photos December 2017

Carlton Bank

Dec 3rd



Photo: Gary Stenhouse

Wether Fell

Dec 3rd



Photo: Dennis Marston

Mam Tor
Dec 3rd



Photo: Slawomir Sawicki

Bradwell
Dec 3rd



Photo: Tim Ogden

Clough Head

Dec 9th



Clough Head!

Dec 9th



Dave Eva

Wether Fell
Dec 9th





Photo: Pete Darwood

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

Date	Event	Website
Nov 1 - Oct 31	XC League	http://www.xcleague.com/xc/
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	BHPA AGM	http://www.bhpa.co.uk
Feb17 - 24	PWC Australia, Bright	http://pwca.org/node/36948
Feb 28	DHPC Reserve Repack	St Mary's, Menston
Mar 1 - Sept 30	Northern Challenge Trophy	https://www.xcflight.com
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 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 7 - 13	777 Fly Further, Tolmin	http://www.flyfurther.org
June 24 - 30	Naviter Open, St Jean Montclar	http://www.naviteropen.org
June	Buttermere Bash	
Jun 23 - 30	PWC Italy, Gemona	
Jun 24 - 30	BP Cup 2nd round, Krushevo Macedonia	
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, Llanbedr Airfield, Gwynedd	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	

EYE CANDY FOR CLOUD LOVERS

Mammatus, Regina, Saskatchewan



Parabolox #5 - Worlds largest Benedictine outlet

Incredulously, it's C! Burnley Miners' social club. Something to do with the first world war and returning troops

