

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



# Skyywords

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

Issue:130 April 2018

Don't miss the final club night  
of the winter on April 5th.  
Tales from North of the Border.

Is that the chairman in  
that dogging car park  
down there?



Don't be ridiculous,  
it can't be....  
oh, I think you're right!



## Inside this month

This month's cover shot is by Ges Hey, taken at Aguer gour in Morocco. Read his report in this month's mag. [Tam](#)



### Regular Features

**Chairman's Chat** Club venue, Wether Fell, Etiquette, e-Voting

**Club News** Up Hill and Down Dale

**Skywords Archive** - Aug 08 - Flying Ager - HH "Hamish" Tsai

**Cloud Eye Candy** - Light on the land

**Northern Challenge Trophy News** - Flying High

**Safety** - If it's worth saying once....How Slow is Too Slow

**Northern Flying Photos March**

**Weather Prospects for April**

### Special Features

**Morocco with Passion Paragliding** - Ges Hey

**Safety Warning** - Independence Deployment Bags

**Joining a Gaggle**

**Airwhere Update**

**Club Shop**

**Please sign  
this petition!**







Martin Baxter

## Chairman's Chat April 2018

Club Night Venue, e-voting, Wether Fell, Forum etiquette

### Club night Venue

We were supposed to be holding a committee meeting at the Horse & Farrier last week, but I arrived to find that the function room had been double booked, so we had to cancel. The Horse & Farrier have let us down several times recently so we've started looking for an alternative venue for both committee meetings and club nights.

### Online Voting

One of the things that we were planning to talk about was about online voting, so that we can assess the views of members about the Flying Fund. Expect to read more about this in next month's Skywords with an invitation to participate soon after that.

### Wether Fell

Cliff & Debbie Allen own the take-off and landing (three lumps) field at Wether Fell. The family has been a great supporter of the club from the early days. Those of you that saw Cliff at the Farmers' Dinner will have noticed that he is very ill. He is suffering from a form of motor neuron disease and his son has effectively taken over day to day running of the farm. As Cliff declines further he will need specialist care and Debbie is already planning to give up her job in the museum to look after him. Because they own land, the government won't fund Cliff's care. They have very little option but to downsize, either in terms of land or livestock, or probably both.

If they sell land then our access is threatened. We have made an informal enquiry and it seems that, in principle, they would be willing to sell some of the land to us. The committee is considering how best to proceed. Land ownership comes with commitment and responsibility and it isn't something that we take lightly. If we do decide to proceed then we'll need to hold an EGM, both to release money from the Flying Fund, and to amend our constitution so that we can hold land in trust.

### Forum Etiquette

This month saw our first reported post on the forum. When you sign up to the forum you agree to abide by certain rules - essentially no abuse or obscenities. We don't specifically ban talk about politics but, whilst politicians often make good targets, views differ and things can quickly spiral out of control. Let's try to stick with flying. If you want to talk party politics there are plenty of other places to upset people.

Fly safely,  
Martin Baxter  
Chairman

[Stop Press! - Fight the airspace grab by Brize Norton and Oxford Airport. Sign the petition here](#)  
[More info from the BGA here](#)



## Dales National Park Consultation

A draft plan has been published on the Management of the National Park 2019-24. You can read it, and take part in the consultation exercise at <https://your.yorkshiredales.org.uk/>

## RHADS briefing

If you want to use the Upton and Worksop corridors on XC flights from the likes of Curbar, Stanage and Eyam (Derbyshire Soaring Club sites) you MUST have attended a briefing session on the use of the corridors, AND have signed the register. Fortunately DSC are active in promoting the use of this service, and there will be a briefing at the start of the next DHPC club night - 7.30 on April 5th, at the Horse and Farrier, Otley. You can learn the use of the corridors, and sign the register. There's also a good resource [here](#)

## NB

Even if you attended last time, and signed the register, it is still recommended that you attend again and sign again - as it appears that some attendees' details were mislaid. If you attended last time, but can't this time, you will have to send your name and BHPA number directly to Pat Dower to ensure that you are on the list.

## Drone deliveries a step closer

Efforts to create an automated UK drone-tracking system pave the way for commercial operators to fly unmanned aircraft regularly over longer distances than is currently possible.

At present, owners are required to keep drones within their own line of sight unless they have been given special permission to do otherwise.

The new system is being co-developed by the air traffic control service Nats and a start-up, Altitude Angel.

They aim to launch it in 2019 or 2020.

## New Member

Just 1 new member this month - Chris Maudsley.

Welcome Chris, we look forward to sharing the air with you!

## Chairman Tries Dogging

It was the Saturday of the Farmers' Dinner. Karen and I had a bit of spare time to kill beforehand and, since it wasn't flyable, we went on a tour of White Scar Caves. As we were leaving the car park I saw another car pulling in and recognised Ben Ireland as the driver. I knew that Ben and Rosie were also going to the dinner so I got Karen to drive back into the car park so that we could say hello.

Karen parked up a few spaces away. As I approached their car on foot I noticed that they were 'smooching' across the front seats. Well, fair enough I thought: they haven't been married long. I knocked on the side window with the intention of saying something like, 'Come on you two; you haven't got time for that'. But as the driver wound the window down and glared at me, all that I could muster was, 'Erm, you're not Ben and Rosie are you?'

I made a hasty exit and avoided further eye contact. Karen said that they both watched us intently until we were accelerating away. We had to pull over and switch seats about half a mile down the road: Karen was laughing so much that she'd lost the ability to drive.

## Another DHPC Wedding

DHPC members "New" Jake and Krzysztof were married in Otley on March 8th, with a reception afterwards at the Fleece - attended by a select bunch of colourfully clad club members. Congratulations guys!



## CANP help

Unsure about how to send a CANP - help will shortly be at hand - Dales sites are to be added to [this](#) resource.

# Safety Warning

## Independence Reserve Deployment Bags



Fly-market Flugsport-Zubehör GmbH & Co. KG | Am Schönebach 3 | 87637 Eisenberg

[www.independence.aero](http://www.independence.aero)



[www.skyman.aero](http://www.skyman.aero)

Eisenberg, February 26<sup>th</sup> 2018

**Safety note concerning:** Deployment bags for reserve parachutes

**Status:** OBLIGATORY

### Reason:

At the seam-line of the isolated upper loop, which is used to attach the deployment handle, a perforation could possibly cause a material weakening of factory delivered deployment bags. This seam-line, if properly processed, has to be able to bear a load of 70 daN. Yet it was proven that a lower strength of this component can occur.

Please check immediately whether your deployment bag is part of the concerned production lot. We are sorry for the inconvenience caused and thank you for your understanding and cooperation!

### *Affected items:*

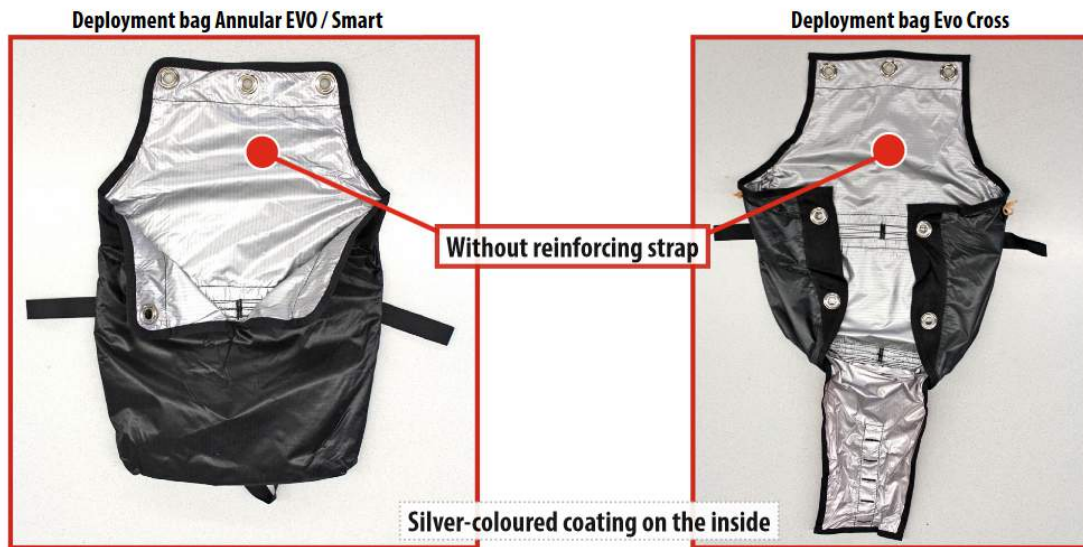
<i>Deployment bag for:</i>	<i>Certification number</i>	<i>Manufactured as of</i>	<i>Starting at serial number</i>
Smart Large	EAPR-RG-7584/12	04/2017	58292
Evo Cross 100	EAPR-RG-7441/12	01/2017	55438
Evo Cross 120	EAPR-RG-7443/12	02/2017	55888
Evo Cross 160	EAPR-RG-7442/12	08/2016	55988
Evo Cross 235	EAPR-RG-0466/16	06/2016	54623
Annular Evo 20	EAPR-RG-7052/08	01/2017	57008
Annular Evo 22	EAPR-RG-7053/08	06/2017	57058
Annular Evo 24	EAPR-RG-7057/08	01/2017	57108
Annular Evo 22 HG	EAPR-RG-7054/08	02/2017	56038
Annular Evo 24 HG	EAPR-RG-7062/08	01/2017	56058
Annular Evo 30	EAPR-RG-7056/08	11/2016	55373
Annular Evo 30 HG	EAPR-RG-7055/08	11/2016	55373
Annular Classic 36	EAPR-RG-7129/08	09/2016	56098
Annular Classic 36 HG	EAPR-RG-7140/08	09/2016	56098



## Identification:

### CONCERNED DEPLOYMENT BAGS

The affected deployment bags can be distinguished either by the year of manufacture or their serial number. The best visible indication which distinguishes concerned bags, is their silver-coloured coating on the inside of the deployment bag, if it does not have a reinforcing strap (as can be seen below).



### DEPLOYMENT BAGS NOT CONCERNED

Not concerned are earlier items which can clearly be recognised by the missing silver-coloured coating on the inside. Not concerned are all items which have been delivered as of February 2018. These new deployment bags are clearly marked with a check mark (OK) and can be recognised by the additional reinforcing strap on the inside. Furthermore deployment bags which have been delivered as component of a harness are not concerned.



## **Procedure:**

The owners of affected deployment bags are obliged to check before flight, whether the **isolated upper loop** of the deployment bag is in use. If it is in use, the deployment bag needs to be replaced immediately!



If one of the **three loops in a row**, which are placed between the labellings, is in use, the deployment bag does not necessarily need to be replaced. **These three loops don't show any faults and are not concerned by this safety note** (see image on the left).

Of course we do replace all concerned deployment bags by reinforced items, even if the affected loop is not in use!

This free of charge replacement is carried out by us or by one of our distributors and paragliding schools. In order to be able to carry out the replacement correctly, the model as well as the serial number need to be quoted.

## **Time limit for procedure:**

**Check before flight** (see 'Identification', page 2)

**If concerned:**

If the isolated upper loop is in use, **immediate replacement** is obligatory!

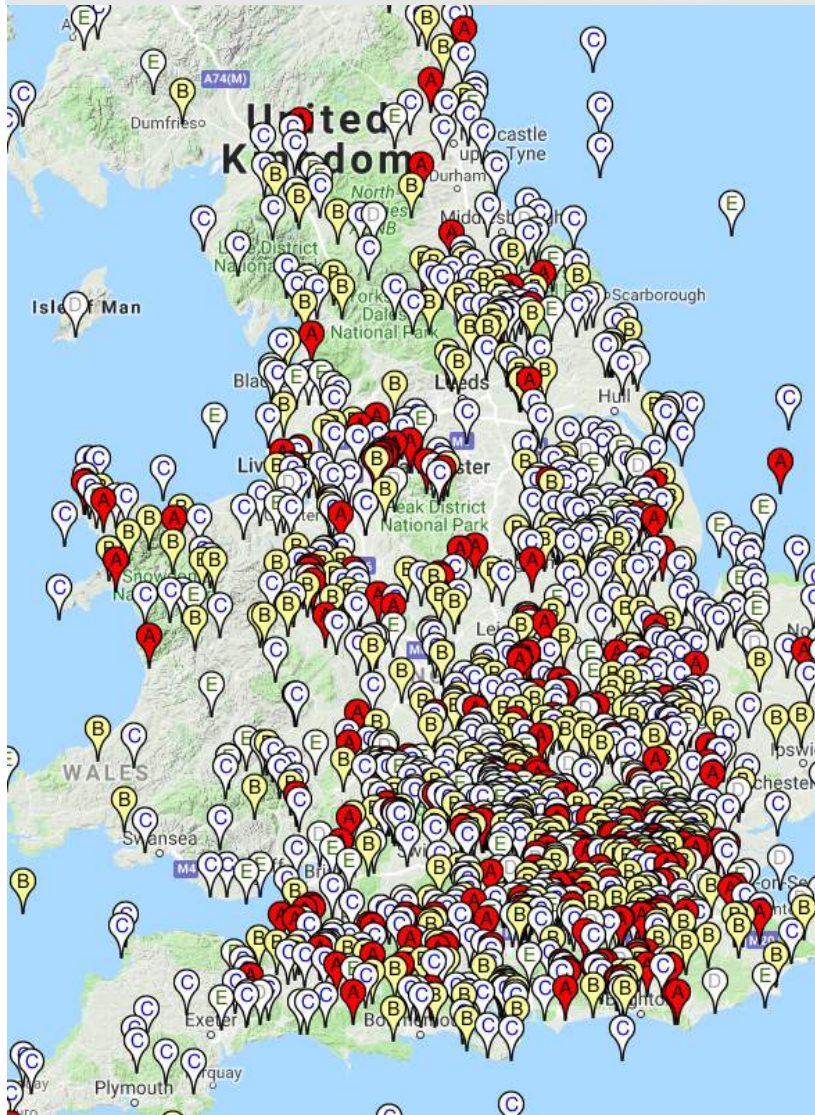
If one of the lower 3 loops placed in a row is in use: Replacement should take place latest during the next re-pack of the reserve.

Stefan Kurrle  
managing director

Fly-market Flugsport-Zubehör GmbH & Co. KG  
Am Schönebach 3  
D-87637 Eisenberg, Germany

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Don't let the airprox map opposite put you off. Some of them didn't involve hang gliding or paragliding! In fact only a couple of them involve paragliders. Airprox report 2017087 reproduced here details the Board's conclusions of a close encounter in May last year.





## **AIRPROX REPORT No 2017087**

Date: 10 May 2017 Time: 1359Z Position: 5421N 00133W Location: Catterick

### **PART A: SUMMARY OF INFORMATION REPORTED TO UKAB**

Recorded	Aircraft 1	Aircraft 2
Aircraft	FA20	Paraglider
Operator	Civ Comm	Civ Pte
Airspace	London FIR	London FIR
Class	G	G
Rules	VFR	VFR
Service	Traffic	None
Provider	Durham Tees	
Altitude/FL	FL049	
Transponder	A, C, S	Not fitted
<b>Reported</b>		
Colours	Blue, White	
Lighting	HISLs, Nav	Nil
Conditions	VMC	VMC
Visibility	20km	40km
Altitude/FL	4000ft	4500ft
Altimeter	QNH (1005hPa)	1013 hPa
Heading	020°	090°
Speed	240kt	25kt
ACAS/TAS	TCAS II	Not fitted
Alert	None	N/A
<b>Separation</b>		
Reported	0ft V/100m H	0ft V/500m H
Recorded	NK	



**THE FA20 PILOT** reports that he was in a visual descent into Durham Tees Valley airfield from the SW, for a VFR join to RW23. He was passing through 4000ft and the cloud was SCT/BKN layer between 4500-5500ft. He was receiving a Traffic Service from ATC and had been given Traffic Information on traffic recovering to Leeming and on arriving and departing traffic from Durham. He was adjusting his track to deconflict with departing fast-jet traffic when he passed very close to 3 paragliders (he thought), estimated to be 300ft laterally. The paragliders appeared to be in a formation, heading south to south-west at 4000ft. There was no time to take avoiding action, other than to maintain his safe vector past the paragliders; he did not believe that the wake of the aircraft affected the paragliders. The ATC frequency was busy and the controller had not called the paragliders to him. He did not report the Airprox at that point but, after landing, called ATC to advise them of the incident.

He assessed the risk of collision as 'Medium'.

**THE PARAGLIDER PILOT** reports that he took off from the Yorkshire Dales, with another pilot, in good weather. They flew across to the Leeming area, making sure they did not enter either the Durham CTR or the Leeming MATZ. They traversed over the top of the Leeming MATZ stub at 4500ft and, after a few minutes of being above the Leeming MATZ stub, they saw the Falcon from the south tracking towards, about 500m ahead of them. It started to bank to avoid them and they turned away from it, although he noted that avoiding action at 25kts is not very effective. The Falcon passed by and they continued to their destination.

He assessed the risk of collision as 'Low'.

**THE DURHAM TEES CONTROLLER** reports that no conflicting traffic was seen on the radar, and therefore no avoiding action was given, nor observed to take place. There was no report over the RT



at the time and he was notified about the incident several days afterwards; whilst he was aware that a crew member had contacted ATC by telephone after landing to report that they had seen paragliders, no mention was made that it was an Airprox.

## **Factual Background**

The weather at Durham Tees Valley was recorded as follows:

EGNV 101350Z VRB02KT 9999 FEW035 16/06 Q1005

## **Analysis and Investigation**

### **CAA ATSI**

The Airprox was reported by the FA20 pilot when it came into proximity with some paragliders approximately 10nm southwest of Durham Tees Valley airport. The FA20 was in receipt of a Traffic Service from Durham Radar. The paragliders were not known to be in receipt of any ATC service. The FA20 had been previously working Swanwick(Mil), until at 1356:50 (Figure 1), when the FA20 (code 7061) called Durham Radar and a Traffic Service was agreed. After asking what type of Approach the pilot would like, the controller issued a clearance to join VFR for a left hand circuit for RW23.

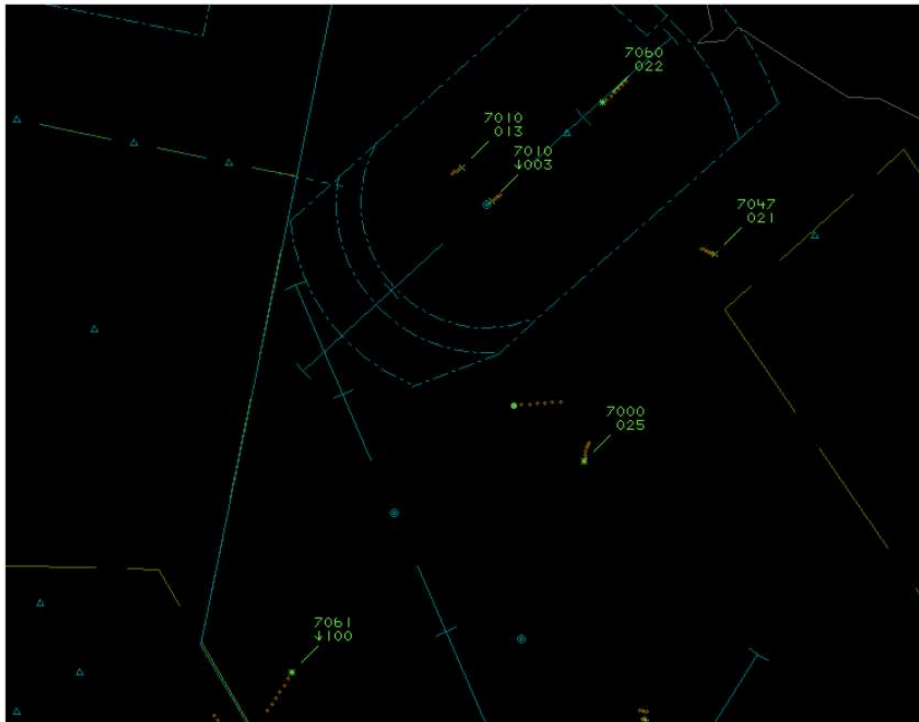


Figure 1 – 1356:50

At 1357:52 the controller advised the FA20 about an aircraft which was making an approach to RW23 before departing to the south. The FA20 pilot then requested a right-hand circuit in order to deconflict their flight path from the imminent departure from Durham. The controller agreed to the request and re-cleared the FA20 for a right-hand circuit.

At 1359:48 (Figure 2) the FA20 had passed 4000ft. There was no evidence on the NATS radar recording of the paragliders and no report was made at the time by the crew of the FA20 about the Airprox.



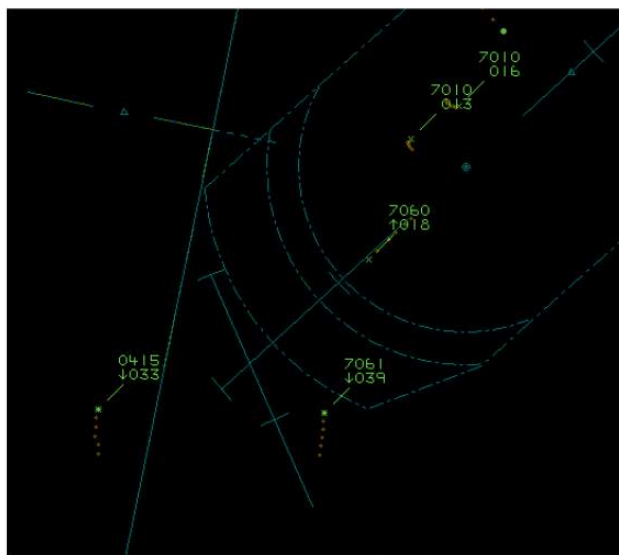


Figure 2- 1359:48

ATSI also had access to the local radar recording from Durham Radar. On this radar there was evidence of some form of contact still ahead of the FA20 after it had passed 4000ft but the contacts were intermittent. There was further extensive evidence of such radar 'clutter' around the display, and the contacts observed close to the track of the FA20 had no discernible 'history' and remained an intermittent contact, suggesting they were interference known as anomalous propagation. But it was not possible to produce a copy of that screenshot for this report. The Durham controller had previously passed Traffic Information to the FA20 pilot about unknown aircraft operating outside controlled airspace. Under a Traffic Service the pilot was responsible for his own separation.

#### **UKAB Secretariat**

The FA20 and paraglider pilots shared an equal responsibility for collision avoidance and not to operate in such proximity to other aircraft as to create a collision hazard<sup>1</sup>. If the incident geometry is considered as converging then the FA20 pilot was required to give way to the paraglider<sup>2</sup>.

#### **Summary**

An Airprox was reported when a FA20 and a paraglider flew into proximity at 1359 on Wednesday 10<sup>th</sup> May 2017. Both pilots were operating under VFR in VMC, the FA20 pilot in receipt of a Traffic Service from Durham Tees and the paraglider pilot was not receiving an ATS.

#### **PART B: SUMMARY OF THE BOARD'S DISCUSSIONS**

Information available consisted of reports from the pilots of both aircraft, transcripts of the relevant RT frequencies, radar photographs/video recordings and reports from the appropriate ATC and operating authorities.

The Board first looked at the actions of the FA20 pilot, he was receiving a Traffic Service from Durham Tees as he approached them from the south-west. He had received Traffic Information on other aircraft departing and was adjusting his track to deconflict from that traffic when he saw the paragliders. In Class G airspace see-and-avoid is paramount and the Board noted that the paragliders might have been difficult to see depending on their aspect to the FA20. The pilot reported that, after spotting them, it was too late to take avoiding action, but he could see that he was on a safe vector to pass by them. For their part the paraglider pilots were entitled to operate where they were (above the Leeming MATZ, clear of the overhead) and had chosen a sensible route between

<sup>1</sup> SERA.3205 Proximity.

<sup>2</sup> SERA.3210 Right-of-way (c)(2) Converging.



the Durham Tees CTR and Leeming. They saw the FA20 approaching from the south, and took avoiding action, although the ability for a paraglider to avoid a fast jet is somewhat limited, they assessed the risk of collision as low.

The Durham-Tees controller was providing a Traffic Service but, in the absence of any radar signature or electronic conspicuity on the paragliders, and no reports from other aircraft or from the paraglider pilots themselves, the controller had no way of knowing the paragliders were there and so there was little more he could have done.

In assessing the cause of the Airprox, some Board members wondered whether this had been purely a conflict in Class G airspace where the pilots had seen each other as early as practically possible. Others argued that the aircraft and paragliders were there to be seen (especially given that paraglider canopies are usually brightly coloured) and that this had been a late sighting. In the end, after a prolonged discussion the latter view prevailed. However, when discussing the risk, it was decided that there had been enough separation, coupled with the action taken by the paraglider pilots, to assess that although safety had been degraded, there had been no risk of collision; Category C.

## PART C: ASSESSMENT OF CAUSE AND RISK

Cause: A late sighting by all pilots.

Degree of Risk: C.

Safety Barrier Assessment<sup>3</sup>

In assessing the effectiveness of the safety barriers associated with this incident, the Board concluded that the key factors had been that:

### ANSP

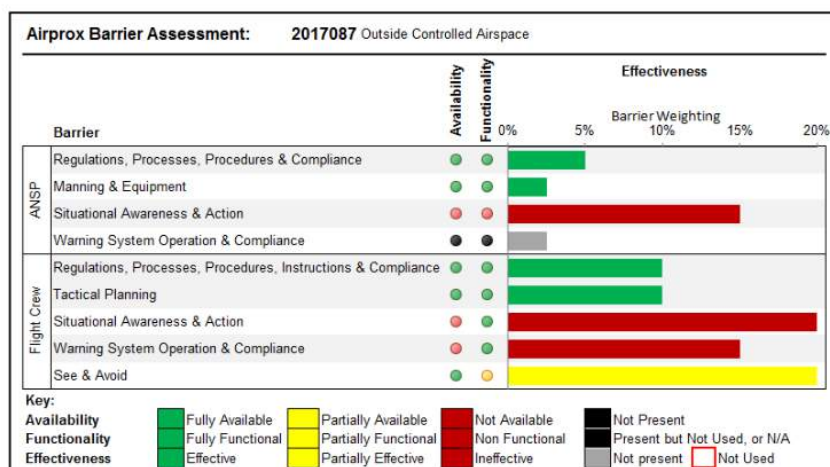
**Situational Awareness & Action** was assessed as ineffective because the paragliders did not show on the radar, therefore the controller was not aware of them.

### Flight Crew

**Situational Awareness & Action** was assessed as ineffective because neither the FA20 pilot, nor the paraglider pilots had any information to tell them about the other.

**Warning System Operation and Compliance** was assessed as ineffective; although the FA20 had TCAS it would not have been able to warn him about the paragliders.

**See and Avoid** was assessed as partially effective; the FA20 pilot was not able to take avoiding action, although he could see that his vector would take him safely clear.



<sup>3</sup> The UK Airprox Board scheme for assessing the Availability, Functionality and Effectiveness of safety barriers can be found on the [UKAB Website](#).



## 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 organised an impressive array of talent to come and talk to us over the winter, and for the last club night of the 17/18 winter, she is signing off in style and sending you off to the flying season with an inspirational talk from an accomplished XC pilot. No mention of the Calcutta Cup please.

For the **FINAL** club night of the winter we have:

**5th April, 7.30 for 8pm**

**Tales From North of the Border**



7 Bridge Street  
Otley LS21 1BQ  
Telephone : 01943 468400

Accomplished xc pilot (in the top 3 of the SMPC league for the last 4years) Tony Shepherd, freshly back from flying in New Zealand, is coming all the way from Scotland to talk to us about Scottish flying (and maybe NZ exploits too). With the likes of Mike Cav and Ed Cleasby being mad keen on flying in Scotland, this will be an event worth seeing!

**Reminder - again**

**IF YOU HAVEN'T PAID  
YOUR SUBS YET, YOU ARE  
DRIVING THE MEMBERSHIP  
SEC CRAZY, PLEASE PAY  
UP PRONTO, FOR THE SAKE  
OF HIS MENTAL HEALTH**



**David May**

## **Safety - If it's worth saying once... ...How slow is too slow?**

In the context of safety if it's worth saying once then it's worth repeating over and over again. So I thought I'd write a series of articles on the basics, based on my own experience and in particular highlight areas where I have made mistakes and been lucky enough to get away with it. I think everyone who has been flying long enough will have a similar list of stories.

Note: Although the descriptions will be specifically about Paragliders, most of the concepts apply equally well to Hang-gliders.

### **The Basics: How Slow Is Too Slow?**

Chances are, if you have to ask this question then the answer is 'not very slowly at all'. The risk associated with flying slowly is inadvertently stalling or spinning the wing, both of which are very serious events that can quickly go from bad to worse if not handled correctly. And I think it's reasonable to say that if you got into the situation inadvertently in the first place then you probably don't have the necessary skills to get out of it quickly and effectively without risking further drama. If all this happens close to the ground then it's likely to go from incident to accident.

I count myself within this group of pilots. I've been flying for 10 years with about 400 hrs airtime and yet the only time I have ever experienced a stall or a spin was on a SIV course (which I would recommend to anyone interested in trying). But that was under controlled conditions – still air over water, with a life jacket and rescue boat as a safety net and an instructor talking me through the manoeuvre on the radio. And possibly most significantly I was forewarned and prepared (as much as is possible at least). This is a far cry from how such a situation might develop in 'real life' – dynamic conditions, no safety net AND ... you will not be expecting it. One of the things I learned from SIV is that when things go wrong in a big way, there is a huge separation in knowing what to do and actually doing it. The first few seconds of recovery are key and there just isn't time to think your way through what you should do. Your reactions need to be instinctive and the only

way to condition your instincts is to practice.

With that in mind you might wonder why we would even want to fly slowly. First off, the term 'flying slowly' refers to airspeed and not ground speed. Airspeed is how fast the air is flowing over your wing whereas ground speed is how fast you are travelling over the ground. These are fundamental concepts of flight theory which you will have been introduced to all the way back in EP – so if you are unsure of the difference then dust off your old study notes or boot up Google and refresh your understanding. Actually, come to think of it, it would make a good subject for a future article but for now let's assume the difference is clear: when we talk about 'flying slowly' what we mean is flying with a low airspeed.

Note: reducing your airspeed will generally result in a similar reduction in your groundspeed and if you are flying close to the ground you will notice that you are moving over the ground slower than before. But not necessarily so ... if this is the case then you have a different problem to worry about because you are flying backwards!!!

You slow your glider down by applying more brake control. This results in a number of things:

- 1. The angle of attack increases**
- 2. Drag increases**
- 3. Your wing flies slower through the air ie. Airspeed reduces.**
- 4. You are flying closer to your Stall speed**

From a safety point of view, it is point 4 that is most relevant. So, given that flying slower places you at greater risk of stalling all or part of your wing, why would we do it? To answer this we need to look at a standard polar curve which graphs sink rate against airspeed:



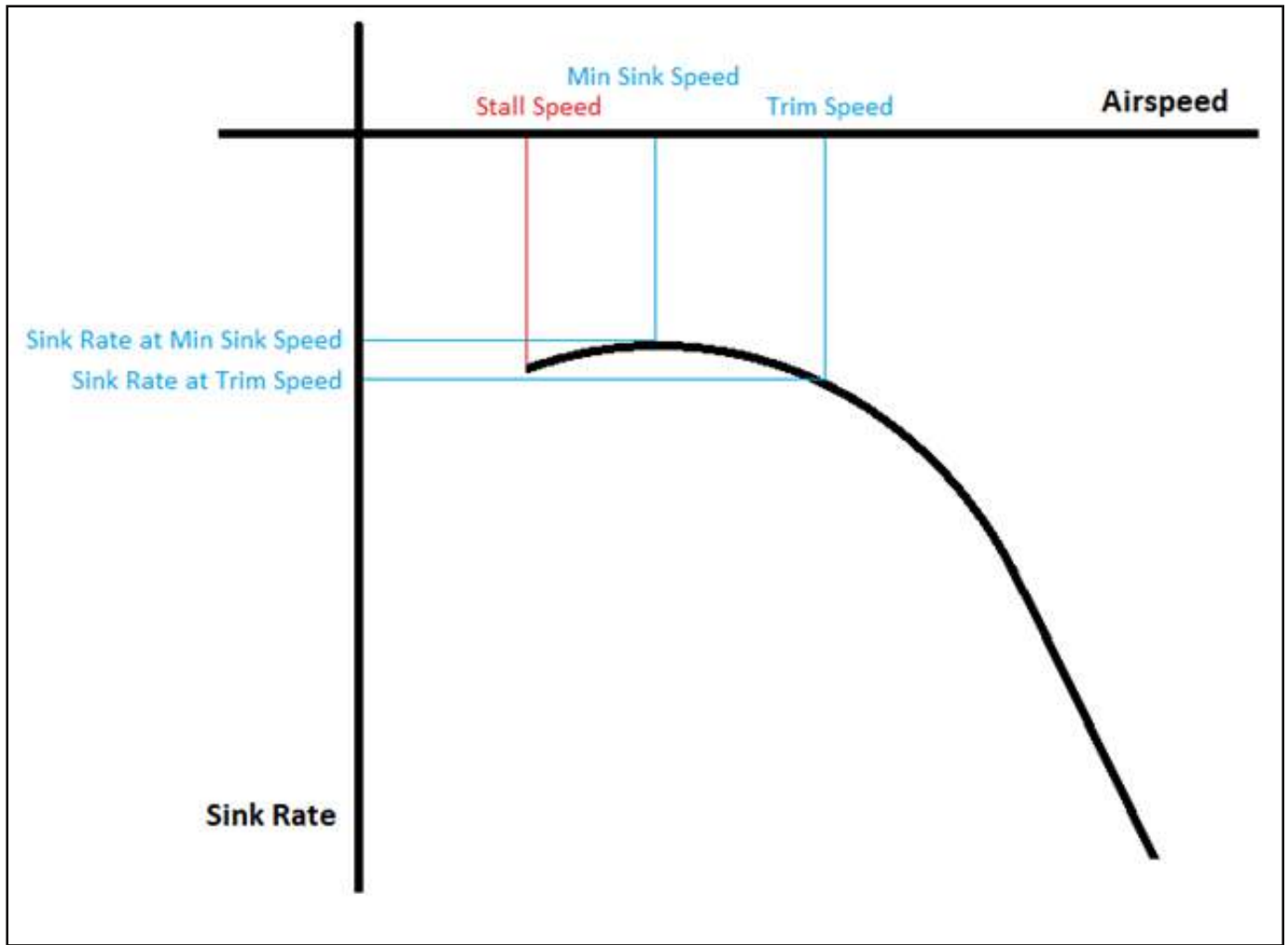


Fig 1. Polar Curve showing Trim Speed, Min Sink Speed and Stall Speed

- **Trim Speed:** this is the speed you will fly at with no brake input ie. your arms are fully up
- **Min Sink Speed:** this is the speed that produces the **minimum Sink Rate**.
- **Stall Speed:** this is the speed that your glider will stall at.

Fig. 1 is an example of a Polar Curve which graphs Airspeed vs Sink Rate. The interesting thing to note is that Min Sink Speed is slower than Trim Speed. So if you want to minimize your Sink Rate (height lost per second) then you need to apply brake control to slow your wing down to the Min Sink Speed.

Two questions spring to mind based on the Polar Curve above:

1. **Why are wings not designed so that Trim Speed is the same as Min Sink Speed?**

After all, if Min Sink Speed is the speed at which the wing is most efficient in generating lift then why not design them so that 'hands up' speed is precisely this?

I'm afraid I do not have an answer to this as I am sure there are many factors at play – you would need to ask the designers. However, I expect that safety plays its part. Flying at Min Sink Speed gives you very little wriggle room should you slow even further. Also, if your glider were trimmed to fly at Min Sink Speed then your flare at landing would be far less effective – yes it would reduce your ground speed but your decent rate would increase!!!

2. **Why not fly at Min Sink Speed ALL THE TIME?**

Because flying at Min Sink Speed is just too big a risk. You might be better phrasing this question as 'Why not fly more slowly all the time?'. After all, from the Polar

Curve we can see that slowing down from Trim Speed does improve our Sink Rate. We don't need to get anywhere near our Stall Speed to gain an advantage.

Well, like everything in life, things are not quite as simple as we would like. There are reasons why you would not want to fly slowly all the time – read up on the Speed To Fly theory. **To paraphrase it explains that you should fly slower in lift and faster in sink.**

Whereas flying faster in sink may not be immediately obvious, I think flying slower in lift is intuitive – after all you want to stay within the lifting air for as long as possible to gain the maximum benefit. It makes even more sense when you look at the polar curve and realise that your wing is more effective at generating lift at a slower speed. The gain is twofold: not only do you spend more time in the lifting air but you also make more use of the lift that is there.

Truth is there are very few pilots who would deliberately fly at Min Sink Speed for an extended time due to the risk involved – perhaps only acro pilots who seem to actively seek out the edge of the envelop anyhow. Mostly we manage lift through more efficient handling and choice of line, and the ability to hold on to and core a thermal. It's the magic we all aspire to. Of course, modifying the speed at which we fly also comes into this equation and good pilots will speed up and slow down to make best use of the conditions.

**The real risk then is when we approach our Stall Speed WITHOUT REALISING IT.** A classic scenario is a light wind

day on our local hill. We've soared it many times before but today it's particularly scratchy. To stay up we need to get in tight and slow down and our concentration is on getting the very most of every little lump and bump that passes through. It's quite easy in this situation to slowly apply more and more brake and not realise how slowly we are flying or that we have inadvertently approached our Stall Speed. It can take very little to stall or spin the wing at this point – a little bit of turbulence that knocks our wing back, perhaps even the wake of a passing gilder (which no doubt will pass quite close given the conditions and tight lift band). Or we could initiate a turn in the usual way - weight shift, inner hand down and all of a sudden find we are in a spin. How did that happen? Because we were already flying close to Stall Speed, with quite an amount of brake control applied, when we initiated our turn by loading the inner side of the wing a little more and applying even more brake control we effectively stalled that side of the wing ... the result will be a spin. It will more than likely be too low to recover at this point before impacting the ground. In this scenario, the safer way to make the turn is to ease up on your outside control and thus avoid slowing the inner side any further. You may not even apply any weight shift to avoid overloading the inner wing.

So, be careful, especially on those light wind, scratchy days. By all means get in tight and slow down a little but just keep an awareness of what you are doing. Staying up after all is not your primary concern – getting back down safely is. DM



**HIGH SIERRAS**  
**[www.paraglidespain.com](http://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](mailto:chris@paraglidespain.com)

**BHPA** REGISTERED SCHOOL

GIN

NIVIUK

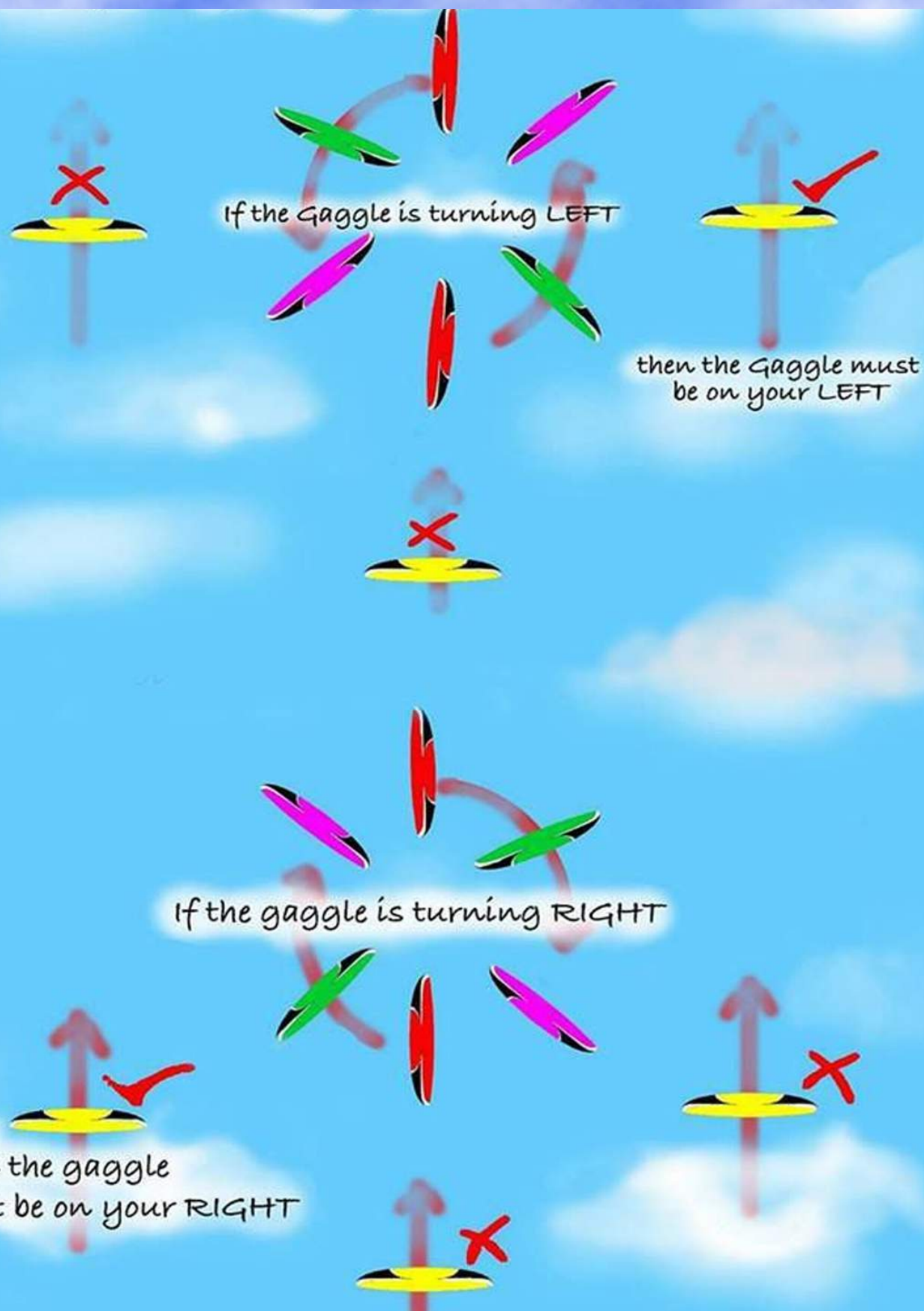
Chris and Lynn Williams of "High Sierras" are now a BHPA development school and can now offer:

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.



Remember ...  
...When joining a gaggle





# Northern Challenge Trophy

2018

## March Update - Ed Cleasby

The NCT opened for flights on the 1st March – running until 30th September. Early indications are that it has been taken up enthusiastically and it's encouraging to see so much chatter about it on various groups and pilots using it as their focus for a days flying.

One of the first to get the ball rolling and show what was possible was John Westall who, when all others had called it pub or café time, took Far Whitestones by storm completing the task and making goal in 2hr – 37mins. It's not an easy bit of flying with several turnpoints out on a limb. An impressive effort, but with

a slow time left to tempt others.

The GRIDS, started to take a hammering, especially the Clough GRID when several days brought ideal conditions to storm it ... maybe next year the Clough GRID may need extending to really exploit such a large site. By the 25th a dozen pilots had entered a score for Clough – remember, if you do any task better or faster it replaces your previous best.

Dave Eva has started entering some good flights, including the first attempt at the Coniston task ... a sterling effort given the conditions on the 11th. He was

Results table as at March 29th

Results NCT 2018 - Click on the score to view the flight.												
- pilot -	GRID - Parick (24k)	GRID - Dodd (30k)	GRID - Clough (19k)	GRID - Cross Fell (24k)	GRID - Model Ridge (21k)	Coniston Cradle (26k)	Pendle DBLFAI (31k)	Bleas DBLFAI (40k)	Windbank Cradle (29k)	Far Whitestones Cradle 30k	Whernside DBLFAI (32k)	Cross Fell FAI (30k)
JOHN WESTALL	253	218							565			1036
Geoff Crossley		540					166					706
David Eva		259		262				75				596
Joseph Edmonds	106	381										487
Dave Evans	267											267
Graham Jones	223											223
Mark Gravestock		167						55				222
Richard Bungay		220										220
Harvey	201											201
Chris Foster		53	140									193
Benjamin Ireland		140										140
Chris Little		123										123
SIMON TOMLINSON		79										79
GordonC		70										70
John Wilson		68										68
Mike Mason								9				9



## NCT March update

doing well up to the final two turnpoints, but didn't quite manage goal, so still many points to play for to win this task. Another man on a mission is Geoff Crossley, who has gone over his tracklogs with a fine toothcomb and set his Zeno to warpdrive. Geoff has flights coming steadily in including a superfast 45 mins for the Clough Grid. That may take some beating to be faster.

It's still early days but things are shaping up well. As we get into the longer days I'm sure the Hike n Fly element will get underway. I intend to write a monthly review around the 25th of each month and anticipate as the weather warms up the action will hot up too and writing the review will take more time. Remember to check the NCT information for how the scoring works especially in terms of the ratio between distance and time ... approx. 70/30 to favour task completion over

rating. Another way of checking the rules and such is to look through the ppt set of slides (on my website <http://www.xcflight.com/> or via the link from xcmap) – even minus my commentary it's fairly clear.

Finally, we have a promissory prize pot I kicked off with £100; clubs and individuals have added to that so it's standing at around £500. Let me know if you'd like to make a contribution – nothing called on until after 30th September. Your support would be really appreciated ... however much or little. ALL money (100%) goes into the prize fund but (a rule change) ... only contributors (min £5) go into the draw element.

I've screen dumped the results table above as it currently stands but the best way to view task and results is at

<http://xcmap.net/resultNct2.php>

EC



### April 2018 : April Showers But Staying Cool

Issued : 25 March 2018

#### Forecast

Due to the late snow cover across much of the Eurasian plateau this year we are expecting a slow start to Spring-like weather across the UK in April.

We expect the cool weather to continue for the start of the month with further wintry showers around, chiefly falling and settling across high ground of the UK. Colder for the middle of the month as low pressure to the East of the UK brings in a Northerly airstream for all parts of the UK. A return to unsettled conditions at the end of the month with further showers and hill snow for Scotland, but a rather cool month for all overall.



April 2018  
Forecast

metcheck



## Morocco with Passion Paragliding Ges Hey





Gerald Hey and Dave Hedley joined 13 others on Toby Colombe's Passion Paragliding guided trip to Aguer gour Morocco. Toby's crew were his wife, Yuki Sato (won women's PWC in 2015), Mike and Mourad. The group were mainly from London but it also included a couple from Sweden and an Icelandic 757 pilot.







We were the only 2 northern Brits so there were a few language barrier issues. I had to explain the thermalling term 'rough as a badger's arse' several times till the Londoners finally understood.

Flights were to Marrakesh and the digs were 50 mins away in Amizmiz district at Hotel Aylal in Aguer gour. In Google it's found under 'Chez Ahmed, Aguer gour'. All food, water, digs, transfers and transport were included but radios, sleeping bags and beer money were needed. The food was great though the digs were basic. Toby provided free Moroccan SIM cards as the WiFi at the Hotel didn't work. Hours experience in the group ranged from 10 to thousands but all got a lot out of the week and Toby was very professional and helpful. We were lucky to fly all 7 days with just one dodgy day that was clagged in and later became too windy. Six days were spent at Aguer gour in NW winds, the site takes this direction well but covers SW to N. We went to the NNW-NNE site called Mzouda on the Monday when the wind went NNE. Mzouda was expected to be blown out but it turned out to be the best day with great xc potential. Gerald managed to clock up 13 and a half hours airtime in the week and Dave stayed on for the second week with a new group. The second week was not quite as good with a rained off day and so a trip to Marrakesh. The following day needed donkeys to help get wings up the hill as the 4x4 struggled in the mud. Not so much 'get your ass in gear' as 'get your gear on ass'.

Cloudbase reached 7000 feet on a couple of days and a cloud street towards Marrakesh from Aguer gour set in one day which Dave used for 10k before airspace kicked in and the sound of jets at the airport could be heard. Here is the week in a few pictures:





Most of the group watching Ges setting up his harness waiting for the wind to calm down



Looking back at Aguer gour takeoff with High Atlas Mountains in the background







Hotel Aylal, Amizmiz





Easy top landing area back at Aguer gour takeoff







The lake (reservoir) at Amizmiz, 5k out front from Aguer gour and a common xc target





Sunset glassy fly down from Aguer gour



Aguergour landing approach, landing is outside front door at Hotel Aylal or the plentiful flat fields surrounding. Some roads and power lines but lots of safe landing options



The gravel landing area



View of launch area at Mzouda, it's straight below the road, one at a time  
but only because surrounding vegetation stains wings



View of mountains right of Mzouda launch







View of Mzouda landing area,  
it's a dry wadi but plenty of it



When it's too windy on Aguer gour takeoff the Morrocans start the



horseplay, very entertaining **GH**

## Skywords Archive - August 2008

### Flying the Spanish pre-Pyrenees - HH "Hamish" Tsai

**The club mag went through a lean time in 2007/8 - yet still had some cracking articles. Here Hamish reports from a "hidden gem" - Ager**

Ager is a very special place. A sleepy pretty little Catalan village perched in a wide valley in the foothills of the Pyrenees may not sound like much but for its backdrop. It is located in the heart of the Sierra del Montsec a range with its 40 km of almost unbroken rock faces, topping out at 1000 m over the valley floor. The mighty tectonic forces that rought the Pyrenees when the Iberian peninsula pushed into France lifted these mountains and here in the crumple zone of the pre-Pyrenees, mighty ranges of calcareous rock were pushed up like layered cake. These are arranged as East-West ranges, the mightiest is the Montsec d'Ares that dominates the Ager skyline. The high Pyrenees to the north protects it from strong northerlies and draws valley winds up from the south. It also means that any frontal precipitaion tends to fizzle out leaving this area remarkably dry, hence the name Montsec or "dry mountain". This unique combination of geography and aereology makes this a spectacular place to fly.

With the poor British summer nagging on Jamie, Steve and I hooked up with Winston Gliddon of Wegofly for a week of paragliding. And what a week it turned out to be. We flew our socks off every day, several times a day and I clocked up 20+ hours airtime, so much so that my GPS memory filled up completely and overwrote my first two day's tracklogs. It would take too long to describe all the flying in detail but for flavour I shall describe a few of the more memorable ones.

The top launch site at Coll d'Ares is big and glider-friendly. Even the fresh-out-of-school CP would feel at home here. At 1540 m high it is 900m (3,000 ft) above the landing zone giving pilots lots of time to find lift. It has two tiers with a flat terrace in between. This gives the pilot two chances to pick up thermals releasing from the upper or lower slopes. The typical day would be thermalling in improving conditions in the morning. If you do sink out, there are huge landing fields and bomb-out fields. Winston is tireless at ferrying pilots back up to launch if they do bomb out. The big cliffs in hot sunshine throw off good thermals but it is often more satisfying to go thermal hunting in the vast valley. The pig farm is a

reliable thermal source which could be sniffed out with its distinct stink. The monastery perched on the hillside is also a house thermal. Farmers harvesting is also a good bet. It did not take me long to work out which bits work best.

The first day started with rather low cloud with the tops in orographic. Winston took us to the lower launch where we launched to get the feel of the place and the air. On my second flight the sun came out over the valley and it was possible to thermal to base and hop from one source to another for a couple of hours of thermalling practice on my Axis Vega II.

Base was much higher on the second day at the more typical 2000 m. We flew the length of the ridge, working on thermals kicking off the rocks. Eventually at the end of the ridge I picked up one that took me to base and I drifted with it. It got a little sucky and I pulled my ears to get out. I was by now behind the hill and committed to xc. There was the usual sink behind the hill then a drift as the southerly wind took me over the wide plains behind. Passing picturesque villages, castles perched on hilltops and a large lake, the Pantano de Terradets behind the mighty rock faces of Montrebei. The sky was rather blue so I just drifted, admiring the views and finally landing near the town of Tremp.

By the third day I was getting more familiar with the site and, having pored over Winston's maps and studied the XC lines to take into account the region's unique aerology and topology, I was plotting a good XC. There are three classic XC lines to Berga (90Km), Castejon (57Km) and Organya (52Km), the latter a task goal of the 2007 WPC. Also there are plenty of triangle flights in front of the range and out and returns to Vilanova following the ridge. Forecast was for light SE turning SW. The day dawned rather disappointingly with low cloud shrouding the tops. Even at midday the summit was still in cloud. We took off for some thermalling for an hour then had a lunch break before getting back to launch again. By now cloudbase had risen and the local aces were taking off in their hot ships and climbing out. We launched promptly and were soon soaring the cliff-face up to the summit where the transmitter aerial was throwing off good thermals. Soon I was at base at 2200m. I radioed Byron and Steve, both on identical blue Niviuk Hooks to join me so we can have a little xc. I



waited at base but it was a decaying cumulus and both Steve and Byron could not latch on. I could also see the local pilots low and struggling on route to Vilanova to the east so I decided to fly north over the back instead. I headed back to the ridge to wait for another climb to drift with and soon was in the fluffy stuff again. This time I could drift back. The line I took the previous day was not fruitful so I chose to fly across the lake hoping to connect to something on the eastern side.

Unfortunately the sky filled in with high cloud and cut off the sun completely. Over some small hills I waited on zeros over some small lumps for what seemed an age before the sun came out over the plain. I headed over to some quarries which were just beginning to work and picked enough to fly over a small village criss-crossed by power lines. I was just thinking that I should land when I felt a strong tug just above the village church. A cracking 4 m/s thermal was just releasing. It didn't take long to get back to base and I was now high over Isona. In front of me were some formidable rock faces with nicely arranged E-W cliffs. If I could latch on to them it could be an easy ride to Organya. But sinking out there in remote country would probably mean a 4 hour walk out in the heat. Alternatively I could follow the road over the pass. I chose the latter for safety and flew toward the pass. Unfortunately, it was sinky air and on my first attempt I was not high enough. I flew back to Isona and found a good steady thermal off the wheat fields and was soon thermalling happily with a pair of Griffon vultures. The drift took me right up the pass. This place is magical. The sharp pointed peaks and shear rock-faces were more reminiscent of the Dolomites or Swiss Alps than Spain. However, the forested valley offers no escape route or landing opportunities. I felt confident and radioed to Winston that I was heading for my goal....Organya. Surely in this mountaineous area with a favourable wind I would find my final thermal to take me to there. But the final thermal proved elusive and a glide into bandit country was looming. I finally called it a day and landed by a small house near Montanissell just 5km short of Organya. The man and his daughter from the house came out to greet me and fortuitously were German speaking (which I can manage) rather than Catalan (which I can't).

I was a little disappointed to land short but at least I think I had cracked the route. Given a day with higher cloudbase or a more committed line over the cliffs it may have taken me to Organya. Still, a 47km flight is not too shoddy especially when I learnt that the local XC hounds on their comp gliders all bombed out at 10Km! I

did not have to wait long for Winston to find me and get me back, the drive back took over an hour where the rest were chomping at the bit for an evening flight. Already airborne for 4 hours, I was tired but I thought I would join for a little stress-free evening restitution. But I did not expect restitution like this! The whole valley was working late into the evening and even in near total darkness. It took some determined spirals and ears to finally hit the ground in the dimming twilight.

The next day followed a similar pattern, this time we played in the wide flat valley in front of the hill, again followed once again by startling restitution flying. Thursday was windy at Ager and we went to Organya. They call this "la montaña mágica" or the "magic mountain". This range sits astride the valley winds, which get lifted, giving easy dynamic soaring all day long. A low launch into gentle winds and we get hoovered up to 2000m. This is where the top acro pilots hone their craft, as they can strut their stuff and get easy climbs back up for more. We flew for hours amongst the crack Spanish acro team showing off their helicos and tumbles and SATs all around us. Quite a display.

My final day followed the usual pattern with a long morning flight that just merged into an afternoon XC without a break this time to Isona. In total I flew for over 20 hours airtime with XCs well over 100km - not bad for a XC novice. Those interested can view the flights on Leonardo ([www.pgforum.com](http://www.pgforum.com)) Both Steve and Jamie had the best flights of their life and certainly their best flying holiday.

Ager is a superb place for pilots of all abilities. This is a hidden gem still not widely known and therefore quiet. In fact on most days there were few other pilots about apart from our group. Fresh CP's would find the launch and landing areas user-friendly and can make use of the calmer morning air and late evening restitution flying under the attentive coaching of Winston. Progressive pilots will find this place perfect for practicing thermalling and first forays into easy flat-lands XC in front of the hill. Experienced XC pilots will find this a most beautiful place to fly with stunning scenery and mountain flying as exciting and challenging as anything in the Alps. Winston and Amanda of [Wegofly.co.uk](http://Wegofly.co.uk) are wonderful hosts, doing everything possible to keep us comfortable. Retrieves are superbly organised and prompt. For the budget conscious, it is very cheap to boot. So if you are fed up with the British summer, why wait? You can..... gofly!

**HHT**

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

Stanage  
March 6th



*Photo: Gary Senior*

Marek at Coniston Old Man  
March 11th



*Photo: Dennis Marston*





*Photo: Dave Eva*



Dennis Marston at Far Whitestones  
March 14th

*Photo: Simon Tomlinson*



Clough Head  
Mar 24th



Photo: Dennis Marston



Bridlington, Mar 9th

Photo: Gary Senior

Gary Stenhouse on  
Carrock Fell



Photo: Ed Cleasby



# Club Coaches

## Dales Hang Gliding and Paragliding Club - Coaches List

Name	HG/PG	Location	Phone	Email Address	Availability
Trevor Birkbeck	HG	Ripon	01765 658486	<a href="mailto:trev.birkbeck@gmail.com">trev.birkbeck@gmail.com</a>	Various
Steve Mann	HG/PG	Kirkby Malzeard	01765 650374	<a href="mailto:stev.andbex@btinternet.com">stev.andbex@btinternet.com</a>	Weekends
Kevin Gay	HG	Ripon	07794 950856	<a href="mailto:kgay@talktalk.net">kgay@talktalk.net</a>	Various
Ed Cleasby SC	PG	Ingleton	07808 394895	<a href="mailto:xcflight@gmail.com">xcflight@gmail.com</a>	Various
Rob Burtenshaw SC	PG	Oxenhope	07747 721116	<a href="mailto:robburtenshaw@gmail.com">robburtenshaw@gmail.com</a>	Sun & Various
Peter Balmforth CC	PG	Leeds	07714 213339	<a href="mailto:peter.balmforth@ntlworld.com">peter.balmforth@ntlworld.com</a>	Weekends
Alex Colbeck	PG	Harrogate	07717 707632	<a href="mailto:alexcolbeck@gmail.com">alexcolbeck@gmail.com</a>	Weekends
Kevin McLoughlin	PG	Lancaster	07767 652233	<a href="mailto:kevin-mcloughlin@hotmail.com">kevin-mcloughlin@hotmail.com</a>	Weekends
Martin Baxter	PG	Wetherby	07568 574640	<a href="mailto:mrbaxter@hotmail.co.uk">mrbaxter@hotmail.co.uk</a>	Week Days
Fred Winstanley	PG	Higher Bentham	07770 741958	<a href="mailto:fredwinstanley@sky.com">fredwinstanley@sky.com</a>	Various
Simon Goodman	PG	Leeds	07720 061200	<a href="mailto:simon.goodman@talktalk.net">simon.goodman@talktalk.net</a>	Various
Richard Meek	PG	Hebden Bridge	07446 445157	<a href="mailto:richard.meek64@gmail.com">richard.meek64@gmail.com</a>	Various
Minhaj Minhaj	PG	Leeds	07738 907689	<a href="mailto:minhaj.minhaj@googlemail.com">minhaj.minhaj@googlemail.com</a>	Various
Jan Tempest	PG	Leeds/Harrogate	07724 133453 07482 298437	<a href="mailto:jantemp3@btinternet.com">jantemp3@btinternet.com</a>	Various
David May	PG	Ilkley	07928 318219	<a href="mailto:dav.may@gmail.com">dav.may@gmail.com</a>	W/e & Various
Alex Pealing	PG	Swaledale	07711 064287	<a href="mailto:alex@pealingassociates.co.uk">alex@pealingassociates.co.uk</a>	Various
Shaun Pickard	PG	Skipton	0796 2224804	<a href="mailto:shaun.flying@gmail.com">shaun.flying@gmail.com</a>	Weekends
Tim Rogers	PG	Leeds	0776 5795378	<a href="mailto:tim.rogers50@gmail.com">tim.rogers50@gmail.com</a>	Weekends
Chris Williams	PG	Spain / Preston	0797 3222713	<a href="mailto:stayhigh@btinternet.com">stayhigh@btinternet.com</a>	Occasional UK

Club Coaches are pilots who have expressed a wish to help less experienced or new pilots find their feet in the Club environment. It could involve site information/briefings, developing and advising on practical flying skills, assisting on coaching days or helping pilots prepare for exams or invigilating exams. 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  
143.850MHz

[Home](#) [News](#) [Events](#) [The Club](#) [Membership](#) [Sites](#) [Coaching](#) [Competitions](#) [Links](#) [Library](#) [Contact](#) [Forum](#)



Lords Seat  
March 20th



Josh Sanderson and Corentin above Derwent  
Mar 26



Photo: Jocky Sanderson





A tad strong on launch at Carlton Bank, Mar 25th





## Colour Options - T-shirts



Front: Left breast  
heat transfer

### Ladies T shirt

[https://www.conistonshop.com/The-Dales-Hang-Gliding---Paragliding-Club\\_281](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)



[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](https://www.conistonshop.com/The-Dales-Hang-Gliding---Paragliding-Club_281)



Back: Steve Ham design  
heat transfer



#### Unisex T-shirt (choice of 50 colours)



Shop website screen shot



## Colour Options - Polo shirts

### Ladies polo shirt

[https://www.oonistonshop.com/The-Dales-Hang-Gliding---Paragliding-Club\\_281](https://www.oonistonshop.com/The-Dales-Hang-Gliding---Paragliding-Club_281)



### Gents / Unisex polo shirt

[https://www.oonistonshop.com/The-Dales-Hang-Gliding---Paragliding-Club\\_281](https://www.oonistonshop.com/The-Dales-Hang-Gliding---Paragliding-Club_281)





## Airwhere Update

### Pete Logan



*Trev's shed*

The first Dales ground station went into Trev Birkbeck's newly fitted out barn in Ellingstring, just south of Jervaulx Abbey and north of Masham a few weekends ago. I had to tear myself away from oggling various Nortons and Vincents to actually concentrate on the job. Installation went pretty smoothly what with Trev being a mast engineer. The only issue was getting enough WiFi signal so that the ground station unit could talk to the Internet.

This ground station should cover pilots popping up over Dodd and Wether and then going east on their XCs with live tracking here: <http://www.airwhere.co.uk/live/live-tracking-paragliding.php>

### **In case you haven't come across AirWhere before here's a rundown....**

Introducing AirWhere for the paragliding and paramotoring community, its a free project, all plans

and software are available for free and use of the website is free. We do hope you get involved, being able to see other pilots climb rate in realtime from 10km away has its uses ;)

Please visit the site for more info, however here are some of the features :-

### **AirWhere features**

Long range realtime pilot tracking 20km + ( no internet required, peer to peer - free! )

Wifi tracking ( mobile base station )

### **Great for**

XC flying - seeing where your friends are , safety in clouds, seeing climb rates.

Fly Guiding companies - keeping track of clients in the air

Add a couple of ground stations in your area - track



clients with no internet costs + remote areas with no gsm coverage

Paramotoring - keeping track of your friends, finding others to fly with.

Competitions - Add a couple of ground stations in the area and no internet costs - real time tracking.

Paramotor competitions - real time tracking - add a screen on take off for spectator viewing.

### Compatibility with

XCsoar / LK8000 / XCTrack / FlySkyHy

### Instruments

Kobo / Any Android Device / Iphone / WinCe

### Features

Skytraxx FANET compatible ( transmit receive with Skytraxx ) - our ground stations receive Skytraxx data :)

Livetrack24 tracking

FLARM transmit ( PG&HG only ) - with the addition of an optional board ( including FLARM license & free yearly upgrades)

Live tracking on web.

Ground stations

GSM ground station

Custom built Cases for Kobo touch/glo/glo HD & mini

Custom cases for tracker or wifi module.

OGN tracking / Extra battery / Kobo Sounds / BlueFly Vario integration

868Mhz ( EU ) & 915Mhz ( US & AUS ) compatibility

### Additional

Accelerometer Baro Vario ( extra 10 euros hardware )

Baro height / Temp / Latest Build type takes 30 mins, no soldering , VERY simple.

Build pages and project page :- [www.airwhere.co.uk](http://www.airwhere.co.uk)

Facebook group :-

<https://www.facebook.com/groups/AirWhere>

Component cost is from 20 euros ( android wifi airwhere ) to full kobo / FLARM transmit / AirWhere/ large battery / ESP32 powered/ Vario / Sounds / Temp / Baro etc

### And the best bit !

Registration cost, software cost, updates , web live tracking - FREE.

*Pete Logan - 07795 426 748*

## Club Sites

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

# 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  
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Carl Maughan - Library  
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Tim Rogers - Membership Sec  
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Rosie Darwood - Social Sec  
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Shaun Pickard - Sites Officer South  
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Tam - Newsletter  
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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](mailto:skywords@dhpc.org.uk)

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

# XC League 2018

Well, the season kicked off properly in March, and we are well represented towards the top of the National XC League.

Who's going to be first with 100k from a Dales site this year? There have been several 100km scoring flights from Dales sites in April in previous years. Pat Dower, Steve Etherington, Geoff Yeadon, Dave Smart, Mike Cav (2014) and John Ellison (2009) all achieved the feat on 11th April, so you'll have to be quick to break that record and add your name to the stellar list above.

XC League

uk cross-country flying

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National League 2018 All Flights

National Paragliding League

305 flights 10,747.6 points 142 pilots

League National Show All Flights Go Year 2018 Scoring Standard

Click the flights to display more details. A green score indicates tracklog data. A blue score indicates storyboard data.

	Pilot	Club	Glider	Total	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Flight 6
1	Richard Osborne	XClent	<a href="#">Ozone</a> Zeno	308.8	<a href="#">111.8</a>	<a href="#">74.1</a>	<a href="#">54.8</a>	<a href="#">27.3</a>	<a href="#">20.8</a>	<a href="#">20.0</a>
2	Graham Steel	XClent	<a href="#">Ozone</a> Zeno	259.2	<a href="#">124.7</a>	<a href="#">70.8</a>	<a href="#">42.1</a>	<a href="#">21.6</a>		
3	Ali Westle	Wingbeat	<a href="#">Skywalk</a> Poison X-Alps	257.5	<a href="#">94.6</a>	<a href="#">50.1</a>	<a href="#">45.5</a>	<a href="#">24.3</a>	<a href="#">23.9</a>	<a href="#">19.1</a>
4	Helen Gant	Derbyshire	<a href="#">Ozone</a> Zeno	222.8	<a href="#">156.9</a>	<a href="#">44.4</a>	<a href="#">21.5</a>			
5	Tim Pentreath	Avon	Advance Omega X-Alps	211.8	<a href="#">98.3</a>	<a href="#">86.7</a>	<a href="#">15.1</a>	<a href="#">11.7</a>		
6	Gary Stenhouse	Northumbria	<a href="#">Ozone</a> Delta 3	205.9	<a href="#">76.2</a>	<a href="#">67.0</a>	<a href="#">20.3</a>	<a href="#">16.4</a>	<a href="#">15.5</a>	<a href="#">10.5</a>
7	Steve Etherington	Wingbeat	<a href="#">Niviuk</a> Klimber P	201.6	<a href="#">124.2</a>	<a href="#">23.8</a>	<a href="#">20.6</a>	<a href="#">11.3</a>	<a href="#">11.2</a>	<a href="#">10.5</a>
8	Ben Keayes	Cumbria	<a href="#">Ozone</a> Zeno	186.2	<a href="#">72.9</a>	<a href="#">35.1</a>	<a href="#">30.4</a>	<a href="#">18.7</a>	<a href="#">15.1</a>	<a href="#">14.0</a>
9	Steven Mackintosh	SE Wales	<a href="#">Ozone</a> Alpina 2	169.7	<a href="#">87.0</a>	<a href="#">44.6</a>	<a href="#">27.1</a>	<a href="#">11.0</a>		
10	Matt Cook	North Wales	<a href="#">Ozone</a> Mantra M6	169.3	<a href="#">108.4</a>	<a href="#">40.1</a>	<a href="#">20.8</a>			
11	Robert Kingston	Avon	<a href="#">Triple Seven</a> King	147.3	<a href="#">55.7</a>	<a href="#">50.8</a>	<a href="#">40.8</a>			
12	Ash Ghinn	Derbyshire	MacPara Elan 1	147.0	<a href="#">73.5</a>	<a href="#">20.1</a>	<a href="#">14.6</a>	<a href="#">13.3</a>	<a href="#">13.0</a>	<a href="#">12.5</a>
13	Denis Walker	Derbyshire	Advance Sigma 8	144.2	<a href="#">72.1</a>	<a href="#">72.1</a>				
14	Julian Robinson	Aberdeen	<a href="#">Gin</a> Boomerang 11	143.3	<a href="#">143.3</a>					
15	Tim Fawkes	Derbyshire	<a href="#">Niviuk</a> Hook 3	142.3	<a href="#">74.9</a>	<a href="#">67.4</a>				
16	John Hamlett	Cumbria	<a href="#">Ozone</a> Rush 4	129.0	<a href="#">45.4</a>	<a href="#">42.2</a>	<a href="#">26.7</a>	<a href="#">14.7</a>		
17	Marcin Minkiewicz	Grupa 303	Advance Sigma 10	125.5	<a href="#">72.5</a>	<a href="#">53.0</a>				
18	Peter Southern	Derbyshire	Nova Triton 2 Light	124.5	<a href="#">78.6</a>	<a href="#">45.9</a>				
19	Dale Pickard	Pennine	Advance Iota 2	119.4	<a href="#">66.9</a>	<a href="#">42.0</a>	<a href="#">10.5</a>			
20	Chris Fountain	Dales	<a href="#">Skywalk</a> Cayenne 5	118.3	<a href="#">60.9</a>	<a href="#">57.4</a>				
21	Pete Darwood	Dales	Nova Mentor 5	114.7	<a href="#">64.3</a>	<a href="#">35.3</a>	<a href="#">15.1</a>			
22	Geoff Crossley	Cumbria	<a href="#">Ozone</a> Zeno	114.0	<a href="#">32.2</a>	<a href="#">30.6</a>	<a href="#">22.1</a>	<a href="#">16.6</a>	<a href="#">12.5</a>	
23	Peter Logan	Dales	<a href="#">Skywalk</a> Cayenne 5	113.5	<a href="#">60.8</a>	<a href="#">52.7</a>				
24	Chris Kay	Dales	<a href="#">BGD</a> Tala	113.4	<a href="#">65.0</a>	<a href="#">29.5</a>	<a href="#">18.9</a>			
25	Tom Cole	Avon	<a href="#">Ozone</a> Zeno	110.1	<a href="#">110.1</a>					
26	Sean Staines	Wessex	<a href="#">Triple Seven</a> Queen 2	109.2	<a href="#">47.6</a>	<a href="#">18.0</a>	<a href="#">16.5</a>	<a href="#">15.9</a>	<a href="#">11.2</a>	
27	Richard Butterworth	Pennine	<a href="#">Ozone</a> Enzo 3	106.7	<a href="#">106.7</a>					
28	Charles Norwood	XClent	<a href="#">Ozone</a> Zeno	105.6	<a href="#">72.6</a>	<a href="#">33.0</a>				
29	Tim Bridle	LLSC	<a href="#">Skywalk</a> Poison X Alps	102.7	<a href="#">65.8</a>	<a href="#">25.2</a>	<a href="#">11.7</a>			
30	Ed Cleasby	Dales	Flow XCRacer	101.1	<a href="#">62.9</a>	<a href="#">38.2</a>				
31	Crawford Coulson	Long Mynd	<a href="#">Skywalk</a> Chili 3	100.3	<a href="#">65.7</a>	<a href="#">34.6</a>				

National League as at 30 March



# EYE CANDY FOR CLOUD LOVERS

## Light on the Land: Kallur lighthouse, Faroe Islands



*Photo: Wojciech Kruczynski (Poland)*

This photo won the People's choice award in the National Geographic Nature Photographer of the Year contest 2017. Apparently you don't get this sort of photo by popping out of your back door with your iphone when the opportunity presents itself - the photographer explains:

The picture consists of nine frames arranged in a three-by-three grid, which is quite difficult to put together and requires a lot of work, but with this beautiful place it was worth the effort. Weather conditions like this do not often occur in the Faroe Islands — I had to wait for three days in a tent in the rain for them. The hardest thing, however, was getting to the location to start with. My journey involved an aeroplane, bus, ferry, another bus and then a long walk on foot. I had to walk through a tunnel that is close to one and a half miles long and then do roughly the same distance along a mountain sheep path; on the way I was attacked by Arctic skua that were so aggressive I had to carry an open tripod over my head. It was worth overcoming these difficulties, though, because Kallur lighthouse is located in one of the most beautiful places on the planet. Because the cliff I was shooting from is very tall and vertical — and the wind blows hard — you definitely need a head for heights, and the rain will soak you again and again. You need to quickly take pictures and run away, again fighting with angry birds. The life of a landscape photographer is beautiful, isn't it?"