

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



# Skyywords

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

Issue:131 May 2018



Another busy day on a Dales site!

Where's all my flying buddies?



## Inside this month

This month's cover shot is by Gary Senior, and shows Simon Tomlinson flying at Windbank on April 19th. [Tam](#)



## Regular Features

**Chairman's Chat** Club venue, Wether Fell, CANP

**Club News** Up Hill and Down Dale

**Skywords Archive** - Feb 09 - It Takes two to Tango. Neil Plant

**Cloud Eye Candy** - Arcus, Poland

**Northern Challenge Trophy News** - Flying High

**Club Night Write Up** - Tales from North of the Border

**Northern Flying Photos April**

**Weather Prospects for May**

**Parabolox #6** - Thermal Triggers

## Special Features

**RHADs Corridors Summary**

**Safety Warning** - Ozium 2 Harness

**The Flying Fund** - Online Survey coming

**XC League Update** - It's not all about the numbers, but

**Club Shop**

Many thanks for all contributions.  
[skywords@dhpc.org.uk](mailto: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 May 2018

### Club Venue, Wether Fell, CANP

The committee meeting postponed from last month due to a double booking at the Horse & Farrier was held recently at the Black Horse. The function room looks very promising but it remains to be seen if they will let us have it for free. The lack of customers, just one old boy on the slot machine, has also raised some concerns about the quality of the food and beer.

We spent most of the meeting discussing the situation at Wether Fell. Concerns were raised about how we might raise the likely sums required, what might happen if adjacent land was also sold, and the responsibilities of maintaining boundaries. In the end we agreed to ask Cliff and Debbie to get the take-off and landing fields valued.

They have since confirmed that they have decided that they don't want to sell individual plots. This comes as something of a relief to those of us sharing the aforementioned concerns. On a more positive note we understand that they are taking steps to put their son, Ben, on the deeds to the farm: a possible indication that they intend to keep it in the family. Cliff did suggest that he would be willing to have an 'easement' applied to the land (for a price) which would guarantee our continued right to fly there. We have some doubts about whether this is possible, but are conducting further research.

On a completely different note, I know that most of you don't bother with the Civil Aircraft Notification Procedure (CANP). I'm sure that you have your reasons. As BHPA Sites Officer I'm striving to improve the system, and champion the only realistic defence that we currently have against a mid-air collision. It would be remiss of me not to use it for my own flying! I notified our recent activity at Windbank and received an acknowledgement by email. Whilst the procedure was initially designed to notify the military of our activity, CANPs are now published as NOTAMs by the CAA thus making them available to civilian and military pilots alike. The following morning before I set off, I was delighted to receive a phone call from a pilot at East Midlands Airport. He had planned to conduct an aerial survey in the area of Grassington. When I confirmed our activity, he explained that he would be 'heads in the cockpit' during the survey so elected to postpone his flight. Deconfliction in action – it works!

Fly safely,

Martin Baxter  
Chairman

This month's crossword clue:

Yorkshire fellow originally delivering drinks to crew (8). *The Times, April 24th*

and I'll give you an alternative clue: Team member of leading club in the National XC league

Answer: p39

Tam



### Obey the Site Rules

Ok, so some may seem quirky. You may think it's unfair to be punished twice, but obey site rules please.



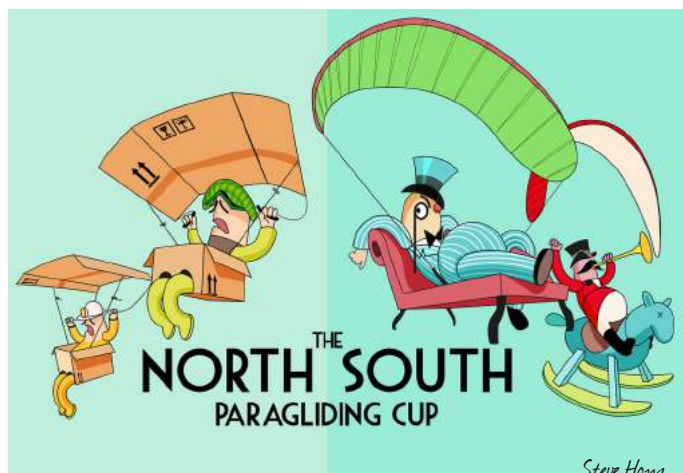
### NS Cup

The North South Cup tasks are on Sat and Sun 12/13 May, with an option of the Monday as well if the result is a draw. Depending on weather conditions, it is possible that the location may be the Dales - permission was given to the organisers following discussion at the last committee meeting.

First gathering will be 18:00 on Friday evening where the XC League prizes for last year will be handed out.

The XC League scores for the top 15 pilots in each team at the end of Thursday 10 May will make the first task. Currently we have several Dales pilots in qualifying positions.

You can keep up to date on developments on the well known data harvesting site, [Facecloth](#)



### BHPA Pilot Development



The BHPA have finalised their Pilot Development Structure, and registration details are being emailed out around the time of the publication of this edition of Skywords. If you don't receive the email, get in touch with the BHPA Office. email: [Office@bhpa.co.uk](mailto:Office@bhpa.co.uk) or telephone on: [0116 289 4316](tel:01162894316)

### Acro Alex

In case you missed it, DHPC member Alex Colbeck featured in Judith Mole's recent podcast "Acro and the British Acrobatic Paragliding Academy" - [here's a link](#). Nice one Alex!





## Rapid Learning Environment

## Parabollox #6



Photo credit: Dave Higgins, via Nature in the Dales

Never mind foreign SIV courses (which a number of club members are about to disappear on), Malham Cove is the place to improve your flying skills rapidly - if you're a Peregrine Falcon that is. Late May is the time the chicks leave the nest and start their flying development if you fancy a gander.

## Biodiversity in the Dales

We are of course well used to seeing a rich variety of wildlife on our days out flying in the Dales. Peregrines, Buzzards, even the odd Lancastrian and Cumbrian all add to our rich experience. If you were in the right place, you could also have seen a seal recently - 50 miles from the sea! There's a BBC report [here](#).



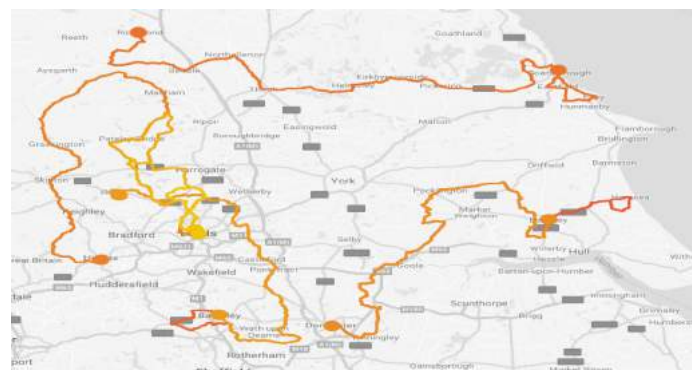
Photo credit: Karen Hargreave via BBC

So...you know the scene etc etc etc.

Apparently, thermals are far too big and heavy to be set off by the likes of the "triggers" that we often assert. A typical thermal could weigh several thousand tonnes, it would be impossible for a tractor, a hedge or some other equally insignificantly sized object to influence it. [As reported here](#). Let's go and have a few beers, and discuss.

## Tour de Yorkshire

May 3 - 6. Could affect your travel, so you may need to factor into your site choice. Route details [here](#)



## New Members

Welcome to the club to our 3 new members this month. Rob Cruickshank and Ben Keayes, both experienced Cumbrian pilots, and Sam Levy, a recent CP. Hopeful you will find (most of) us friendly and approachable, particularly if the weather is good and we have had a good flight. So don't be shy - introduce yourself to anyone you meet on the hill.

## Club Night Venue

For various reasons we are currently investigating alternative venues for the winter club nights. It is generally accepted that the Otley area is the best compromise for most in the club. The committee continue to meet on alternative months through the summer, and are planning on trying out potential venues. If you think of anywhere that may be a decent location, either let a committee member know when you see them on the hill, or email Rosie our social sec: [social@dhpc.org.uk](mailto:social@dhpc.org.uk)

# The Flying Fund

## On line survey

The DHPC has a "Flying Fund". At the next AGM (and every AGM) we have to decide if (and how much) we want to pay into it. This is an important decision which will affect your membership fee.

The committee will be seeking your views soon through an online survey so that you can have your say about the Flying Fund - this will help frame the proposal at the AGM.

### Purpose and Control

(taken from the club constitution)

#### 8. Flying Fund

8a. The Club will maintain a Flying Fund primarily designed to assist in the purchase of a site to secure our right to fly there, but also to deal with unforeseen eventualities. Monies will be allocated to the fund on an annual basis, as agreed by those present at each AGM. However once allocated the money is 'ring-fenced' and can only be released with the agreement of two thirds of the members present at an AGM/EGM.

8b. Each year the Treasurer will calculate how much interest the money in the Flying Fund has generated and allocate it back into said fund. This will help to protect the fund against the effects of inflation.

### Background

At the 2005 AGM James Goldsborough proposed to increase the membership fee by £10 (£15 for joint membership) to setup a fund for ensuring the future of flying in the Dales. The proposal was passed unanimously. (When a discount for promptly paid subscriptions was introduced the Treasurer simplified the calculation to 35% of membership income, which is more or less the same thing.)

At the time there was some discussion as to how much we needed in the Flying Fund. It was estimated that in another 7 years, if contributions continue at their current levels, we should have about £20K. (As at the 2017 AGM we had £17K). If one of our major sites was under threat we could probably raise another £10K through fund raising and selling lifetime memberships.

The BHPA would then contribute up to 75% of the cost (they currently have about £50K) of the site meaning that we could afford something in the region of £120K. It's also worth noting that the threat to our flying might come in a different form such as foot & mouth or an airspace issue.

Over the last few years the 35% contribution has deliberately been used to run down our working capital to what the committee considers a sensible level. At the last AGM we agreed to reduce the contribution to 15% (a compromise – still running down the working capital but at a rate we can afford for one year only).

### Current Situation

At the next AGM, the committee will decide what 'base-line' subscription fee to recommend to members based upon expected annual expenditure NOT including a contribution to the Flying Fund - ie the amount required to run the club. Although the committee is working hard to minimise expenditure, having run down the working capital over the last few years, it seems likely that the 'base-line' subscription fee will increase.

If the membership wants to contribute to the Flying Fund then that will be in addition to the base line figure.

### Your Views

The survey will give you a range of possible options to support regarding the Flying Fund - from "Yes keep it and continue to add to it", to "No, stop adding to it, and use the current fund for something else"

There will also be a free text field in case you would like to tell us more about your views on the Flying Fund. ([You can also contribute to the thread on the forum here](#)):

### Poll, Privacy and Results

The poll will be open only to all full DHPC members as at XX XXX 18. The vote and comments will be entirely anonymous.

The results will be published in Skywords magazine and will be used by the committee in framing the proposal on subscription fees at the 2018 AGM.



## April Club Night Report - Rosie Darwood

### Tales from North of the Border with Tony Shephard

It was a real pleasure to welcome Tony Shepherd to come and talk to us for the final club night of the season. With an impressive 28 years flying, over which time he has accrued more than 2000hrs and loitered at the top of the Scottish xc league table, he had much to impart.

Tips on xc flying in Scotland were interspersed with stories of truly inspirational flights and numerous eye-watering views.

Whilst many of the strategies and techniques for xc flying are also common to Scotland (and bear repeating), Tony really brought value when sharing his experiences and those things which are specific to Scotland.

The Scottish season is short....and cold. Sadly no solution for warm hands, but a reminder that now is the time to go. By the end of June the air is stable and the

season pretty much over. So generally you are flying in cool Spring air and have to dress appropriately.

Being prepared also takes on a whole new meaning in these more remote landscapes. We all know you don't do great xc just by following the roads...but we were advised that a 6 or 7 hour walk-out is "not uncommon" and a train timetable, food, compass and walking poles worthwhile things to carry. Tony has just returned from New Zealand where they routinely carry bivvy kit...now that takes it to another level!

It's been mentioned on the forum and Facebook recently but perhaps also a timely reminder not to be too dependent on your phone - and have a plan for phone failure (numbers written down on paper, spare phone or battery, paper maps). And as it gets later in the ' season also be prepared for the "voracious midges".











This is serious flying and in the mountains conditions can change quickly, so being aware of that, and also where you can glide to - for your next bit of lift or for a landing is important. Try to read the air ahead beyond the next cloud may result in a longer flight. Its been said before but flying in gaggles, particularly on "blue" days, can be helpful.

Generally Scottish flying is in light winds. It can be helpful to watch the cloud shadows on the ground for wind speed and direction. And often the sea breeze will come into play.

And finally land safely - rather than conveniently.

Thank you Tony for all your time and effort - a great evening.

RD



## Tim Bridle All flights

SHPF League 2017

Results

Pilot flight 1/8

 **Carrera**

### Turnpoint Flight on a Paraglider

Club	LLSC
Glider	UP Trango XC3
Date	31st May 2017
Start	12:13
Finish	18:13
Duration	6hrs
Takeoff	Aberfoyle
Landing	Nairn

Coords

#### Distances and Score

Leg 1	66.87k
Leg 2	12.34k
Leg 3	83.69k
Leg 4	10.22k
Total	173.12k
Score	<b>173.1</b>

#### Open Distance

Total	160.2k
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Tracklog

Admin

[Flight Map](#) [XC Player](#) [Charts](#) [Statistics](#) [Storyboard](#) [Options](#) [Help & Info](#)



#### Notes

This map gives an overview of the flight, using the turnpoints to plot the track.

Its small scale has some drawbacks - short flights and loop flights may appear as a single blob, and flights along the coast may appear out at sea.

Use the **XC Player** for a detailed map and flight track.



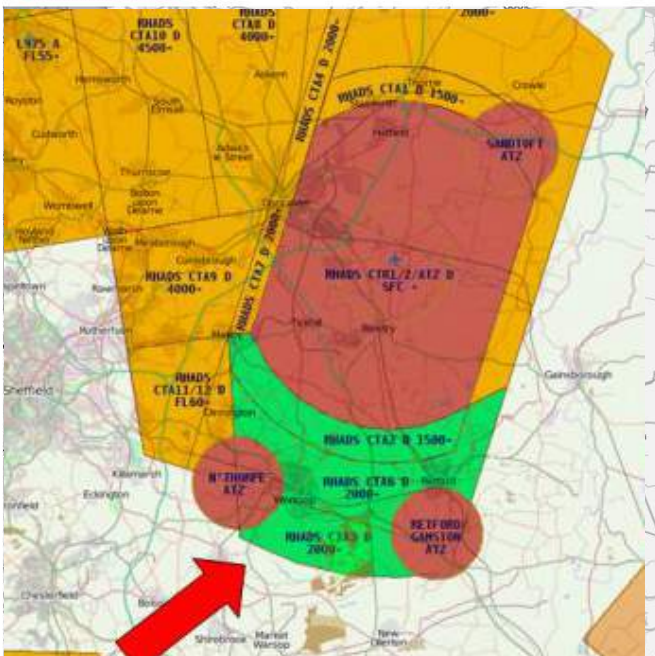


# RHADS Airspace Corridors

We were grateful to Pat Dower for coming to the club night on 5th April and giving the briefing on the use of the RHADS corridors. About 20 pilots signed the form to say that they had been briefed. It is only if your name is on this form that you can use the corridors. We have reproduced the summary guidance here, and a link is provided to the Judith Mole podcast mentioned by Pat, opposite. <http://www.judithmole.net/webcasts/rhads.html>



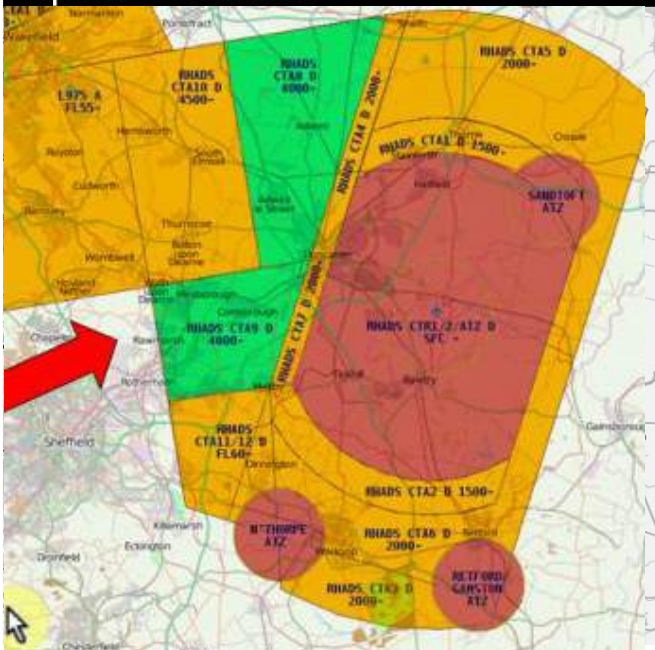
## Workshop – Location



## – Details

- When open, we may fly through the marked CTA class D area up to 4,500ft AMSL until closing.
- The embedded ATZs at Retford/Gamston and Netherthorpe remain active as normal
- Be aware of flights taking off southbound, and the possible track through the corridor towards Retford/Gamston
- Be aware of possible closing... monitor ATIS and the prevailing wind direction / conditions when crossing.

## Upton – Location

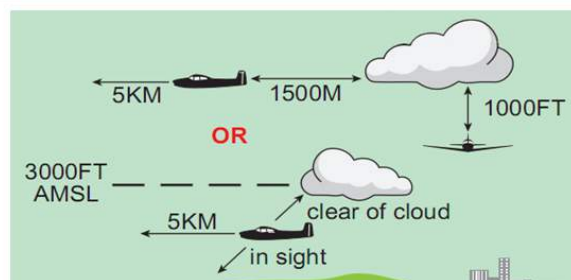


## – Details

- When open, we may fly through the marked CTA class D area up to 4,500ft AMSL.

## General

**All flights within corridor areas must be under VFR – you must maintain VMC at all times.**



## Corridor Status Information

- Check the DSC website the night before for whether corridor openings are going to be requested
- Use the status services below to ***ensure you know opening and closing times and current corridor statuses*** on the day.

**Airband 134.950MHz (continuous broadcast)**

**RHADS ATIS**

**or**

**Tel: 01302-625645**

**<http://dscxc.com>**

**DSC Website status page**

**or**

**<http://wap.dscxc.com>**

**SMS Notification service**

**For DSC members. If you change your mobile number, please notify the DSC Airspace Officer Ian Stanyon.**

## Access to corridors

Access is available only to BHPA pilots who are pilot qualified, have been suitably briefed and are recorded as such by the DSC.

## Contact

Ian Stanyon

Email: [airspace@derbyshiresoaringclub.org.uk](mailto:airspace@derbyshiresoaringclub.org.uk)

Tel: 01433 620051

# XC League 2018

"it's not all about the numbers, but..."

User: Guest

[Key](#) | [Latest Entries](#) | [League Info](#)

## National League 2018 Club Flights

National Paragliding League



532 flights 18,768.2 points 195 pilots

League  Show   Year  Scoring

Top 4 pilots score for each club. Click [Show Other Pilots](#) to expand club tables.

Club	Total									
<b>1 Dales</b>	<b>998.1</b>	<a href="#">Show Other Pilots (12)</a>		<a href="#">Website</a>						
1 Pete Darwood	Nova Mentor 5	290.2	↑ 70.8	↔ 64.3	↔ 55.8	↔ 47.6	↔ 35.3	↔ 16.4		
2 Ed Cleasby	Flow XCRacer	273.0	↔ 102.9	↔ 62.9	↔ 38.2	↔ 28.2	↔ 23.9	↔ 16.9		
3 Chris Fountain	<a href="#">Skywalk</a> Cayenne 5	243.9	↔ 62.3	↔ 60.9	↔ 57.4	↔ 43.2	↔ 20.1			
4 Chris Kay	<a href="#">BGD</a> Tala	191.0	↔ 65.0	↔ 56.1	↔ 29.5	↔ 21.5	↔ 18.9			
<b>2 Derbyshire</b>	<b>909.8</b>	<a href="#">Show Other Pilots (25)</a>		<a href="#">Website</a>						
1 Helen Gant	<a href="#">Ozone</a> Zeno	309.3	↔ 156.9	↔ 56.8	↔ 44.4	↔ 29.7	↔ 21.5			
2 Neil Furmidge	<a href="#">Ozone</a> Delta 2	218.3	↔ 82.0	↔ 38.9	↔ 38.1	↔ 26.8	↔ 16.7	↔ 15.8		
3 Ash Ghinn	MacPara Elan 1	199.3	↔ 73.5	↔ 40.9	↔ 29.1	↔ 21.1	↔ 20.1	↔ 14.6		
4 Jason Morrey	Nova Mentor 4	182.9	↔ 67.4	↔ 48.9	↔ 23.0	↔ 22.7	↔ 20.9			
<b>3 Avon</b>	<b>790.1</b>	<a href="#">Show Other Pilots (10)</a>		<a href="#">Website</a>						
1 Tim Pentreath	Advance Omega X-Alps	280.7	↔ 98.3	↔ 86.7	↔ 39.3	↔ 29.6	↔ 15.1	↔ 11.7		
2 Tom Cole	<a href="#">Ozone</a> Zeno	224.1	↔ 114.0	↔ 110.1						
3 Robert Kingston	<a href="#">Triple Seven</a> King	176.1	↔ 55.7	↔ 50.8	↔ 40.8	↔ 28.8				
4 Paul Collender	<a href="#">Gradient</a> Aspen4	109.2	↔ 57.2	↔ 41.8	↔ 10.2					

This time last year some of the northern contingent of XC pilots were up in arms about the unfair distribution of flyable weather over the UK. RASP had been hacked by the Russians and God was assumed to be a southerner. Graham Steel, not God but not far off in some people's eyes, already had a full-house of six 100km flights to his name. This year however appears to be balancing the books, with the tow outfits and Milk hill posse yet to be allowed out to play. With so few cross-country days down south, the top of the XC league is currently dominated by the northern brawl, with all the big triangles coming from north of Hadrian's wall.

To cap this off, the Dales club have resumed their rightful place at the top of the club league, ahead of Derbyshire and the Bradwell massive. As far as I am aware, the last time this occurred was back in the 2006 season when club legends Dean Crosby, Jake Herbert, John Ellison and Chris Fountain conspired to win the

club league. It appears that the depth of talent and keenness in the club is very much on the ascendency at the moment, and with several top Dales pilots still just warming up for the 2018 season then long may we stay at the top!

However, it is not just about numbers, rankings and Tesco points; flying and competing is and should be foremost about having fun! The NCT has taken off with gusto, as reported elsewhere, and several newer pilots are clearly enjoying themselves and have already set high markers with early season performances. Perhaps none more so than (new) Jake, who on his first cross country flight, took off from Parlick in March and landed some 40km away at Skipton. All this with an audio-only vario and a vague knowledge of the airspace boundary at Skipton; way to go J20!

Bring on more fun flights in 2018!

PD



## Club Nights

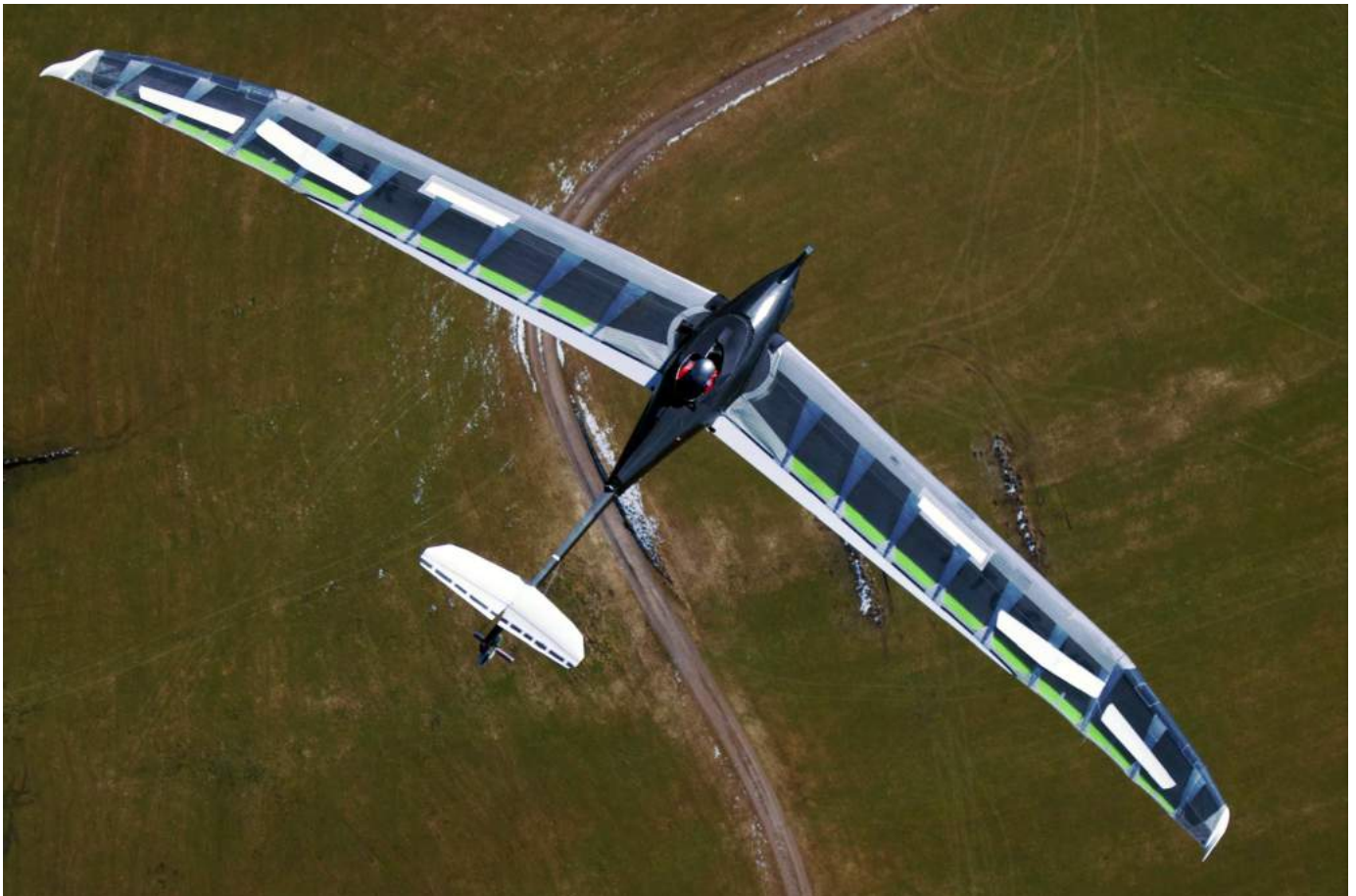
Club Nights have now finished for the summer months because we will all be flying rather than sitting around drinking beer and talking about it. They take place on the first Thursday of the month in winter months, starting in September. For a number of years we have met at the **Horse and Farrier, Otley**, however we are currently investigating potential alternative venues. The Otley area in general is believed to be the best area for these meetings. However, if you have a suggestion for a potential meeting place, let the Social Sec know and we will investigate, [social@dhpc.org.uk](mailto:social@dhpc.org.uk)

Club 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 organises an impressive array of talent to come and talk to us over the winter, and as we speak will be developing the programme for Winter 18/19. Next Club night: 6th September!



7 Bridge Street  
Otley LS21 1BQ  
Telephone : 01943 468400

**The new Atos "Hang glider"** - how long before we see the skies of the Dales graced with such a machine?



# Ozium2 Harness Safety Notice

PARAGLIDE

.. NEWS .. PRODUCTS .. DOWNLOADS .. **INFOZONE** .. TEAM .. ADVENTURE ..

INFOZONE

## OZIUM 2 HARNESS: SAFETY NOTICE

OZONE > PARAGLIDERS > INFOZONE > SAFETY NOTICES > OZIUM 2 HARNESS

### OZIUM 2 HARNESS: IMPORTANT SAFETY NOTICE

Concerning all Ozium 2 harnesses manufactured during 2017 and early 2018.

For harnesses delivered after March 2018, no further action is required.

There have been several reported cases of a potential problem with the reserve deployment system of the Ozium 2.

The reserve bridles connect the parachute to the shoulder attachment points and are routed within a self-opening zip compartment on the right hand side of the harness.

During practice deployments it has been found that it is possible for the bridles to rupture the stitching of the self-opening zip compartment, rather than open the zip as intended. This does not adversely affect the deployment of the parachute itself but can cause non structural damage to the harness. In the case of a real life deployment, there is also the potential for the pilot to be left in a compromised body position.



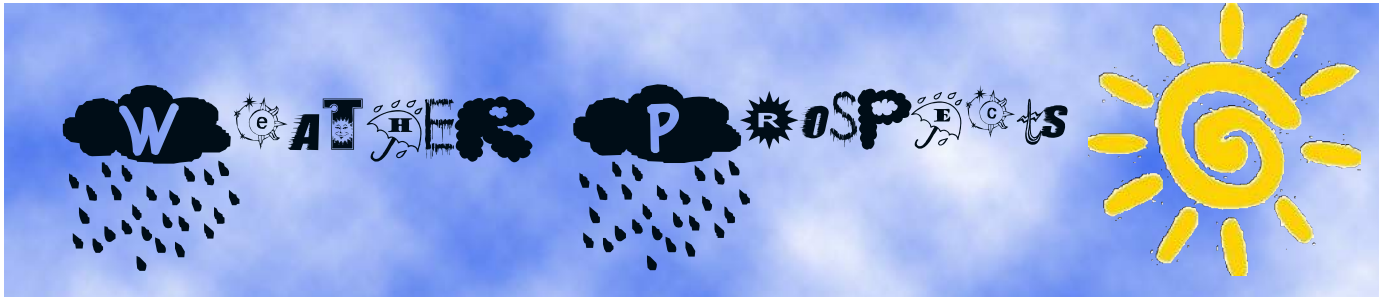
To rectify the issue it is necessary to modify the reserve deployment container with an adhesive reinforcement panel. The reinforcement panel, when correctly fitted, ensures that the bridle is directed through the self-opening zip during the deployment process as originally intended.

The reinforcement panel will automatically be sent to your OZONE dealer. The modification is simple to do and will take only 5 minutes so it is possible to perform it yourself. However, if you are unsure or do not have the confidence to do so, please consult with your dealer.

**Action Required:** Contact your [local OZONE dealer](#) to obtain the reinforcement panel.

**Remember to thoroughly check your harness and entire reserve system on a regular basis.**

[Download Reserve Modification PDF](#)



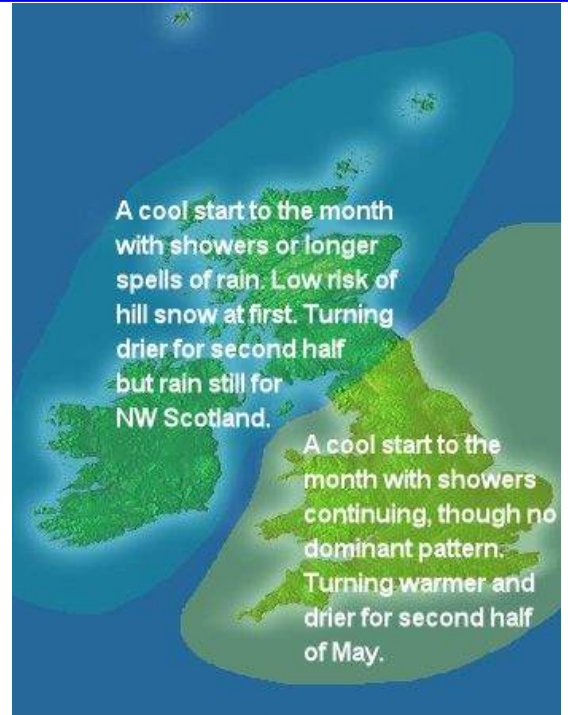
## May 2018 : Mixed Start to May, Better Later

Issued : 25 April 2018

### Forecast

A rather mixed and cool start to the month as we continue to see an upper low pressure system dominate the weather. Showers or longer spells of rain with temperatures near average will dominate the weather although the Atlantic will quieten down.

We are expecting high pressure to build across the UK for the second half of the month bringing warmer and drier weather to many parts of the British Isles although depending on the position of the high we could still continue to see weather fronts brushing Northwest Scotland.



May 2018  
Forecast



## 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



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.



## April Update - Ed Cleasby

I'm writing this a little earlier than usual, confident the weather has gone into a five day shutdown. It's been a funny month with lots of flying, just nothing to get too excited about from an xc perspective. Ideal conditions for the NCT tasks really; you can be rather ridge-bound, yet still able to fly a task with a good chance of completion.

The results table is growing steadily in terms of participants and filling out with scores. One trend I've noticed is the numbers punching in the tasks, flying parts of it, yet perhaps failing to complete to their satisfaction and not actually entering it. As I stated way back when introducing the NCT concept I'm quite happy for pilots to simply use the tasks as a focus for the day ... there is no compulsion to actually compete. Even if flights are not entered it's still serving its purpose and if you do get past TP1 it still scores.

Although it looks like John Westall and Geoff Crossley (both with the NCT bit firmly between their teeth) are pulling away, don't be deterred, the way the system works means that someone not even figuring yet could make a break for the top. It's a bit like the xcleague in that respect, where early flights can be overtaken by better ones as the conditions improve during the coming months. Factor in also that you can improve on an existing attempt and only your best eight actually form your final total - and don't forget 'task dropping'. There is everything to play for.

Last month I mentioned Westie storming the Far Whitestones task when everyone else had decided it was café time. Well .... he did something similar with the Windbank task. A few days earlier Geoff C had made the first completion in a decent time of 1hr 49.35 on a reasonable day. Westie followed this up five days later in 1hr 47.19 ... it was a tricky day with more wind and off to the north. I had a chat with him a few days later which I found both interesting and revealing. Firstly, he thought the NCT structure with its attendant tasks were the ideal vehicle to develop his flying - to push the day, and his flying and instrument use skills. Secondly ... the tasks suit the military mind-set - and John comes from a very impressive military background.

John's flight:

<http://www.xcmap.net/myResultStrict.php?r=348&t=705>

Geoff's flight:

<http://www.xcmap.net/myResultStrict.php?r=336&t=705>

Also of note is Simon Tomlinson, who manfully, on the same task made it on a death glide to clip TP4 ... knowing it meant a valley landing. Now that is dedication .... I turned back 190 M short to just get back to the ridge!

You can share Simon's pain here:

<http://www.xcmap.net/myResultStrict.php?r=351&t=705>

Elsewhere, Blease has taken a bit of a hammering and the GRIDS at Clough and Parlick have seen traffic. Dodd is still awaiting a GRID day and a few more outlying tasks I suspect are waiting a suitable weather day.

Chris Foster has just put up [a link to the scoring system](#) .... How it works and such which is a useful quick read if you wish to max your points. My thanks to Chris for his ongoing maintenance work and sorting small issues.

The summary results table is opposite, full results and track logs can be found here:

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

As of today there have been no attempts on the H&F tasks, but plenty of planning so I imagine they will start to appear as we move into the longer days.

I'll keep up the request for money pledges to the prize fund and draw (£5 min to enter the draw element). Nothing now ... just the pledge and I'll chase you next October to make good. Thanks to those and the clubs who have contributed, some have been especially generous (names, but not amounts will be published at the season end). All you need do to make a pledge is text or email me with your name and amount and I'll register it.

Ok, that's all for now.

Safe flying and we'll see what the next month brings.

Ed

# Results NCT 2018 as at 22nd April

- pilot -	GRID - Parlick (24k)	GRID - Dodd (30k)	GRID - Clough (19k)	GRID - Cross Fell (24k)	Coniston Cradle (21k)	Pendle DBLFAI (26k)	Bleas DBLFAI (31k)	Windbank Cradle (40k)	Far Whitestones Cradle (29k)	Whernside DBLFAI (32k)	Cross Fell FAI (30k)	total
JOHN WESTALL	253		218				799	607	565			2442
Geoff Crossley	68	225	540				507	604	247			2191
David Eva			259		262		416		75			1012
Patrick Holmes							497					497
Richard Bungay			220				268					488
Joseph Edmonds	106		381									487
SIMON TOMLINSON			79					292	87			458
Harvey	201								215			416
timoliver	144								178			322
Dave Evans	267											267
Gary Stenhouse							263					263
Pete Logan								261				261
DAVE BRADWELL								255				255
Chris Kay								250				250
Graham Jones	223											223
Mark Gravestock			167						55			222
Martin Baxter								199				199
Chris Foster			53		140							193
Benjamin Ireland			140					53				193
Mark Morrison								188				188
Chris Little			123									123
GordonC			70									70
John Wilson			68									68
Mike Mason									9			9



# Skywords Archive - February 2009

## It Takes Two to Tandem - Neil Plant

*Continuing our look back at the Skywords archive, early 2009 saw a new editor, and a new style developing. Neil Plant provided a report on becoming a tandem pilot - still highly relevant. Make sure you are up to date with BHPA requirements ([here](#)) if considering this!*

Once out of training and having racked up a good few hours in a variety of conditions you might find your self wondering where to take your flying next. Your next challenge could involve increasing your cross country distances, flying comps, acro, becoming an instructor, gaining tow or hill ratings or learning to fly tandem. I went through exactly this process three years ago and decided on trying to get my tandem rating for the following reasons.

Cross country opportunities in the UK would always be controlled by the fickle nature of the weather. Not only do we wait for a good, flyable day but of those good, flyable days only a few would ever have XC potential for a mere mortal. I didn't feel ready to fly comps. I've never been keen on flying in gaggles and the sight of 50+ paragliders over some of the Dales larger sites looked a bit dodgy to me (I have since been proved wrong on this as most pilots flying comps are pretty competent and are as keen on avoiding mid-air as me! So don't let me put you off - I now fly comps quite happily). Acro has limited



opportunity in the UK. It always seemed a waste of good height to me! Becoming an instructor – a worthy calling but I wouldn't have been able to handle being on the ground on good days while other people were flying. Tow/hill ratings. I still have a desire to get a tow rating but with the nearest tow operation being down in Derbyshire it was never going to be a priority. That left me with learning to fly tandem. I reasoned

that, having a non-flying partner who is happy to go on flying holidays on the basis that if no other non-flying partners are on the same holiday then I should spend up to 50% of the time doing „stuff“ with her rather than flying, this could be the perfect solution. I get to fly all flyable days when on holiday, we get to do it together and I get to avoid the dreaded "stuff" while others are skying out above.

Once this was decided, I made a commitment to get my tandem rating before the end of the year. I wanted to do it under instruction and I soon discovered that there were very few places willing and able to do tandem instruction. After trying local schools I contacted Jocky Sanderson, who was happy to take me through the rating on a day rate basis. I set aside three days annual leave for the possibility that I might be flying mid-week and let my employer know that I might be taking these days at short notice. I purchased a used tandem from a well known pilot in Cumbria and waited for the weather.

The first day with Jocky involved me flying as passenger while he demonstrated some of the peculiarities of tandem paragliders, followed by me ground handling the tandem and getting used to the reverse launch technique. After a few short hops, reminiscent of my first few days paraglider training, I was impressed with how well the tandem behaved. Apparently manufacturers deliberately spend more time ensuring tandems have good handling characteristics. It makes sense I suppose if you are to be flying with complete novices as most commercial tandem pilots do on a daily basis.

The next day had Jocky helping me out with launching the tandem in stronger conditions. There was one rather disconcerting technique of Jocky standing six feet in front of me hanging on to the brakes to keep the wing on the ground while I set up for a forward launch with Jocky's (nervous) T.I. as passenger. When there was a



lull I called to Jocky to release the brakes and I went into a forward launch. We left Catbells like a rocket. Great technique but I've not used it since!

The third day saw us flying at Bewaldeth, a relatively small hill that works well in a south-westerly. Being small it was perfect for repeated launch, land, walk back up, with Jocky as passenger. The final day happened to fall at the weekend and I persuaded a good friend of mine to join me and we would

swap pilot/passenger roles through the day under Jocky's instruction. It turned out to be the perfect tandem day at Bewaldeth. We got around half a dozen flights each as pilot (although we did get on each other's nerves with our "front-seat driver" comments – "watch out for that fence", "we're going to land in that gorse", "did you mean to do that?" etc) and we helped Jocky out with launches of a couple of commercial tandems he was doing that day. It got to the stage where the solos were grounded and we were able to fly the stronger conditions on the tandem (although we were fairly heavily laden).

Once I had the required number of flights there was then the theory test to take. When we hadn't been flying Jocky had been placing as much emphasis on having the correct attitude to fly tandem as on actually flying one. His reasoning was that as a Pilot rated pilot with over 100 hours he could rely on the fact that I had reasonable flying skills. What he could be less sure of was that I appreciated the different responsibilities of flying tandem. Over the four days he had taken me through assessing conditions for tandem flying, assessing passengers' suitability, briefing passengers, and left me in no doubt that my main concern as a tandem pilot should be the safety of my passenger. We went for a cup of tea and I sat the test. A couple of hours later I had the magic signature. I went home and booked our first tandem holiday.

I've racked up about 30 hours on the tandem (not a lot in 3 years but I wasn't helped by an unplanned pilot/ground interface whilst on the solo that left me grounded for 18 months!) and have loved every minute. It really is different enough to flying the solo to keep me interested but similar enough for me to feel that flying one benefits my flying of the other. We have cruised for hours over Verbier, struggled with RLF ("Run Like F\*\*\*!!!") launches in nil wind in Austria and thermalled with vultures in Algodonales.

For anyone considering taking up tandem flying I would make the following suggestions.

[Team up with another pilot](#) who also wants their tandem rating. You can swap pilot/passenger roles during your training leaving your instructor to monitor you from the ground. Doing this it would be possible to get the required number of flights in a couple of days. It also makes it cheaper as the instructor can be instructing others at the same time rather than being stuck in your passenger harness for the duration.

[Buy a used tandem](#) for your first tandem and/or buy one under shared ownership. You can always buy a shiny new wing once you know you will be doing enough dual flying to justify it.

[Consider doing training with an instructor who regularly flies tandem](#) such as Jocky. Under the current requirements for a tandem rating it is not strictly necessary, but you will learn more even if it costs more. It took me a while to find someone –

things have changed since then and I have heard that my favourite fly/guiding people in Verbier have taken people through their tandem rating. So if you are feeling flush, check out somewhere like Verbier, if not, give Jocky a call. You won't regret it.

For information, the current BHPA requirements for achieving a tandem rating are: Pilot rating, minimum 100 hours, minimum 12 flights on tandem (2 as passenger, 10 as pilot), completion and pass of theory test, and sign-off by CFI/Chief Coach that you have the correct attitude to fly tandem.

NP





## 9 years on, Neil provides a post script

*9 years after writing this we're still enjoying flying tandem and we can now mix it with the solos on XC. Julia is now adept as a thermal spotter and she's been instrumental in us doing some longer XCs. Tandem technology has improved dramatically and modern tandems launch and land more easily, making for a much more comfortable experience for all. The 2001 tandem pictured needed a precisely timed flare - its one flaw - to avoid RLF landings. Our*

*current tandem (a Gradient BiGolden 3) is an absolute delight. It's important to keep current and so I try to devote a couple of weeks a year to tandem flying (I rarely fly tandem in the UK, usually sticking to tandem friendly holiday destinations such as Bassano, Algodonales or most Alpine destinations). As with all flying holidays, they are just that, a holiday in nice location. So if it isn't flyable, we do the 'stuff' instead!*

Bassano

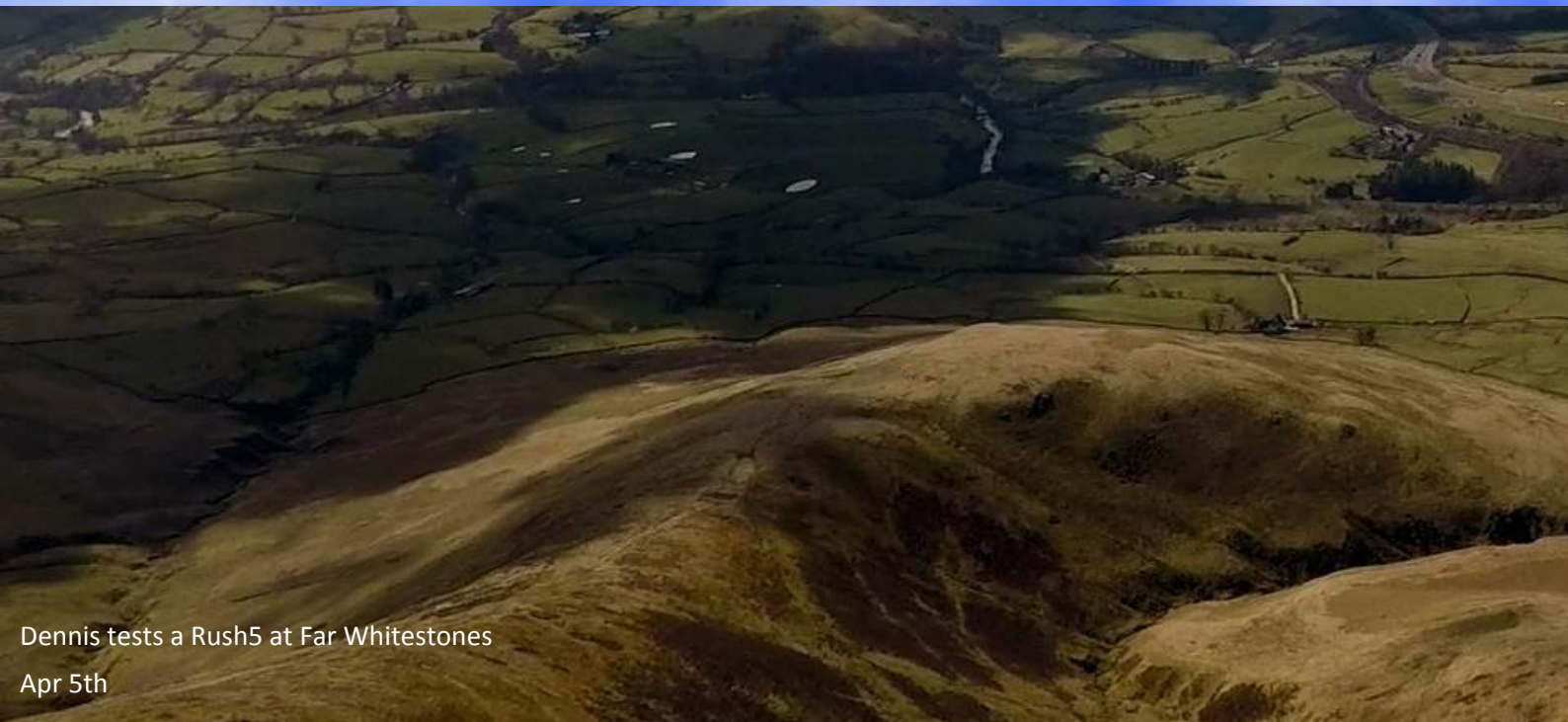


Bassano



Photo credit: Kelly Farina

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



Dennis tests a Rush5 at Far Whitestones  
Apr 5th



Approaching Helvellyn from Clough Head,  
Mar 24th



*Photo: Simon Tomlinson*



*Photo: Chris Kay*

Jan Little flying The White Corries, Glencoe,  
Apr 1st





Robin Scott and Ron Chipman  
Primrose Valley Orographic,  
Apr 9th



Ingleborough in the mist  
Apr 8th





Simon Tomlinson at Windbank  
Apr 19th



Photo credit: Gary Senior



Photo: Gary Senior





.and Dales pilots got to the seaside too.

Pete Darwood flies to Robin Hood's Bay from Carlton Bank

April 5th



Simon Tomlinson was with a couple of flying buddies at  
Oludeniz Northerly t/o

April 23rd

Note the "ski lift" now approaching completion



# 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



The banner features the DHPC logo on the left, which includes a stylized glider and paraglider. To the right of the logo, the text reads: "Dales Hang Gliding & Paragliding Club", "www.dhpc.org.uk", and "143.850MHz". In the top right corner of the banner are social media icons for Facebook and Twitter. Below the banner is a navigation menu with the following items: Home, News, Events, The Club, Membership, Sites, Coaching, Competitions, Links, Library, Contact, Forum.



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



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

Option 1:  
Front design only



Front: Left breast embroidered badge

# Ladies polo shirt

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

Option2:  
As option 1, plus back design



Back: Steve Ham design heat transfer



Shop website screen shot

Option 1

Ladies cool polo shirt (choice of 11 colours)



Shop website screen shot

Option 2

Ladies cool polo shirt (choice of 11 colours)



Option 1:  
Front design only



Front: Left breast embroidered badge

# Gents / Unisex polo shirt

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

Option2:  
As option 1, plus back design



Back: Steve Ham design heat transfer



Shop website screen shot  
Option 1



Shop website screen shot  
Option 2



# Club Contacts

Contacts details for the new committee are given here.



Martin Baxter - Chairman  
chairman@dhpc.org.uk



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



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



Carl Maughan - Library  
library@dhpc.org.uk



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



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



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



Safety Officer  
safety@dhpc.org.uk



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



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



Dennis Marston - Sites Officer North  
sites\_north@dhpc.org.uk



Simon Tomlinson - Sites Officer North  
sites\_north@dhpc.org.uk



Shaun Pickard - Sites Officer South  
sites\_south@dhpc.org.uk



Alex Colbeck - Website  
website@dhpc.org.uk



Tam - Newsletter  
skywords@dhpc.org.uk

The committee meets on alternate months, on the 3rd Wednesday of the month at 7.30 at the Horse and Farrier. Although minutes are not published, members are welcome to attend to observe proceedings (if you are that way inclined), or you can request a copy of the minutes from the secretary. Regular items cover each of the areas above.

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

# DIARY DATES 2018

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

Nov 1 - Oct 31	XC League	<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>
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 Festival	<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	

Crossword Clue Answer: Dalesman

# EYE CANDY FOR CLOUD LOVERS

Arcus Cloud, Poland



*Photo: Pawel Blaszkowski - Polish storm chaser. Source: Severe Weather Europe*



The Yorkshire Dales Dark Skies event - Barbon, 12 May 2018