

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



# Skyywords

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

Issue:132 June 2018

..we've come a long way  
since those Eccentrica Gallumbits  
inspired wings

Yes, I wonder if anyone will use  
(one of those at the 40th)  
anniversary of the Baildon Sod  
(this year)





## Inside this month

This month's cover shot is by Jim Mallinson, at the North South Cup 12/13th May. More NS Cup photos elsewhere in the mag



## Regular Features

**Chairman's Chat** Club venue, Wether Fell, LBA, Flying Fund

**Club News** Up Hill and Down Dale

**Skywords Archive** - March 09 - I was getting over confident.

Fred Whinstanley

**Cloud Eye Candy** - Storm, Brazil

**Parabollox #7** - Horseshoe Crabs

**Northern Challenge Trophy News** - May

**Northern Flying Photos** May

**Weather Prospects** for June

**You Can Take it from Me** - A GPS is useless in cloud

## Special Features

**The Brazilian Adventure** - Carl Maughan

**BPCup Pennine Round** - Kev McLaughlin

**The DHPC MasSIVe** - Course Feedback

**The Flying Fund** - Online Survey

**The North South Cup** - The Ballad of Hay Bluff, plus photos

## Club Shop

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



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



Martin Baxter

Chairman's Chat June 2018

Club Venue, Wether Fell, LBA, Flying Fund

A round up from this month's committee meeting.

Diary. Next year's repack has been booked for 9 Feb. The Farmers' Dinner is planned for 9 Mar at the Boar's Head.

Our membership secretary reports that 149 of you have renewed your membership thus far with 94 of you taking advantage of the discount by paying before the end of Feb. We think that this is a slightly lower figure than last year because income is about £300 less than last year. The good news is that expenses are £500 less than this time last year. I'd like to say that this is due to increased scrutiny but, in truth, I can't. In fact, I'm rather surprised because we now claim expenses before every committee meeting so there won't be any big surprises at the end of the year. The upshot is that we are currently in profit to the tune of about £240. This has to cover further travel expenses and the Sep club night. The situation will ease as more people renew and the schools churn out new pilots.

This doesn't take account of the Flying Fund. By now you should have received an invitation to vote on the future shape of our Flying Fund. This will influence what we decide at the next AGM. At the last AGM we committed to contributing 15% of membership fees this year, which currently amounts to £505. This will reduce our working capital from its previous value of £4,935 but it remains safely above our target of £3K.

By chance we discovered why Leeds Bradford Airport hasn't been responding to our requests for an update on their Airspace Change Proposal: their head of Air Traffic Control resigned whilst on holiday! We are in communication with his replacement who has recognised the complexity of their proposal, asked the designers to simplify it, and promised to engage with us. I'm quite keen to seize the initiative by complaining to the CAA about how LBA and their consultants have deviated from the laid down process (not the actual proposal), but I'm discussing how best to proceed with our British Gliding Association colleagues.

Although the BHPA and some other clubs indicated a willingness to support our purchase of Wether Fell, a significant proportion of the committee felt that the disadvantages and risks outweighed the potential advantages, not least because Cliff and Debbie had indicated that they didn't want to sell individual plots. The suggestion of paying for a covenant/easement or sporting licence came to nowt so we remain reliant on the goodwill of the owners, as we do on all our other sites.

The Black Horse won't let us use their function room for free, and local intelligence has cast doubt on the quality of their food and drink. Rosie has agreed to take responsibility for assessing other venues for suitability – she chooses not to call it a pub crawl!

Fly safely,

Martin Baxter

Chairman





### **New Event - British All Comers Open**

A new event, in the Dolomites, for pilots with "a bit" of experience - eg BP Cup, GWO or a 50K XC. 22 -27 Jul, organised by the BHPA and with talks by the likes of Guy Anderson. What more could you ask for?

### **Lakes Charity Clssic**

There are still places available for the LCC in each comp category. If you haven't been before, this is a great comp, based at the Grassmere show ground. The Dales club traditionally does very well - at both the flying, and the socialising. So do yourself a favour and get it booked. Details on the CSC website:

[http://www.cumbriasoaringclub.co.uk/lcc/CSC\\_LCCMain.php](http://www.cumbriasoaringclub.co.uk/lcc/CSC_LCCMain.php)

### **Wherside**

We walk many paths in the Dales in our bid to get into the air. Hopefully we are rewarded with magnificent experiences. One such experience is soaring over Wherside summit as the walkers look on gobsmacked that someone has taken their experience and multiplied it by 1000. The ascent to the North end take off is under threat due to the sheer volume of footfall that it endures. If you wish to support the effort to renew the path, you could contribute via [BMC Mend Our Mountains campaign](#)

### **You can take it from me**

We have a new column! The editor's favourite days are those when someone comes up out of the blue with an article, or an idea for series of articles, and then delivers. Except in this case, it was out of the white (room). The intention is to provide good practical examples of bits of advice that you might have heard, but discarded as not relevant to your flying for some reason.

So, if you have some sore learning you wish to share with your fellow members, that may save them the trouble of learning a lesson the hard way, let us have them: [skywords@dhpc.org.uk](mailto:skywords@dhpc.org.uk).

First up later in the mag: Fly with a compass? Not relevant to you?

To protect contributors this series is anonymous. Let's call our first contributor "Iceman"

### **Bish BASH Bosh**

The Buttermere Bash is upon us! If you haven't been before, you owe it to yourself to go and see what it's all about. Set in the beautiful Buttermere Valley, camping on the lake shore and a relaxed friendly flying competition - what more could you ask for? Beer tents, and bands playing on stage. Yes its got that too. Acro display, including the DHPC's own Alex Colbeck and the BAPA? Tick. Beautiful weather? Er, well, we'll see!

[June 2 and 3rd for the comp, camping from earlier in the week](#)

If you're very lucky and very well behaved you may even be invited to Richard Meek's gin palace for a tincture, or two.



### **Murton Pike**

Murton Pike is a new Cumbria Soaring Club site open to all pilots. The land is owned by MoD and CSC have recently agreed a site access procedure after lengthy negotiations. It lies on the edge of D407 which covers the MoD training area - this is used for the firing of live ordnance. Murton Pike is principally a thermal site and good XC flights have started from there. It isn't a very good soaring site. If you want to fly at Murton Pike, please read the site guide and follow the instructions. We are currently on a 12 month trial and it would be easy to lose the site if we don't use it in line with the agreement.

It is important to stress that if you inadvertently land in



the danger area, do not move - call the guard room (01768 343236) and they will organise your retrieval. Do not touch any strange objects!

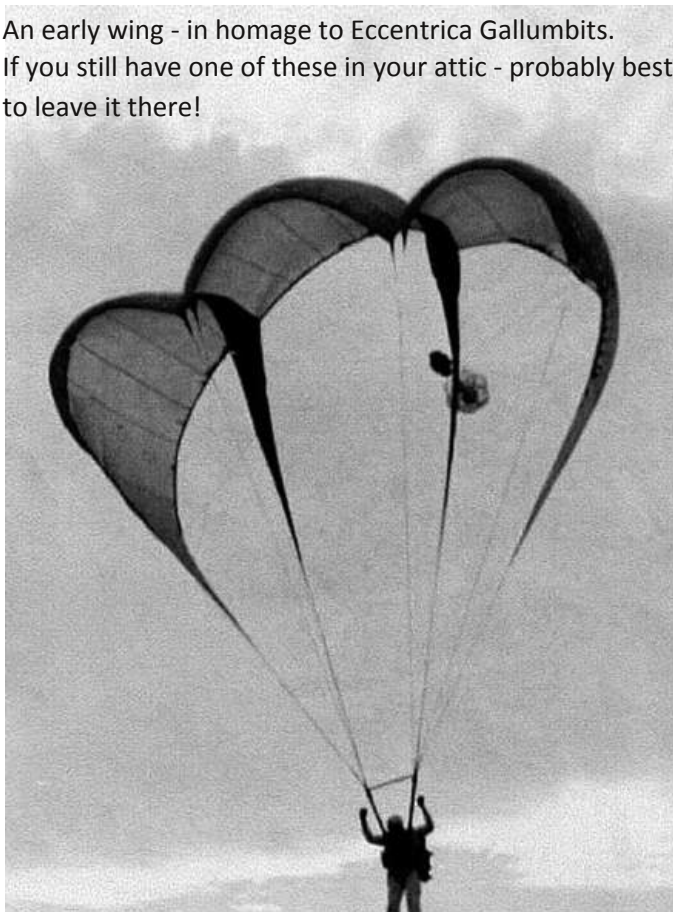
As with ALL sites you fly, read the site guide

### Baildon Sod Warning

Folks it's time once again to think of the Dales Club's premier flight competition (no really it is) and prepare to bash bracken once again for the 2018 Baildon Sod. Forget the league and the Northern Challenge - turnpoints are for dweebs!

This year adds extra dignity by it being (on reasonably flakey authority) **The Fortieth Year** we've held it. Yes, in 1978 Noel Whittall cruised to victory on a hollowed out Sopwith Camel - landing, apparently, almost within sight of the first fairway. To mark this occasion, St Hilaire style wing or harness decorations are encouraged and fabulous cash prizes will be given out to those who either manage to be creative or, more likely, those who manage to most comprehensively destroy their glide angle.

An early wing - in homage to Eccentrica Gallumbits. If you still have one of these in your attic - probably best to leave it there!



But know that the competition will be stiff this year. Kerim Jaspersen will be defending his title using the 99 cell Phantom that craftily defied gravity last year. Although some say they say his dog pulled him along on an almost imperceptible length of comp line. Hard to say really; the judges were all distracted by the thought of beers and pizza in the Malt Shovel afterwards. The late spring means that the bracken is much shorter than previous years - who knows what that means?

As ever, whilst the evenings are long, a light easterly on a weekday evening is called for. Watch for news in all the following places:

Website Shoutbox <http://www.dhpc.org.uk/>

DHPC Forum <http://www.dhpc.org.uk/forum>

Dales XC Facebook

<https://www.facebook.com/groups/239153099542193>

Dales Facebook

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

Telegram Dales XC Group

Dales Flyer Twitter Feed <https://twitter.com/dalesflyer>

Whatever WhatsApp Groups you invite me too.

*PL*

### New members

We welcome a rash of new members this month. We look forward to seeing you on the hill guys - don't be shy, introduce yourselves - it's not true that we are all antisocial, gruff and inhospitable. You might be lucky and meet one of us who is simply gruff and inhospitable. Welcome to:

Adam Cox (Otley) - newly qualified CP

Marek Pokrzyk (Sunderland) - CP 3yrs/70 hrs

Graham McAnany (York) - CP 1 yr/3 hrs

Simon Grant (Lancaster) - CP 1yr/3hrs

Jonathan Farnworth (Cumbria) - CP 3yrs/102hrs

Rod Welford (Cumbria) - P rated

Richard Cardwell (Middlesborough) - P rated





## The Flying Fund - On line survey

### Tim Rogers

The Dales Hang gliding and Paragliding Club has 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*”. An article in the [May edition of Skywords](#) provides some more information, explaining how the fund came about and stating this year’s fund value and contribution level.

According to our Constitution, every year at the AGM we as club members decide whether we want to make a contribution to the Flying Fund, and if so how much it should be. This is an important decision which affects the overall DHPC membership fee. This year the committee is seeking your view about the Flying Fund by running an online survey.

To do this we are using a service called BallotBin. As a club member you should have recently received an email from BallotBin with your personalised invitation to participate in the survey. The email clearly refers to DHPC and the Flying Fund and it is not spam. There is

only one survey question to answer and you will also be able to provide additional comments if you want to. The survey will only take a couple of minutes to complete and the committee encourages you to participate and have your say.

All full DHPC members are eligible to participate in the survey, which will be open until the end of June - but please complete it as soon as possible. The email contains a personalised code and each person will only be able to submit one survey response. Your submission will be completely anonymous and neither the survey administrator nor the committee will be able to attribute responses to individuals. The survey results will be published in Skywords and will be used by the committee to frame the proposal for subscription fees at the 2018 AGM.

If you have not received your email invitation to complete the survey please contact Tim Rogers at [membership@dhpc.org.uk](mailto:membership@dhpc.org.uk).





**June 2018 : Mixed Month After Cool, Wet Start.**

Issued : 25 May 2018

**Forecast**

June tends to be one of those months which rarely delivers the Summer weather we expect. A cool, wet start to June is expected with local coastal gales in Scotland and Northern Ireland.

An improvement the develops, but further wet and windy weather returns for the middle of the month.

The second half of the month should see more in the way of high pressure across the British Isles, but showers remaining a feature of the weather across much of England and Wales.



June 2018  
Forecast



# HIGH SIERRAS

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

Specialise in:

- Cross Country fly guiding (1 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.





## BP Cup Pennine Round

### Kev McLaughlin

#### Day 1 Task1.

The 2018 British Paragliding Cup got underway in fine style with four tasks set and four tasks flown. Based at the Boland forest gliding club, at the foot of Parlick, this was the first round in a series of three to be held this year. The next round will be held in Macedonia, and the last in Peak District.

**Places are still available for the Macedonia round, so if this inspires you come and join us!**

The first task was a cats cradle type task with the course to be flown around a total of eight turn points, some of these were the Parlick grid challenge points, everyone had fun soaring around in the bowl although a few sweaty walk-ups were talked about later that evening. The first turn point behind Fairsnape was difficult enough, and having walked out from the bottom of there last year, I wasn't going down there again! Some determined pilots managed to get to TP5, but this one required a glide to the ground in order to get there, so none in goal this time made for a low scored task, but a task none the less.

#### Day 2 Task 2.

The weather on the second day was better and an elapsed time race to goal, near settle, was set. The take off was round on the south west side of fairsnape, with one start cylinder out in the bowl. Everyone was quickly in the air as recommended by Gareth the task setter and meet director. It was forecast to get stronger, so we were off sharpish on the slightly increasing breeze. Some set off to tag the start cylinder, me included almost as soon as getting airborne. After tagging the start and returning to the ridge we hear on the radio "1 minute to start time", we had jumped the gun and had to do the start cylinder again. A few got away early maybe too early, and some left it too late and got trapped in the sea breeze. I stayed on the ridge too long, saw the approaching sea breeze and felt obliged to have a go over the back a little too low. It was tricky and I never connected with anything, and so landed near Whitewell and had a walk to the pub.

Photos from Ed's site: <https://www.xcflight.com/flightlog-2018/may/>



River Lune and Kirkby Lonsdale ahead



### Day 3 Task 3.

Unbelievably the weather was looking better yet again, so off we went to Parlick south face. It was a lovely sunny day but no wind at all on the top and not a cloud in the sky. We had a little wait whilst Gareth concocted a race to goal at Sedbergh, and then watched the sky waiting for some sign of thermal activity. First one, then another and more wisps started to appear out front and the start time was set. The first few off seemed to climb out ok, then the wisps disappeared and it died back a little. Soaring the face was tricky and I lost height on each beat, ending up in the landing field! OK so get over it! Time to pack quickly and get back up for another go. This time even more determined to stay up I had to S turn on the SW nose until high enough to make a dash to fairsnape. The trip across turned out to be quite lifty so maybe I have the luck this time. Once on fairsnape I soon got a climb and again made the dash downwind to 007. Not very high, but still climbing I drifted over 007 to the next ridge after the gully, looking too low now, I turned back into wind to see two birds not far in front of me and they were going up. Followed them into a "saved my bacon" climb that just kept on going and going right out and across the Abystead valley. A little more lift from the high ground at the other side and I am looking down on Caton moor wind farm. Maybe some sea breeze convergence helped not sure, but now it was getting less lifty, made it over Wray village ok, scarecrow festival and all going on below, and now the staying up is getting harder. Been on my own all the way, but now spot two gliders inland of me, progressing much faster whilst I am mincing about. Not sure which way is best, the drift is now taking me off course, could be the sea breeze pushing in? I have a go for the end of Gregareth, then have to revise this to the end of Wherside, then end up landing in the valley, no way to goal for me but a really nice flight anyway.

### Day 4 Task 4.

Woke up to sunshine yet again, and it's another walk up Parlick. There's a little more breeze to work with today, no clouds just yet but we get set up and wait for the task details. Its another race to goal at Austwick about 25k away. So same plan again for me, get up a bit on the front then scoot away from the crowd and head onto Fairsnape. A few beats up and down, then a slow climb back over the moor, this time with another glider for company. We pipped off each other topping out at 4000ft west of Dunsop Bridge, where we saw sailplane had been thermal ling earlier. Lost a little height on the trip across towards stocks reservoir but a little patience

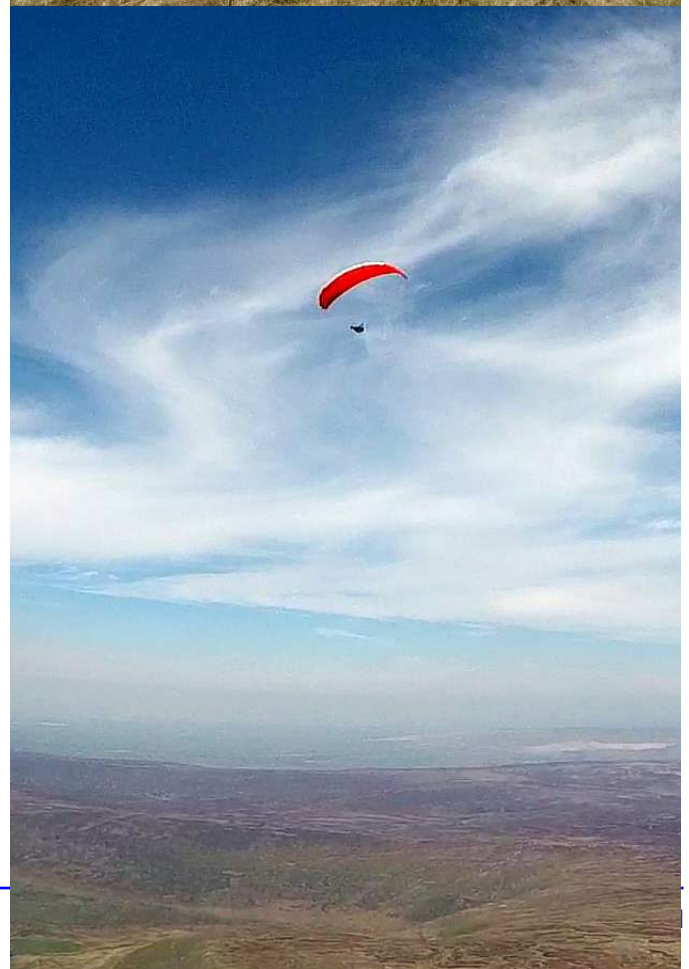
hanging around in zeros found me the climb I needed. Back up at 4000ft leaving stocks behind I could get on the bar and head off to goal. MADE IT my first proper BP Cup goal! Even had time for a fly around and to pick a good landing field, it was that buoyant I was still going up over goal. Ok not the fastest but I got there. It was nice to share a pint and chips at the Gamecock in Austwick, whilst Fred kindly talked his taxi driver mate into working his day off to take us all back.

Next round is Macedonia, just enough time to join us if you're quick!

See - [www.bpcup.co.uk](http://www.bpcup.co.uk)

Four days flying on the run, is this a record?

KMcL



# Club Contacts

Contacts details for the new committee are given here.



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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,



## To SIV, or not to SIV



My name is Lee Tryhorn. I run the Free Flight Academy, and naturally I would advise people to do an SIV course, however this is based on a real passion to see pilots improve their flying and their safety in the air. I have run a lot of guided trips with many different pilots of varying experience but over the years I have seen the same traits and fears. Many pilots are terrified of using the full available brake range of their gliders and do not have an understanding of how much or how little we need to do to firstly prevent a situation from occurring and then by making the correct inputs to recover it. Sadly each and every season there are accidents that have been caused by pilots over reacting to a situation and creating a secondary event that can ultimately lead to an accident.

This spurred me on to design an SIV course that will take away these fears and give pilots the real knowledge base and understanding of how to handle their glider in all situations.

I always start my courses by congratulating my pilots for making the best decision they could ever make in their paragliding careers. I hear a lot of chatter on the hills about

when is the right time to do an SIV course. For me a pilot should be confident in taking off and landing unaided but how many hours they have does not matter. I believe the earlier you learn about your glider's performance and how to control it in every situation then the safer and more confident pilot you will be. One of the best SIV participants we've ever had, had just an hour and 20 minutes flying post CP!

An SIV course should not be regimented in structure, there are fundamental manoeuvres that must be carried out, but they should be approached in the right way with each pilot's level of experience in mind. Although SIV manoeuvres can look scary it is far better to learn the dynamics of the situation in a controlled safe environment than on your own in an unexpected situation.

I personally think getting on an SIV course can be the turning point in many pilots flying careers and increases their enjoyment of flying, by giving them a new found confidence and feeling of safety.

Happy and safe flying to all!







## Simon Tomlinson (sigma7man)

Wing Control and SIV Course in Oludeniz



### Some background please

I'd been thinking about doing a wing control course for a while but didn't fancy a full blown "by the numbers" SIV option.

Since my flying started in 2003, the only course I'd done was a 1 day taster with Verbier Summits over Lake Geneva

### Who with and why?

After talking to a couple of my flying buddies, Gary and James, we decided to "bite the bullet" and book with [Toby Colombe of Passion Paragliding](#) in Oludeniz during April this year.

I had flown with Toby many years ago, liked his approach to the course and his website video sold it for me.

### Group size and course organisation?

Everything was well organised from the start, even the "passion wagon" taxi from the airport.

Before we even started the course, our harnesses were suspended and set up properly, reserve chutes pulled (not opened) with eyes shut and we were weighed with all our kit.

One Danish lad on the course was 6kg over his extended glider weight. It was amazing to see what acro manoeuvres a fully loaded Buzz can do. Toby advised him to change his glider once he got home.

Our group size of 9 was just about right. Toby was in the boat giving instructions, Mike on launch duty getting us off at 10 minute intervals and Mourad doing the video of each task.

Three of the group were there for the acro, they go with Toby every year. We were there for the wing control and safety side.

It was a six day course, 5 days of tasks and the final day with a small XC to Butterfly Valley with a swim, beer and



ferry boat back. What a way to end the week.

## Lauches?

The launch sites were hectic to say the least. We counted 200 pilots on the lower launch on our first day including the regular tandem guys. The two higher launches were building sites due to the installation of a chair lift, cable car and new very steep ramps. Mike's launch policing paid dividends, it was still stressful though.

## Course structure / exercises?

We flew 2/3 flights a day, each lasting about 10 minutes and consisting of 3 tasks per flight. Each flight was debriefed afterwards and the next flight briefed before heading up the mountain again. At the end of each day there was a full video debrief. It was good to see what a manoeuvre looked like as opposed to what it felt like. At the end of the week we could take our flight videos home, very useful to refer back to as they also had Toby's instructions on them.

My tasks (we could decide what we did and didn't do with Toby's suggest plan) included:-

Full frontals with and without speed bar – both brakes parked

Asymetrics – release and steer + hold in and steer + full bar – inside brake parked

Pitch pendulums – Toby's pet control technique

Spirals – fast and soft exit + exit compensation

Spin awareness + spin recovery



Auto rotations

Big big ears – didn't work with my Sigma 9, it went into a dive

C riser steering and pitch control on full bar

Wing overs

Repeat and practice of the above tasks

Repeat and practice of the above tasks







### Key learning points

Maintaining direction after a collapse is so important to avoid any rotations

If a rotation does occur, it was quite a surprise to see how much brake could be used to stop and exit the rotation

### Best / Worst bit?

My worst incident was after a spin, the wing got a large cravat. I maintained direction while trying to remove the cravat but it wouldn't come out. Toby calmly suggested that a water landing may be the safest option in case a rotation occurred. I tried gentle weight shift and opposite brake which allowed a long smooth beach approach and successful landing. I now know how serious cravats can be. It took me 10 minutes to untangle the lines on the beach.

### Would you do it again?

I intend to repeat this course every 2/3 years as a refresher and would recommend it to any pilot.

Passion Paragliding certainly put on a very professional and well organised course with excellent instruction to whatever level you want without any pressure. For sure it's a stressful week, but Toby and the gang make it as relaxing and fun as it can be.

They are also very good at suggesting wing and harness options to suit each individual, as they see and test a lot of kit under SIV type situations.

### Would you advise others to do it?

Do at least one wing control / SIV course, you won't regret it.

Got the T shirt to say I stayed dry, its apparently the Russians that end up in the water the most.





## Richard Meek

### Q1. Give us a bit of background and context ?

I learned to paraglide in 1992 (and before that I did a hanglider EP in 1985) and have just over 700 hours in total of which 50% are in the last 3 years. I currently fly an Ozone Alpina 2 with an Advance Impress 3 pod harness and more gadgets than you can poke a stick at. My main interest is cross country flying and I have recently been fortunate to fly in some amazing places around the world and some strong conditions.

### Q2. Was/ is this your first SIV ?

I have done an SIV on two previous occasions; 1994 and 2016.

My first SIV, a week with Jocky Sanderson in Olu Deniz, was on DHV 2/3 Nova Xyon which was a classic wing of it's time. My main memory from this trip was my first full stall, the wing shooting beyond 90 degrees in front and me falling through the slack lines – after that one I was much more aware of damping the dive !

The second course, also a week with Jocky, June 2016 this time in Annecy, was a combined SIV & XC course. Being a Yorkshireman I have a keen sense of value and to my mind this was super good value. The mornings were spent on SIV, video debrief for the middle of the day then XC in the afternoon. They were long days but very enjoyable. My objectives for this course were #1 to become sufficiently confident in my stall capability that I would be prepared to do them myself without being under instruction plus #2 nailing wing overs. I did ten stalls and gained a lot of confidence but couldn't say I

fully achieved objective #1 and as for #2 I think the best I can say is I had a better understanding of the need for further improvement.

### Q3. Why did you want to do an SIV/ why was it important to you ?

#1 it was a couple of years since the previous one,

#2 I had moved up to an EN-C since my last SIV,

#3 I will be flying some competitions in the Alps in the middle of summer so I'm expecting some strong conditions

#4 I enjoy the challenge.

### Q4. Who with, where & when was your recent SIV trip ?

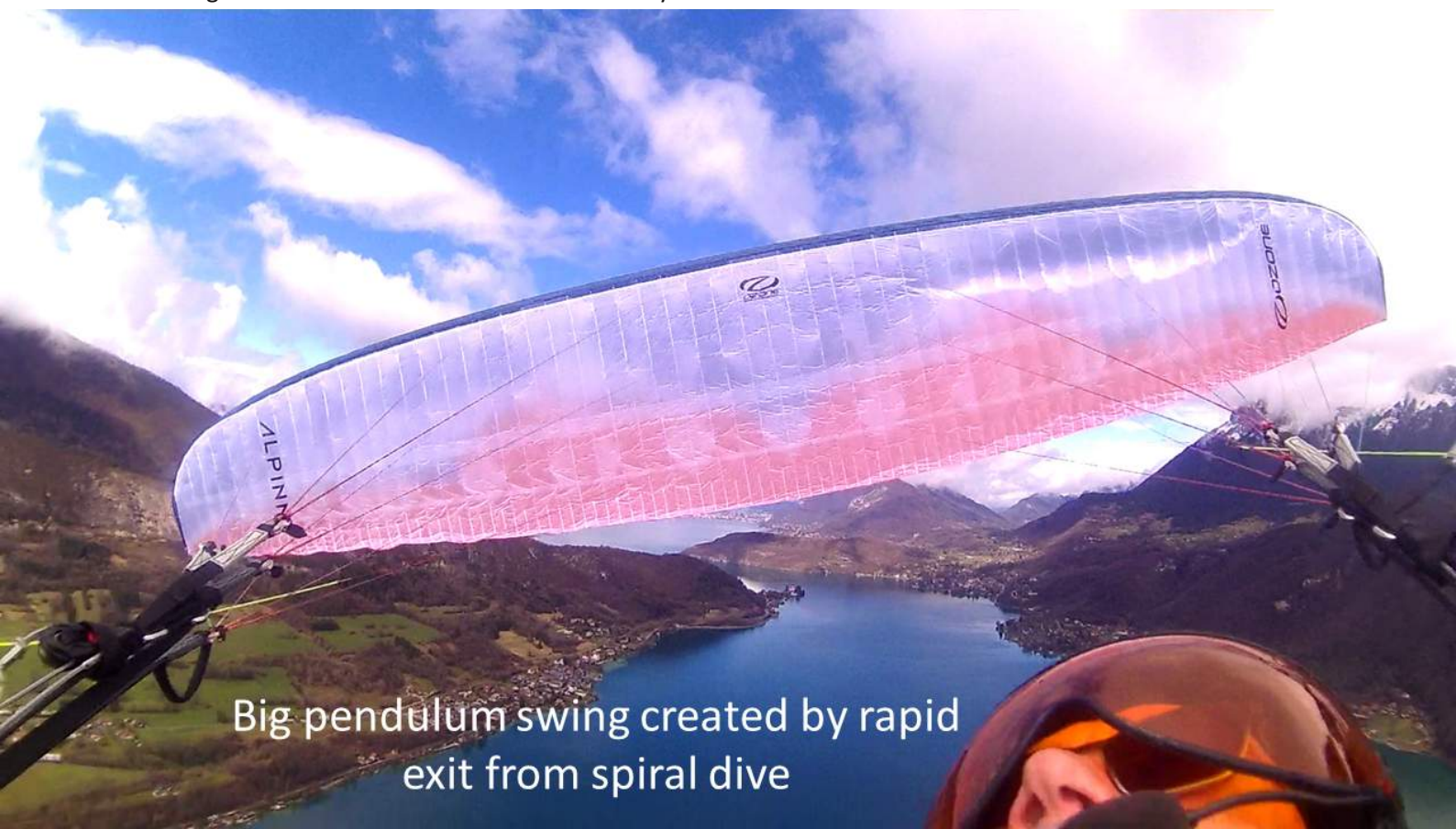
I did two days with [Flyeo in Annecy](#) 5th & 6th April. I chose Flyeo because I believe they're (one of) the best schools for advanced technique plus the timing and location fitted nicely with a snowboarding trip.

The instructor was Fabien Blanco who's been in the sport pretty much since the outset and has some amazing tales to tell of pickles he's got himself in to and out of.

### Q5. What were your objectives ?

My objectives this time were:

#1 learn to tail slide (stall) and become sufficiently confident to do them unsupervised. I want to learn to tail slide as a stepping stone to a higher aspect ratio wing; high aspect ratio wings are more prone to cravattes and the tail slide reduces that risk compared to a standard deep stall.



Big pendulum swing created by rapid exit from spiral dive



How not to do it - poor pitch control of the surge



#2 improve my wingovers. I say improve, which I downgraded from my previous objective of “nailing” them, because I realise just how much improvement I need to make.

#### Q6. What was the group size and mix ?

I was part of a group of seven students with a mix of abilities. There was a top XC pilot on a Zeno; he seemed to be very competent in his stalls and his wingovers were a thing of beauty. That said he did manage to end up in the drink. A female acro pilot focussing on helico's; I'd guess intermediate level. A Belgian acro pilot; low intermediate. Three other XC pilots, broadly low intermediates, plus myself. This was a mixed language group with only myself being a non French speaker.

#### Q7. Give us a brief summary of the course ?

Day 1. Introductory session in the classroom. Fabien

getting to know the students, their experience and objectives; begin to formulate an individual training plan. Theory session emphasising the need to trust the harness, disassociate the natural reaction to reach out with the arms which should remain next to your body. Three flights covering roll and pitch control created by a rapid exit from a spiral dive. Assymetrics and auto-rotation and finally spins. After each flight there is an individual de-brief of the flight just completed and a briefing for the next flight. Then at the end of the day there's a de-brief of all activities using a high res video camera to really zoom in and analyse body and hand position.

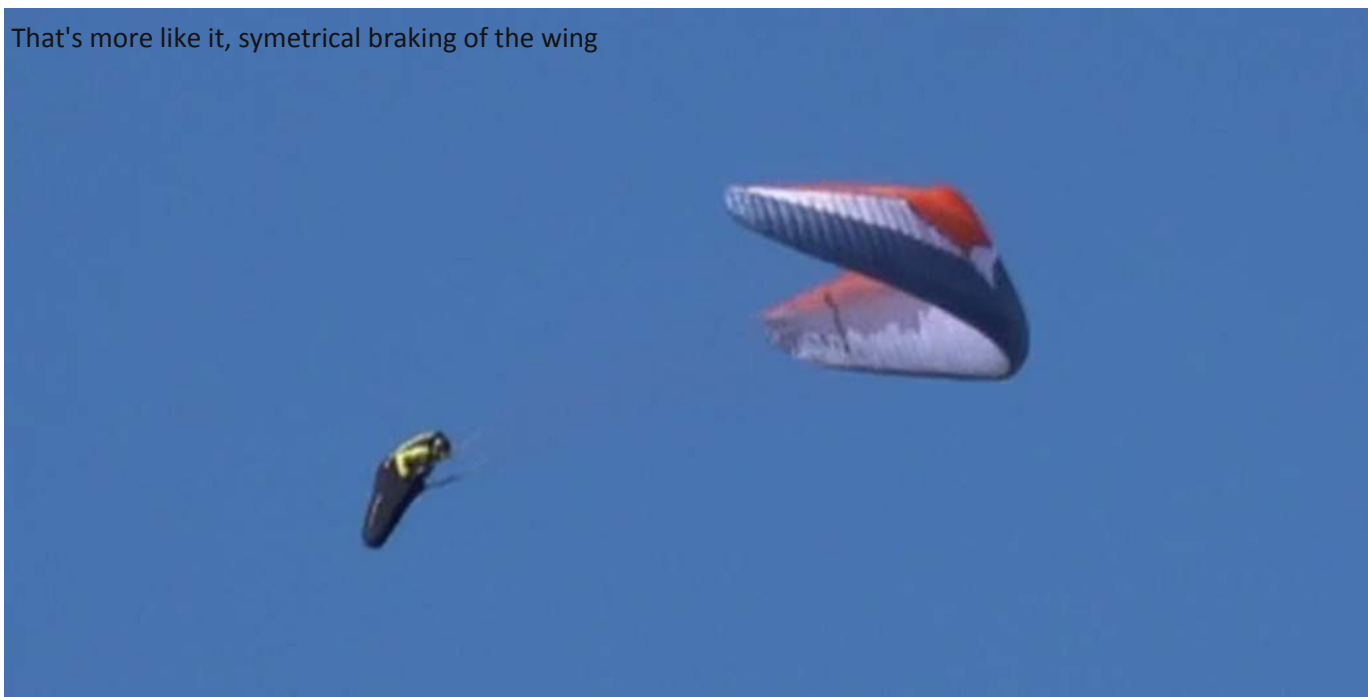
Day two was all about stalls. First flight was a normal "hands down" deep stall then release to find the tail slide sweet spot; for me that was approximately mid-way between carabiners and waist level. Second flight covered the two-phase technique whereby you avoid the risk of the tips touching and hence reduce cravate risk.

#### Q8. Duration of each run/ number of manoeuvres ?

We launched from Col de la Forclaz which gives about 830m altitude. The duration of the runs depends on the manoeuvres; ones which use up more height, such as stalls, are shorter. On the rapid exit from spiral runs it was about 3 mins whereas the shortest run of stalls was over in just 1.5 mins. It feels like a lot longer ! This doesn't include the glide out to the box and then glide to the LZ.

The turn around time between runs is about 2 hours which covers the brief, transit up the mountain,

That's more like it, symetrical braking of the wing



everyone's run plus de-brief. We got three runs each day plus the end of day de-brief in the classroom poring over the high res video.

### Q9. What were your key memories/ learnings ?

Memory; I can still hear Fabien's words ringing in my ears "Your wingovers do not satisfy me at all." :-| and then his encouragement to apply more brake for "longer, longer, longer"

Learning; there's always so much more to learn. Having reviewed the footage recently I see lots of hideous mistakes and it makes me want to go back to practice more.

I have a renewed respect for the acro pilots. I came away from this course with a better understanding of the precision needed to achieve their tricks and a respect for the dedication and graft they put in to achieving it.

### Q10. Highlights & lowlights ?

Highlight has to be getting the two-phase stall-to-tail-slide; much less dramatic than a deep stall.

Lowligh; I felt like I missed out on some of the cross-learning from other students when the brief/ de-brief switched into French.

### Q11. Overall impression ?

Superb ! Thoroughly enjoyed it

### Q12. Would you do another and if so why/ who/ where/ when ?

Absolutely ! Certainly next year and maybe another day or two later this year.

Because there's so much more to learn.

Probably Flyeo again because their instruction can be



taken one, two or three days at a time.

### Q13. Did you achieve the objectives & major lessons ?

Yes, I achieved my objectives, which I think I made more realistic this time. Wing overs have improved markedly (but still a way to get them nailed), I've done some tail slides some of which were post-course unsupervised.

### Q14. Social aspect ?

During the day we got on well, mixed and socialised but we didn't socialise in the evenings.

### Q15. Any finally comments or advice for other pilots ?

Go into it with an open mind, pay 100% attention to everything the instructor says and (if possible) do a run through with your instructor on the ground of your hand and body positions before each flight.

**RM**

Half twist and collapse after first spin - at least the kness are bent!





## Charles McDonald

(AgeingHippy)

### Q1. Can you start by giving us a bit of background and context?

I qualified in May 2017 with FlySpain, having elected to do a 2 week 'crash' course rather than attempt to do it in the UK what with the fickle weather and all. I managed to rack up about 16 hours flying time by 20'th August when I had a self-induced accident on Bradwell in the Peaks, fracturing my pelvis and breaking my wrist. Roll on 5 months and my mind started turning back to flying. The downer of being back at work encouraged me to book 3 flying holidays in the space of 3 days. A CP+ in Spain in February to get my mojo back. An SIV in Turkey early May to learn to deal with, and hopefully prevent,

B Line stall



issues and an XC lite/Thermalling course in Bassano to learn to fly further. Unfortunately my CP+ was totally blown out and all I got was a 1 minute 30 second top-bottom over the entire week. We drove 3 hours one day just to get some ground handling in with mini wings!! I must give FlySpain a shout for giving me a holiday credit because of the crap week. As such, it started looking like I would be going on my SIV without having gotten back in the air. Fortunately I managed to rack up 5 flights in the 2 weeks before the SIV to at least get comfortable in the air, although I was terrified most of each of those flights.

### Q2. Was/ is this your first SIV?

It was.

### Q3. Why did you want to do an SIV/ why was it important to you?

I started thinking that given my accident was due to pilot error I might have been able to avoid it had I been aware of what various inputs may do to my wing. To be honest, at the time I was under the impression that my wing was bullet proof and would take anything I threw at it. Given my CP+ did not get me back in the air and restore my confidence, this was also now the aim of my SIV.

### Q4. Who did you go with, where and when was your recent SIV trip?

Short answer: [FreeFlight Academy](#) run by [Lee Tryhorn](#) end April/early May in Oludeniz, Turkey.

Having booked my CP+ for February and my XC Lite for July I felt a trip in April/May would break up the intervening time quite well. I started researching SIV courses and the first thought was to go with FlySpain as



my EP/CP with them had been fairly good. My research led me to Oludeniz in Turkey where launch is off a mountain 2km above sea level. I decided that that was where I wanted to go given the altitude provides plenty of time for various exercises. The problem was in finding a decent school to do it with. Jockey was booked out as was Lee Tryhorn. Lee had availability in September but as I have a dance holiday in October I thought that was cutting it fine. I had booked a holiday with Lee in Romania in 2017 but fell out of the sky 1 week prior. Lee had been kind enough to give me a credit (less the deposit to cover hotel etc.) so I messaged him to request that he keep me in mind should someone cancel in the 3 weeks he had planned for May. As luck would have it I got a response back that Lee was putting on an extra week end April/early May. I put my name down and shouted about it on the DHPC forum. Raul and Tam signed up as well. Unfortunately Raul tried to cut his hand off with an angle grinder so had to cancel. He's fine though and will be going in September I believe.

#### Q5. What was the group size / were you surrounded by skygods?

There were 11 of us, but I think the size was intended to be 10. Somehow some confusion had formed between me and Fiona (Lee's wife and boss) and they were not expecting me. There were plenty of people with not much more than 20 hours. I had less than 20. There were some with substantially more as well as some who only flew on holiday. All were pretty easy to get along with and a good crowd generally. Interestingly enough, the male female ratio was 8:3, which is so much better than what one finds on the mountain.

#### Q6. What were your objectives?

To learn to fly safely.

To recognise and deal with issues before they became an incident.

To learn fast descent techniques.

To regain my confidence.

#### Q7. Can you give us a brief summary of the course?

Sure. The first flying day was covered by an extended briefing by Lee where we were given the course objectives and introduced to Akis who would be seeing us off the mountain safely. Dave (who, with a prior history as a kite champion/instructor(?) learned with all the hotshots who's names many of you would recognise, was doing acro within a week of starting to learn paragliding) would be on the beach filming us and Fiona (and baby) dealing with administration. An inspection of our harnesses and reserve stowage then ensued.







Charles - Asymmetric

Phil Downie





The first flight was a gentle one where we launched at roughly 10 minute intervals under the watchful eye of Akis and as we came over the sea Lee, who was down below on a boat, would put us through our exercises. Big ears, accelerated big ears, turn reversals and out version of wing overs. Finally we would land on the beach and chill while waiting for the rest of the group. Once everyone was down we would sit in a circle and Lee would debrief us in turn. Then in the evening while we were hanging out around the bar Lee would show the video of our day's exercise and discuss with the given pilot.

This would be the general pattern of each day, just with the intensity of the exercises ramping up to sometimes terrifying levels.

The syllabus covered a wide variety of exercises including, but not limited to:-

- Turn reversals
- Big ears
- Big ears and speed bar
- Wing overs
- Asymmetric collapses, accelerated (speed bar) and un-accelerated

- Held in asymmetric collapses, accelerated (speed bar) and un-accelerated
- Symmetric (full frontal) collapses, accelerated (speed bar) and un-accelerated
- Spiral dives
- Search for spin
- Some people (those on their second round) did full stalls
- SAT (optionally)

#### Q8. How long was a typical run / how many exercises?

Launching from 1200(meters) the run would last roughly 15 minutes with the exercises covering approximately 5-10 minutes of that. Launching from 1900 I logged 23 minutes and probably did around 4-5 exercises. I must admit my memory of this is rather hazy. One must be aware that the number of exercises depends on what exercises were carried out and for how long. One flight I did turn reversals, asymmetrics holding in left and right and asymmetrics letting go left and right as well as wingovers. I don't recall whether there were accelerated asymmetrics on that flight as well. So that's 4-6 depending on how you're counting.



Another day I did only one, a spiral dive with (attempted) controlled recovery. More about that one later.

### Q9. What were your key memories/ learnings?

My wing is sportier than I thought . It's a Nova Ion 4 and I thought I had purchased a low B. Turns out it's a mid B My accelerated collapses are fairly quick and quite a bit of heading change.

To look at my wing. If shit is going down look at your wing so you can see what it is doing and what you need to do to resolve it. As Lee said, it's unlikely you have anything better to do with your time at that exact moment.

Catching the surge is very important. Don't let your wing get too far forward of you.

Don't pull breaks when the wing is behind you. That's the route to a stall and a brown trouser moment at best.

With an asymmetric or cravat control your heading first and foremost, then look at sorting the wing.

Fly with pressure on your breaks when in turbulent air. You want to keep your nose open.

How to do big ears. Not kidding! The last time I did big ears was on my CP a year previously and I was not sure

how to do them. Is it the outer A or the outer B you pull? For those not clear, it's the outer A's!

Various forms of rapid descent techniques.

How to clear a cravat. By pulling on your stabilo as much as is necessary. The stabilo is the single outer B which goes to the tips of your wing and is often a different colour to your other B's. Ive had the opportunity to practice this in the air (minor cravat) and while ground handling.

### Q10. Best bits/ worst bits?

The worst was take-off without a doubt!!

This is not SIV related but specifically due to conditions in Oludeniz late April 2018. They are building chair lifts up the mountain and rebuilding the various take-off sites at 1700 and 1900. The first few days these take-offs were closed and everyone was piling off 1200.

Oludeniz has a very busy tandem industry as well as numerous SIV courses and acro pilots etc. vying for a spot. Combine that with switching wind providing short windows the backlog could end up with 100 or more pilots and passengers waiting for their slot. Talk about stressful!

Fluff up once or twice and you definitely start feeling the pressure of that backlog building on you. I had to

Phil Downie



take time out more than once. I doubt I will ever see such a busy take-off ever again. I do want to stress that this was none of Lee's fault. The council had assured the various schools etc. that the work would be done by then, and I suspect it's off the back of that that Lee put on the additional week.

But to get to what you were really asking. I think my worst bits was the acceleration and g-forces I felt during my accelerated asymmetric collapses closely followed by the g-forces in the spiral dives. Fortunately I did not mull over or stress out about the various exercises before my flights as I was too busy stressing out over the take-off 🤔 🤔 Then, once in the air the relief of getting off and the smooth glide out over the box was enjoyed and again did not give space to worry about the exercises.

I think for one or two others there are more extreme bad bits. 2 chaps got into cravated spiral dives and really struggled to exit. We had seen a GoPro video one night of Phillip (possibly a cravated spiral with a twist in his lines following a full stall gone bad) sorting his issues out by letting go the one break and pulling in the other with 2 hands. Apparently it was the recollection of having seen this video that Peter then applied to his own situation and manage to exit the spiral. FWIW his

Peter Mittell (non DHPC)



Spiral dive, dynamic recovery

Peter Mittell



Spiral dive, dynamic recovery

reserve was half pulled before he decided to try this approach. Pretty close to brown trouser moments for both if you ask me!!

As an aside, I hope I have the presence of mind to deal with the issues as these two did should anything as extreme happen with me. I do recall that during my accident time slowing down immensely while I was still in the air, but not during even the most extreme of my SIV manoeuvres. Perhaps one's mind can distinguish between a very scary moment and a truly dangerous one?

### Best bits... Actually taking off!

It's difficult to answer this question really. The truly best bit of it all is coming away with a better understanding of my wing, why it does stuff and what to do about it when it does do stuff.

I have had 3 flights in the UK since (last 3 days in fact) and I definitely can feel the improvement in my flying. Currently we are experiencing spring conditions and as many of you know that means rather punchy thermals with the associated rough air around it. Yesterday I had a flight with sustained 440 f/min (2.2m/s) ascent and -460 f/min (2.3 m/s) descent with spot ascent maxing out at over 900 f/min (4.5 m/s) and spot max descent



off the clock, so over 1000 f/min (5 m/s).

These types of readings are probably old hat to the pros but for me, I've never seen such readings on my vario.

My training with Lee gave me the confidence to deal with these rough moments. Checking out the wing as things started bouncing so I could deal with anything that might come up. Overriding my base instinct to pull on the breaks as the wing goes behind me and catching the surge as it goes in front of me. The feeling that should an asymmetric form I might be able to prevent it getting too bad if I catch it quickly enough. Essentially it has made me an 'Active' pilot. I used to think I was an active pilot, but I had no idea what that phrase really meant.

A point about Lee's delivery. He is very calm and very clear about what is expected from you. Very encouraging as well, although he does sometimes congratulate you for flying straight and level in smooth air hehe.

#### Q11. Would you do another and if so why/ who/ where/ when?

I most certainly will. I will most likely do it with Lee again, and most likely in Oludeniz in May 2019. There is a small possibility I might do it with a different instructor just to get a different perspective, time will tell. Lee is definitely one to go with if you're considering an SIV.

#### Q12. Any socialising with fellow pilots?

To be honest, after the evening's briefings and watching your video of the day there was not really much time for hard socialising. People did hang out around the bar chatting and having a few drinks while waiting their turn to view their video with Lee giving comments/pointers and the occasional popping out for a meal with a few fellow participants.

#### Q13. Did you achieve your objectives?

Mostly yes. I have much more confidence in my ability in the air as an active pilot rather than depending on the passive safety of my wing as previously was the case. I feel I can deal with issues much better than previously. It used to be my mantra was 'throw your hands up', but clearly that's not always the case. I have some fast descent methods in my toolkit, namely big ears, accelerated big ears, B-line stall and spiral dives. I do need to return for more practice on a controlled exit from a spiral dive though, and to cement the other techniques. Perhaps even try full stalls eek...

My shortest flight was as a result of a spiral dive which every time I started exiting it and tried to bleed off the energy I would go back into it. This was a technique which has eluded me the entire course and although I tried a number of times my dive was just getting faster. Eventually I could not hear Lee over the radio for the wind and I imagine I saw the headland at about my level. At this point I decided I must come out regardless and as I knew an uncontrolled exit would work even

Tam - spiral dive



Tam - interesting exit

though it would be uncomfortable, I did it. Both hands up and after the pitch up as the surge forward came I caught the wing. Now safe and level Lee chirps up over the radio: 'Head towards the beach buddy. You're too low to make it so you're going to get wet.' Bugger!

So, while flying towards the beach with Lee and a few other boats chasing me, he advised me not to flare as I hit the water but just keep my hands up. I did as I was instructed, but was not aware of the reasoning at the time. When I hit the water I first skied along for some distance and a small part of me hoped I would ski all the way to the beach. That of course was not to be and eventually I went into the water.

At this point Lee's instructions made sense. My wing flew over my head, pulling the lines straight out and then went nose down into the water. The end result being I was not tangled in my lines because they had been pulled forward and I was away from my wing. Flaring may have resulted in the wing falling on my head. Within seconds the life jacket auto inflated and very quickly afterwards a boat was there and guys were pulling me out of the water. I partially regret not tossing my reserve at this point as it was going to get wet anyway and I could have had a practice toss.

#### Q14. What's the lasting impression from the trip?

I think conditions on launch will stay with me forever. The SIV was executed in a very safe and controlled manner. Lee certainly knows his onions and keeps you

safe while pushing your limits. I cannot recommend Lee enough. I have in fact already booked a trip to South Africa with him and, as mentioned previously, will be back in 2019 for more.

Every pilot should do an SIV, possibly even multiple times.

#### Q15. Any finally comments or advice for other pilots?

Do an SIV. It does not matter how many hours you've got. It will make you a safer pilot. This is a drum I can feel I'm going to bang for some time now.

Do put your valuables in the watertight bag even if you don't think you'll be going in. My 20 quid Baufeng radio was fine but my 300 quid phone was knackered.

A short write-up of my accident can be found at <http://www.dhpc.org.uk/forum/viewtopic.php?f=23&t=1991#p5365>

I'm convinced had I done my SIV before the accident I may well have avoided it. I would have had a much better idea of what my wing was capable of and may have never put in the big inputs I did.

The v shape I mention is reminiscent of the shape Lee told us our wings would take when we did the 'search for spin' exercise and should it have gone as far as it did, I may have realised that releasing the break earlier might have halted the spin.

Do an SIV. See it it as another reserve! You won't fly without a reserve now will you?

"You're going to get wet, buddy"





## Pete Logan

I could go through the maneuvers one by one that make up a typical SIV course but I don't think ticking off maneuvers is the point of what [Flyeo](#), [as a school](#), and [Malin Lobb](#), as an instructor, are actually after. If you sign up for an SIV course, do expect to be throwing the kind of shapes you see in the pictures. Some of it might even be enjoyable.

What they were trying to do is teach something more fundamental and useful through doing a particular action. Trusting your harness so that you're leaning back in it and able to observe what the wing is doing at all times is important. Keeping your hands in the ride at all times helps - imagine a high amplitude roll and you start to fall to one side. Your natural reaction would be to put your arm out. Of course, this inadvertently applies brake, probably on the wrong side at the wrong time.

Understanding how your wing will react in pitch and roll when it has energy or when you're about to weight it is another thing Malin comments on and gets you to observe. All the above come into play when he takes you through rapid exits from the beginnings of a spiral dive.

The next couple of skills concentrate on avoiding stuff. Getting comfortable steering with half a wing not flying is helpful. A collapse when flying near ground means that it's more important to be able to steer away than to pump out the collapse if it's a big one.

Spin awareness was framed as an avoidance technique for oncoming gliders or cravat clearance. Being able to induce an immediate 90° turn is useful in that kind of situation. It also teaches how far you can turn your glider in a thermal and still have a margin of safety to avoid spinning it.

Again, the fundamental they're trying to bring out is to deal with what the situation demands, which might not be immediately reinflating the wing.

So back in normal XC flying these are skills I can be practising without having to go through the maneuvers; Trusting my harness, watching the wing, counter steering collapses, timing the arrest of dives, hands up in a climb, avoiding the urge to put your arms out in high roll. Oh, and pulling my legs in!





### Background/context

This was my second SIV, having also completed one in April 2017. I felt like I got a lot out of my first one in terms of glider confidence but I wanted to further develop my glider control skill. I attended SIV with about 20 hours previously this year had about 65 hours. 2. This was my second SIV.

### Why did you want to do an SIV/ why was it important to you ?

This time around, I wanted to concentrate on using my glider to its full potential, making turning more efficient and building up energy in the wing before releasing it into balanced turns. All of this I knew is what I needed to improve on to start making decent XC Flights. I also wanted to explore some of the entry level Acro manoeuvres, including big wingovers, spirals and SATs.

### Who did you go with, where and when was your recent SIV trip ?

We went on the course with [Jocky Sanderson](#) and his team from [Escape Paragliding](#) at the end of April/beginning of May. Our course was based in Olu Deniz Turkey.

### What was the group size / were you surrounded by skygods?

Our group size was 10 pilots. I had expected to be surrounded by high end pilots with lots of experience, as it happened Rosie and I along with our friends Hannah and Laurence from Bristol were about the most





experienced pilots on the course with most others having about 25 hours.

### What were your objectives

Aside from practicing glider control, my specific objectives were to nail wingovers, spirals and to try SAT's.

### Can you give us a brief summary of the course ?

The course built steadily, starting with easy deflations, frontal and asymmetric. We then moved onto accelerated deflations, then stalls and spins before finishing on spirals and for a few of us, SAT's.

### How long was a typical run / how many exercises?

A typical run once over the water lasted anywhere between 5 and 15 minutes depending on the take-off used and the exercises practiced.





### What were your key memories/ learnings ?

My key memory from the course was me surpassing my own expectations. By the latter half of the course I felt much more in tune with my glider and could carve turns effectively. I had also go to the point of being able to complete big wingovers with no deflations and confidently complete SAT's with no radio guidance.

### Best bits/ worst bits?

Best bit: Doing my First SAT.

Worst bit: The 1200m take-off, crowded with 100+ pilots all trying to take off in a cross wind. At times it was F'ing terrifying.

### Would you do another and if so why/ who/ where/ when?

I would do a third SIV but probably not in a years' time. I think I have what I need moving forward for XC flying for now. I would do another for sure if I changed wing. There is also a voice in my head that is trying to





convince me I want pursue more advanced Acro, but we shall see.....

### [Any socialising with fellow pilots?](#)

There were lots of opportunities to socialise with fellow Dales pilots which was great.

### [Did you achieve your objectives?](#)

Yes !

### [What's the lasting impression from the trip?](#)

The lasting impression from the trip for me was that

feeling of calm after getting away from the crazy crowded take-off before getting over the water and getting your adrenaline all the way back up again. It made the days very tiring.

### [Any finally comments or advice for other pilots ?](#)

My advice- you should absolutely do an SIV.

Video links:

<https://youtu.be/rSDUL60BJa4>

[https://youtu.be/ZVzxjml\\_bvM](https://youtu.be/ZVzxjml_bvM)

Anything you can do ...

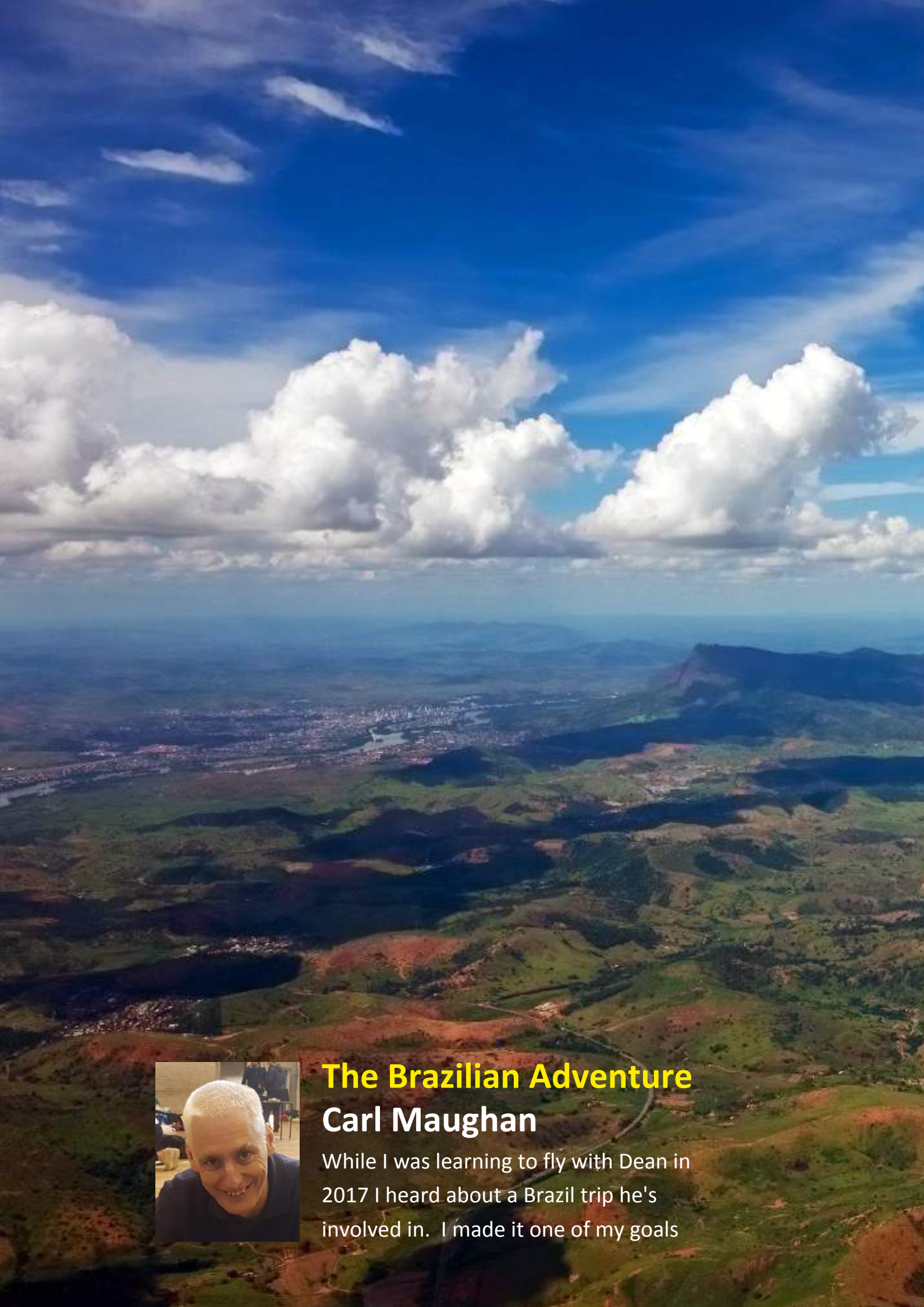
Rosie











## **The Brazilian Adventure**

### **Carl Maughan**

While I was learning to fly with Dean in 2017 I heard about a Brazil trip he's involved in. I made it one of my goals







While I was learning to paraglide with Dean Crosby during summer last year (2017) I came to hear about a Brazil tour that Dean's involved in, specifically <http://www.xcbrazil.com>, run by a guy called Steve Barton. I'd never been to Brazil, quite fancied the idea, so as I approached the end of my CP, I made this one of my goals. The main issue was that I only passed my CP at the very end of July, had very few hours logged. The trip was end of January and Dean recommended a minimum of 20 hours or so, along with some thermalling experience, even for the easier of the trips. Ok, challenge on, so via an October trip to Algo (perhaps another story), and out every day I could reasonably muster, my hours and experience slowly crept up to just about that threshold.

Steve and Dean run 3 tours, getting increasingly challenging for the more experienced as the months roll on and the weather strengthens, although even the first was rough at times (for my experience!). The earliest started at the end January, into the first week of Feb 2018. Suddenly all was booked, flights etc., then I wondered what I'd really let myself in for..... A large bag shrouded my newish Ion 4 glider and Advance Progress harness, leaving little room for much else, but I was assured a just few T shirts, shorts, trunks etc. would do...and it did.

## ..a large bag shrouded my newish Ion 4 and Advance Progress harness, a few Tshirts, shorts, trunks etc

The tour starts from Vitoria (roughly one hours flight north of Rio), all told this was 22 hours from leaving home (Leeds Bradford via Amsterdam and Rio), which lead to me falling asleep on the last leg, waking with a start as the plane bumped onto the runway, much to the amusement of the two young Brazilian guys either side of me.

No long rest though, as the following morning it was straight off from the local hotel to Alfredo Chaves, around a 3 hour drive, with a planned flight for the afternoon, also meeting up with my new companions, who quickly became good friends, Tobias (Swiss), Felix (German), and Chac-mool (French, real name Joel, this being his nickname due to his seating position in flight, resembling that of a particular Aztec god!), the latter two being veterans of these trips.



Road to Alfredo Chaves launch



Alfredo Chaves is a tiny little village in a wide shallow valley, a dirt track (requiring Steve's 4x4 pickup) leading up to the well-kept lawn in the wake of a small bar, with great views across the new landscape and a nice landing field below in the valley bottom. The general landscape did remind me of a view from a hill top looking across England's green and pleasant land, but in glorious sunshine and 35 degrees. Now nil wind take offs are not exactly my forte, in fact in the Dales the wing wouldn't see daylight, that coupled with lacking in sleep, and significant nerves lead to a number of tussles between me and the glider, it seemingly didn't understand from the signals I was giving, whether I wanted to or fly or not! Eventually I got my act together, with a little coaching from Dean and Steve, it was amazing to be in the air to be greeted to a wonderful thermalling flight allowing some playing up and down the valley. The designated landing field though held a few surprises, significant lift and "Brazilian Landmines" (of the type strategically left by cows) and I discovered a couple of these over the next few days, although I

**...in Brazil they certainly take care of their flying sites.**

seemed to be the only one that did! SPLAT!

Over the next couple of days there were a handful of other pilots, but we pretty much had the site to ourselves. Thermalling along the valley was actually quite easy, some birds could usually be spotted circling, while a few clouds waxed and waned. Although late in the day trying to cross the valley at one point, I didn't think about the wind coming from the closed end, and learnt what rotor really is (mild apparently)... but which was seriously worrying at one point.

A few days later, we left for Mirante, a steep hill side, overlooking interesting terrain, and as seemed to be usual for all the sites we flew, complete with meticulously mowed lawn, windsocks, a little hut to shelter from the sun and a designated landing field with windsocks as well... in Brazil they certainly take care of their flying sites.

This became my first attempt at having to pick somewhere else rather than the designated landing field when I lost the thermal - there are much better/experienced people than me for some tips, but my few takeaways very quickly became - "don't get fixated on a particular location" (message later from Dean) as this seriously blinkers you, keep your options open. Power lines really are very hard to spot from the

Alfredo Chaves





air. Try and pick somewhere that is not separated from the road by a very wide creek! and really do try to ignore the (not small) bird of prey that's not happy with you invading its airspace even if it is moaning very noisily and playing chicken with you, So much to take in!

The plan at Mirante had been to fly over "those quarries in front" and "just follow the road" - towards our next accommodation location - Tobias and Dean were away and made some impressive distance, the rest of us had to make do with good flights but with local landings and a car ride, but the roads seem to be generally of UK standard (even if the drivers aren't!), and it was interesting to see the towns and countryside.

Overnight accommodation (apart from GV and Vitoria) was in excellent Pousada's. These are the equivalent of Bed and Breakfast but don't take a UK meaning of that, think of an image of a villa in Spain with pool, sipping a local cocktail – a Caipirinha, ah, that's more like it..... very relaxing, it also came up in driving conversation that there seem to be a number of "Motel's" around, in Brazil, these are establishments that rent rooms by the hour (if you get my meaning).

Castelo - Ubá, was our next destination, which is an interesting valley with a significant rock pillar, the site again reached by a steep dirt road, culminating in the usual lawn and hut. Wind was a little strong, with clouds coming in, but three of us took flight, only to be met with a top to bottom in strengthening winds, in my case ending with a vertical landing in a field of Maze (could have been worse) - takeaway = when it feels strong it probably is, and when your back on terra firma you'll question why you were still flying ... also learnt not to leave the GoPro SD card in the laptop from the night before, bother...!

Back in the Pousada the weather was debated over, the forecast was due to remain strong and although a shame to leave this location without much flying, it





## ..try to ignore the bird of prey that's not happy with you invading its airspace

was decided as a group to move early to Governador Valadares, this is a full days driving, and thus became a non-flying day.

Governador Valadares is quite a centre for paragliding in the area and has been used for Paragliding and Hang Gliding World Championships in the past. An industrial city dominated by one hill - Ibituruna, with a very red/brown river dissecting the town (the Doce, meaning sweet, although no idea why). The peak, at 1100m, is approaching an hour's drive from the city centre up a very steep at times road. I was very impressed that the little car of Steve's brother in law (helping as a driver), made it sometimes, although most of it was tarmac at some point, it was far from an easy climb.

Even though Dean attempted to explain the lay of the land so to speak, due to the scale (and my lack of experience) it didn't really sink in until I got into the air – but in summary, Ibituruna is a three ridged peak, escarpment like with a cliff on the side facing the city (to be avoided due to very rough thermals), topped by a few radio masts and small shrine.

Take-off was the usual affair of nice turf either side along the top ridge, cafe and covered area to shelter from the sun. Two wooden hang glider ramps now

seemed only to be used as selfie locations for the local (Brazilian) tourists, for who there is even a battered bus to bring them up.

GV has a significant community of non-Brazilian pilots, and with very few other visitors we all rather stood out, this lead to a few introducing themselves when Tobias and I were stood on a street corner one morning looking for the local supermarket. Indeed on most days, the hill saw circa 20 pilots, much busier on the weekend, complete with the odd tandem.

Although to me it seemed these where late starts (lunch time) it took that time for the thermals to start, and it was frustrating initially to be doing top to bottoms when others were climbing to base. Once I got my "feel" it became very apparent that the mild nudges lower down would happily grow to significant thermals once you were above the ridge (which to be fair is exactly what Dean and Steve had been saying!). There is a designated landing field over the river by the city, and two closer bomb out fields, and although a city strip of land is around 2 football fields end to end, a nice place to land after an out and back (apparently), someone local did manage to land in the river and was very lucky to survive. The following morning he was back on top re-packing his reserve before take-off, and by late afternoon he even had a camera crew filming while he recounted his story for the local news. In GV paragliding really is part of the community.

From my limited experience (of anywhere other than dales and Algo.), WOW, what a place, flatlands as far as you can see, lush and green (January is just after the











rainy season), and some amazing flying. As my confidence grew, so did my flights, reaching 2200m+ (7,500 ft) at one point and 24 Km - personal bests by a mile. And what a way to hone some thermalling, which low down were the mildest of wisps, building to quite punchy at height (for me at least), presenting a few fluttering wingtips, as well as a few skipped heartbeats.

I also learnt that patience is needed, along with the fact that landing out can present its own challenges. Waiting over a quarry for 15 mins in a weak thermal was eventually rewarded with a climb to close to base again (thus the 24 Km). And "Don't get fixated on where you're going to land" resounded yet again in my brain as what looked like a nice hillside for a cross slope nil wind landing on grass, turned out to be a bit of a surprise - elephant grass is well named! When I eventually came to rest on the very rocky uneven ground, with my glider still a couple of meters above me, the thought appeared that perhaps lower down slope, and a different field may have been a better idea? At least the grass was quite compliant, but an hour to recover and pack the glider, followed by only then thinking "which direction was that track?" then another half hour out of the field. I was not particularly pleased when Steve rang to say the car couldn't get down the track to the farm, and I needed to walk back to the main road, fair enough when I saw the road! – so plus another 30 mins in the

## **..don't get fixated with where you're going to land**

sun, glad I had my hat - and all this in 35 degrees! A good few litres of water and beer disappeared that night, along with a few more lessons to learn from - things don't look the same from above, remember "I'm not in Kansas anymore", and think about how you're going to get back to civilization if you have to, on your own...

Flying at GV was the pinnacle though, and although challenging for someone of my low airtime, the experience was just what I needed, I even crossed the river to the city on two occasions, although the first was followed by a reminder from Steve to remember feet and metres are not the same, as I'd crossed the river a lot higher than I should have!

One afternoon I just played in the thermals above the hill, gliding out for a distance and then back for another play, this achieved my highest flight, higher than the distant clouds in the perfectly blue sky (the hill often generates a blue hole), and something I'll never forget.

The main plan when leaving Ibituruna is to stick close to one of the few main roads, the south road being the



usual direction in the prevailing wind, the smaller lumps either side often generating cloud streets, which Dean and Tobias used to good effect, Tobias achieving 75 Km one day. I'd also heard mention of lots of power lines in Brazil, and to be very careful, as runs to local buildings may be far from official and just a wire from a local pole across a field. In reality (and being really mindful and careful) they presented no difficulties, although apparently good landing sites are fewer the further you travel., so at least the balances with experience hopefully! With Steve providing a Spot Tracker, the local SIM was rarely needed, and generally retrieval was never far behind, which I needed a couple of other times landing out, doing circa 15Km twice. Although XC was part of the purpose, I still needed to pinch myself a few times...

Unfortunately in the last few days a storm came down from the equator, and when it rains in Brazil... it rains! The one evening we were sat on the pavement under cover outside a restaurant, and didn't really understand why the waitress asked if we wanted to move inside. Within minutes the road was a full river, with a level of water well above the bottom of the doors of an average car, we stayed put but only just, another night the damp created an electrical flash which took out the power to a flat close above where we were sitting. Very much a different world!

Unfortunately, the rain showers remained, and although we tried to go around the pending storm, (forecast for another week) by returning to Alfredo Chaves, it was still far from flyable. Apparently this is not unusual to lose a few days, and we filled this by a visit to a local waterfall, and even found a British (steam era) railway station, sort of the in the middle of nowhere, the countryside is awash of different experiences, of which I feel I only had a tantalising glimpse, and was sorry to leave.

In returning to the UK, I broke the journey up by having a few extra days in Rio, as I'd never been, it seemed silly not to. Let me just say that at no point in the countryside of Brazil, did I feel threatened or uncomfortable, people were friendly, inquisitive, helpful and relaxed (although apparently at one point Felix did have to test his 100m sprint from a herd of cows!). Rio on the other hand I found very different, even to the point that had I gone there first it would probably have tainted the whole Brazil experience.

That said, Rio (if you haven't been) is well worth a visit, but straight away you notice shanty towns (Favela's) exist everywhere. I quickly opted for (and glad I did) a paid tour of the tourist sites. At the tiled Selaron Steps, even with armed security presence at the bottom, the guide said if anyone went up more than a few levels you were almost certain to get mugged and there would not be any help. That said the statue of Christ the



Redeemer, Sugar Loaf Mountain, Copacabana Beach etc. are musts to visit, but you need to be mindful at all times, even on the return trip to the airport as it was getting to dusk the Uber driver didn't stop at red lights, when asked his response was - that is when people in cars get mugged. In general in cities I'll walk, but in Rio Uber really is your friend, Vitoria though, as a small town was also much like the countryside, although one evening we watching an evening demonstration of the local dance/martial art – Capoeira, on the key side makes you wonder....

For me the tour was amazing, the sites were all excellent, and/or well picked by Steve and Dean, and although at times there were heavy brooding clouds, while I was there nothing got too serious. Most days were generally reasonably long single flights, most people getting away, I found landing out a little intimidating (as into the unknown), but that was a confidence thing (and I need to improve my landing accuracy), recovery was never far behind and Steve's

organisation and orchestration was impeccable.

For my level of experience every day was a major learning experience, significantly difficult and taxing, but not too much (although I may not have always thought that at the time!). Steve or Dean were generally within radio distance for a little advice at times (e.g. head for the blue!) You could even have goals and GPS tasks for those requiring such challenges. Many people were flying in trainers, although I think next time I will take some light (and hopefully not too sweaty) boots as some of the landings were a little harsh, and perhaps do some more ground handling prior to going, as near enough nil wind take off's and landings are not really something I had done much of in the Dales.

I must also commend and thank my travelling companions Tobias, Felix & Chac-mool who added everything to the experience. Truly a trip I'll never forget, and highly recommended.

CM







**Truly a trip I'll  
never forget,  
and highly  
recommended.**

GV







Steve Ham

### The Ballad of Hay Bluff

We split up the kit at the foot of the bluff  
These days I'm no longer terribly tough  
So Hugh got the big bag and I got the lighter  
The weather was looking considerably brighter  
Than Saturday's overcast damping the lift  
It seemed that our progress might be fairly swift  
On top of the mountain I gobbled my lunch  
A very long distance was more than a hunch  
As Hugh did the needful with riser and spreader  
It looked like we'd have rather more than a sledder  
The previous day we'd each flown our own wing  
Hugh'd said as we sorted out nylon and string:  
"I'm not the most confident soul on a tandem"  
(Pilots like that? I thought someone had banned'em)  
Already it felt more than just a bit breezy  
I worried the take-off might not be too easy  
A tandem can be like an oil supertanker  
But we had two sturdy young men to be anchor  
Wes Murch, assisted by Juan Seb Ospina  
Each took a grip on a main carabiner  
Juan Seb, assisted by strong Wesley Murch  
There's no way those two would leave us in the lurch  
Together they held firm the sides of my harness  
And so we set off in pursuit of some farness  
Hugh Miller inflated the wing's leading edge  
We soared like a golf ball struck with a sand wedge  
Up in the sky like a Saturn Five rocket  
I feared for the boiled egg in Hugh's harness pocket  
Up without even the slightest delay  
Soon we had joined in the thermal melee  
With dozens of gliders we circled and flirted  
To fly in such throngs can leave me disconcerted  
But since it was not my own hand on the tiller  
I simply relied on the skills of Hugh Miller







He's flown in more thermals than I've had hot dinners  
He's one of the cross-country league's former winners  
And soon we were up at the base of the clouds  
Hardly delayed by the lift-seeking crowds  
It seemed the next climb was a bit more elusive  
Strong booming thermals were acting reclusive  
But we had a great many experts to guide us  
Seventeen Enzos, all turning inside us  
There's Gary and Kirsty and Guy for a start  
There is our boss, Sir Jim Mallinson, Bart  
Peggy and Barney, Jocky and Craig  
But where's the next climb? It all seems a bit vague  
Here is one found by Steve Ham and by Jess  
Three metres a second, and not a whit less  
Upwards we soar, like a buzzard or hawk  
But what's this? My Oudie's emitting a squawk  
We're almost inside a prohibited zone

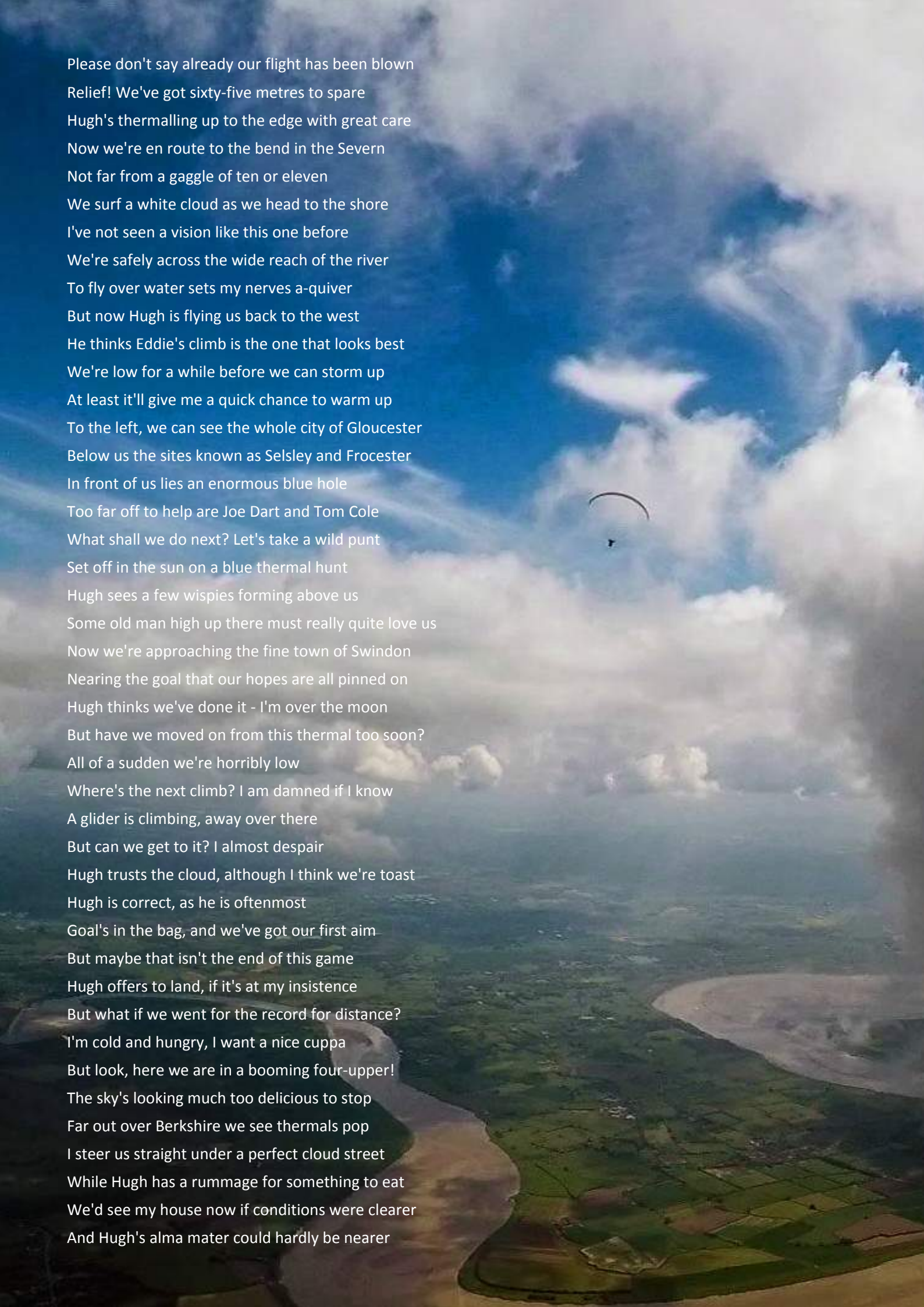




All 3 photos: Harry Bloxham





The background image is a high-angle aerial photograph of a wide river valley. The river winds through the center, flanked by lush green fields and some buildings. In the upper right, a paraglider is visible against a blue sky with scattered white clouds. The overall scene is bright and clear, suggesting a good day for flying.

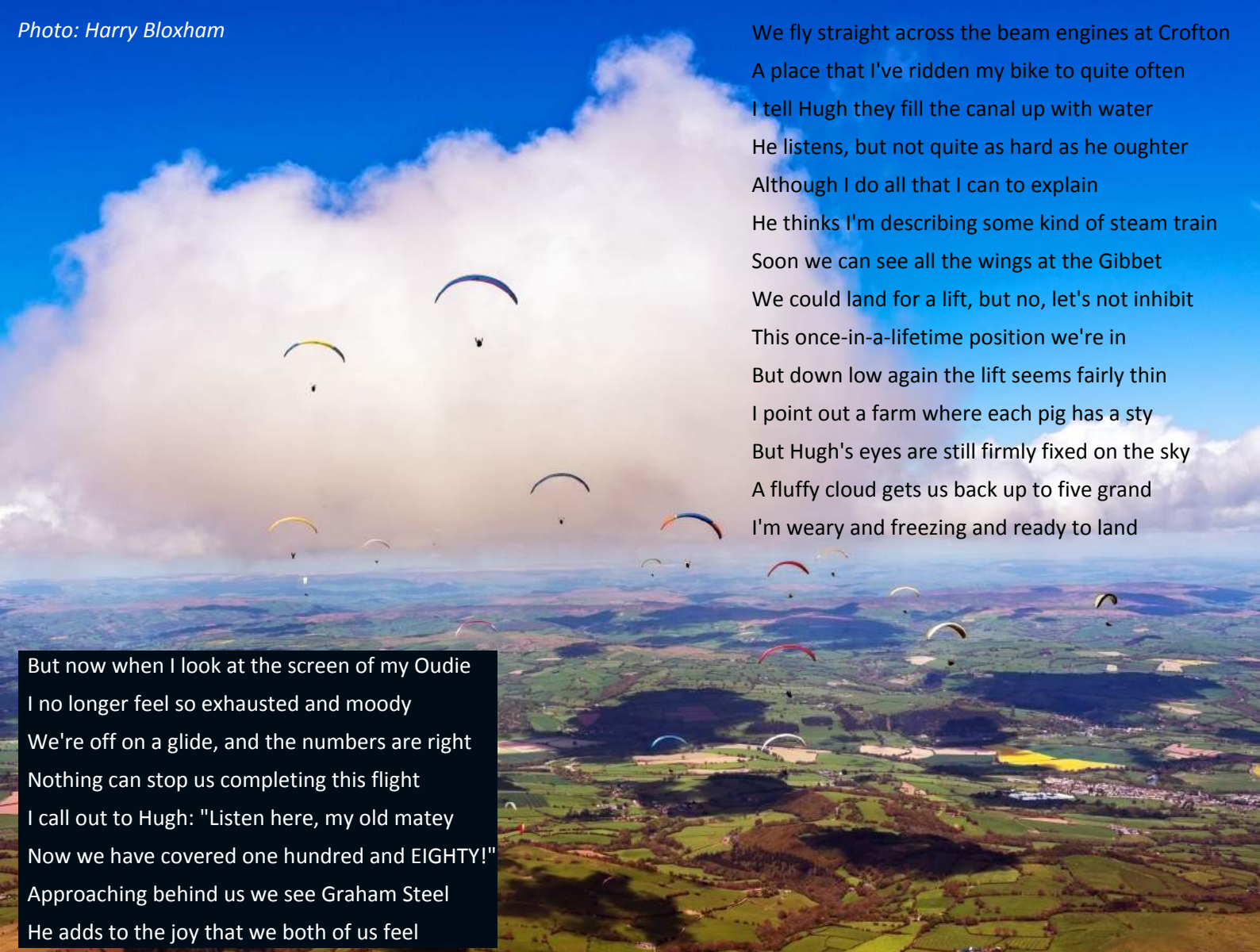
Please don't say already our flight has been blown  
Relief! We've got sixty-five metres to spare  
Hugh's thermalling up to the edge with great care  
Now we're en route to the bend in the Severn  
Not far from a gaggle of ten or eleven  
We surf a white cloud as we head to the shore  
I've not seen a vision like this one before  
We're safely across the wide reach of the river  
To fly over water sets my nerves a-quiver  
But now Hugh is flying us back to the west  
He thinks Eddie's climb is the one that looks best  
We're low for a while before we can storm up  
At least it'll give me a quick chance to warm up  
To the left, we can see the whole city of Gloucester  
Below us the sites known as Selsley and Frocester  
In front of us lies an enormous blue hole  
Too far off to help are Joe Dart and Tom Cole  
What shall we do next? Let's take a wild punt  
Set off in the sun on a blue thermal hunt  
Hugh sees a few wispiess forming above us  
Some old man high up there must really quite love us  
Now we're approaching the fine town of Swindon  
Nearing the goal that our hopes are all pinned on  
Hugh thinks we've done it - I'm over the moon  
But have we moved on from this thermal too soon?  
All of a sudden we're horribly low  
Where's the next climb? I am damned if I know  
A glider is climbing, away over there  
But can we get to it? I almost despair  
Hugh trusts the cloud, although I think we're toast  
Hugh is correct, as he is oftenmost  
Goal's in the bag, and we've got our first aim  
But maybe that isn't the end of this game  
Hugh offers to land, if it's at my insistence  
But what if we went for the record for distance?  
I'm cold and hungry, I want a nice cuppa  
But look, here we are in a booming four-upper!  
The sky's looking much too delicious to stop  
Far out over Berkshire we see thermals pop  
I steer us straight under a perfect cloud street  
While Hugh has a rummage for something to eat  
We'd see my house now if conditions were clearer  
And Hugh's alma mater could hardly be nearer







Photo: Harry Bloxham



We fly straight across the beam engines at Crofton  
A place that I've ridden my bike to quite often  
I tell Hugh they fill the canal up with water  
He listens, but not quite as hard as he oughter  
Although I do all that I can to explain  
He thinks I'm describing some kind of steam train  
Soon we can see all the wings at the Gibbet  
We could land for a lift, but no, let's not inhibit  
This once-in-a-lifetime position we're in  
But down low again the lift seems fairly thin  
I point out a farm where each pig has a sty  
But Hugh's eyes are still firmly fixed on the sky  
A fluffy cloud gets us back up to five grand  
I'm weary and freezing and ready to land

But now when I look at the screen of my Oudie  
I no longer feel so exhausted and moody  
We're off on a glide, and the numbers are right  
Nothing can stop us completing this flight  
I call out to Hugh: "Listen here, my old matey  
Now we have covered one hundred and EIGHTY!"  
Approaching behind us we see Graham Steel  
He adds to the joy that we both of us feel

Away to our right is a hot-air balloon  
Evening's still air has replaced afternoon  
All that remains is to pick out a field  
And land safely in it; the record is sealed  
It feels so good to be back on the floor  
We're greeted by Miles, whose house is next door  
Vicky, his missus, makes hot tea and toast  
She couldn't be more of a welcoming host  
Soon Roger arrives with the Southern club crew  
And so ends the tale of my big flight with Hugh.

Photo: Endre Cota

by Andrew Craig





# 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

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## May Update - Ed Cleasby

We're now two and a half months into the NCT and the Results Grid is filling out. The past month has seen 23 entries (and I expect a few more today from the Coniston task) whilst an enforced break from flying means I have the vicarious pleasure of watching them live on L24. Nothing like punishing oneself.

Currently, the leaderboard shows Geoff Crossley and John Westall well out in front, with Geoff poised to break the 4000 point barrier with a task in hand. (Update: a few hours after writing this Geoff and Westie completed the Coniston task with Geoff sneaking in a minute quicker. Now, with eight scoring tasks each Geoff has put a clear 900 pts lead between them and is on 4,587 points). Remember the top eight results from the twelve tasks are the ones that comprise the final score. You also need to bear in mind that, a bit like the xcleague, others will start to play catch up so they are by no means in a totally dominant position. It's a bit of a tortoise and hare situation. That's what I'm banking on as once my summer break (two cracked ribs as you ask) is over I'll move my focus for this year from xc to the NCT.

May has been a great month ... it seems like the best I can recall for a long time, unfortunately the least I'm able to enjoy. In fact it's almost been too good for the NCT as pilots have been able to get away from the ridge a lot and follow their xc dreams instead of focusing on a site based task.

A brief look at some of the more noticeable tasks flown. With all the southerlies we've had it means the **Blease DBLFAI** saw a bit of traffic. For those not sure what DBLFAI means ... it's essentially two FAI triangles, one inside the other – the outer, larger one being the more difficult and part of the increasing difficulty factor as you progress through a task.

On 19th May Dave Eva, Geoff C and Richard Bungay completed the task and in very fast times. Geoff, boosted by Zeno power, managed it in 1.49.55 ... just four minutes ahead of Richard and with 30 minutes over Dave. Not just completing the task, but speed is starting to be a big factor in boosting scores.

So what's happening elsewhere? **Whernside** has been attempted, but so far no-one has managed to complete, with the final three turnpoints proving problematic, although the weather hasn't been that kind. **All the grids** with the exception of Model Ridge and Crossfell have seen entries and Richard Meek managed to get part way around the **Pendle** task.

We still await an entry on the H&F tasks despite several people messaging in their attempt plans, then seeing them thwarted by the weather. I expect we'll not have long to wait as we enter the long June days.

Looking forward, I always regarded this year as a trial, both to gauge the level of interest for the concept of the NCT as a set of season long fixed tasks and to see how well the tasks themselves worked. The intention is for each year to see a fresh set of tasks published around late February to keep things interesting, although I'm currently minded to retain the H&F tasks with only minor tweaking. What I do value is feedback, including any ideas to make the NCT even better.

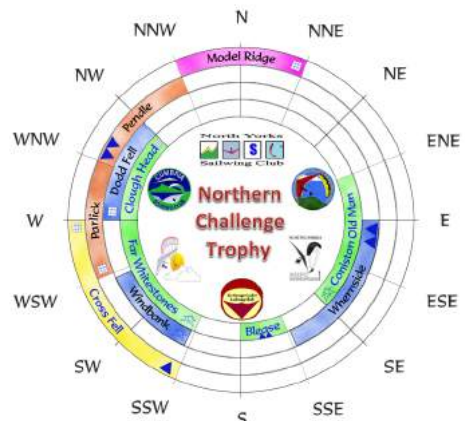
I'll end with the usual plea to add to the prize fund. Just email or text me a pledge ... that's all you need to do for now.

**RESULTS TABLE:** <http://www.xcmap.net/resultNct2.php>

Reminder – clicking on any score shows the [igc/map/task](#) overlays.

Chris has also included a 'latest entries' tab

EC






As at:  
8 am May 24th

## Results NCT 2018 - Click on the score to view the flight.

- pilot -	<i>GRID - Parlick (24k)</i>	<i>GRID - Dodd (30k)</i>	<i>GRID - Clough (19k)</i>	<i>GRID - Cross Fell (24k)</i>	<i>Coniston Cradle (21k)</i>	<i>Pendle DBLFAI (26k)</i>	<i>Blease DBLFAI (31k)</i>	<i>Windbank Cradle (40k)</i>	<i>Far Whitestones Cradle (29k)</i>	<i>Whernside DBLFAI (32k)</i>	<i>Cross Fell FAI (30k)</i>	total
Geoff Crossley	504	580	540		602	818	604	645	294			4587
JOHN WESTALL	435	172	218		606	799	607	565	233			3635
David Eva			259		314	772		75				1420
Richard Bungay			220			811						1031
Joseph Edmonds	106		381				301					788
Patrick Holmes						497						497
SIMON TOMLINSON			79				292	87				458
DAVE BRADWELL		192					255					447
Harvey	201							215				416
timoliver	144							178				322
Richard Meek					283							283
Dave Evans	267											267
Ed Cleasby							264					264
Gary Stenhouse						263						263
Pete Logan							261					261
Simon Baillie	251											251
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
Ken Hardman							173					173
Neil Charles	146											146
Andy Smith				134								134
Chris Little			123									123
GordonC			70									70
John Wilson			68									68
Mike Mason								9				9

# Skywords Archive - March 2009

## I was getting over confident - Fred Whinstanley



Monthly Newsletter of the Dales Hang Gliding and Paragliding Club  
www.dhpc.org.uk March 2009



**From the Editor, Dennis Wray**

In this issue, we have some gripping adventures from Fred Whinstanley while flying in Olu Deniz. Tell my heart rate go up just to read it! Also, we've got a very interesting report about Trevor's adventures with real gliders!!! Please keep your contributions coming in!

I had a great time flying in Tenerife in January, we flew almost every day. Most memorable flights were from the Icenie ridge (7500ft) not far from the Mount Teide old crater - in the morning we flew miles to the beach on one coast, and then went back up and flew all the way to the beach on the opposite coast of the island!

Ogl has organized a fantastic trip to Ager, Spain in March, with several club members attending - hope to hear about it from them in a future Newsletter maybe!

Happy flying!

Please send your contributions directly to me - my email is [d.wray@leeds.ac.uk](mailto:d.wray@leeds.ac.uk)

**Club Night - Rod Buck**

The club night on 5 Feb was well-attended for the excellent talk by Johnny Sanderson about SIV and XC. There were many useful tips for all of us, such as getting out of trouble in spirals which can occur with some modern gliders.

Future club nights continue on the first Thursday in the month at the Black Horse in Otley. Meetings are at 8pm, refresh at 8.15 and event starts at 9.30.

**For the next meeting on Thursday 5 March, the speaker will be Rod Buck, of Wendy Windblows fame.**

This promises to be a very interesting evening, and we are fortunate to have Rod as a speaker given that he rarely gives talks/presentations nowadays.

Rod writes:  
"I have been looking after Wendy for 20 years now, and there are quite a few funny stories to tell... so it won't be a dry, dusty technical lecture, I promise."

Sounds good!

**Club Coaches Course**

At the time of writing, there are still places available for the course. This will run on 7/8 March from 0800 - 1700 (1830 finish on Sun) at the Black Horse, Otley, LS21 3AE.

The public car park opposite the club charges £3.20 for 6 hours on Sat but is free on Sun. DHPC pilots are out trying to identify alternatives.

Ideally you should be a minimum of CP + 10 hours. Less experienced pilots are also welcome - you will learn a lot but cannot qualify as a coach.

### I was getting over confident!

I'd been in Olu Deniz for ten days, and the conditions were near perfect. A heat wave had hit Turkey and the thermals were

booming. On the day in question a strong wind was blowing on the top of Babadag. A quick, clean reverse launch saw me up and away.

It was early afternoon; between the lagoon of Olu Deniz and the ghost village of Kaya stands a mountain, nicknamed "Cave Mountain," that has a good south facing slope that the sun was now beating down upon. "There must be good thermals dripping off the top of that," Or so I thought.



### There is often a strong wind that develops over the Kaya valley

A smooth, easy glide saw me arrive over the peak with about twelve hundred feet to spare. There were no thermals to speak of, the wind was blowing too strong to allow them to develop properly, there was just enough lift to slow my descent rate but not strong enough to provide any height gain. I decided to cut my losses and head off back towards the beach.

However, the beach was on a heading directly into the wind, even with full speed bar on myGPS told me that I only had a ground speed of about two kilometres per hour, and I wasn't sure if that was forwards or backwards. At that rate I was going to end up landing on a rough looking slope with an even

*Next up in our look back at the Skywords archive, a report from Fred Whinstanley about a couple of flights in Oludeniz. Very fitting for this edition of Skywords. Although not on an SIV course at the time, Fred's conclusion was that perhaps it would have been a good idea.*

*Hold (gently) onto your risers, it's going to be a bumpy ride.*



worse looking walk out. I appraised the alternatives, if I flew down wind I could land near Hisoranu and a quick Dolmus ride would soon have me down on the beach paying for another ride up Babadag. The leeward side of the hill was heavily wooded with only a small field as a bailout if things went wrong. Blissfully unaware of what was about to happen I turned and headed for Hisoranu.

I was a good half kilometre from the hill, scanning ahead planning where to lose height and picking the best field to land in, when the canopy gave a warning rustle. Then I hit the rotor! The right hand side of the canopy just collapsed instantly, almost without conscious effort I corrected the course and pumped out the deflation. No sooner had the wing re-inflated than the opposite side collapsed, I repeated the process but in reverse. Once again when the canopy was fully inflated it decided to do something drastic, it caught a downdraught and surged forwards and downwards. I was left sat looking at the trailing edge below me. I braked hard, the canopy just seemed to stop, the lines went slack, and I fell inwards towards it. Hands up! There was a loud "Whump!" the lines went tight and the canopy was flying again.

I loved my canopy, we've had some really good times together, it was solid, reassuring, dependable, a blue and white nylon comfort blanket, and a reliable friend. However, when friendships go array your dearest pal can become your bitterest enemy. We fought, we argued, we wrestled for supremacy, both of us wanted to be on top. She spun, she twisted, and she bucked and plunged. The horizon seemed to be riding on a roller coaster ride to which I was a none too casual observer; powerless. At times like these I find it amazing how calm the brain can be, mine was going through a process of cool elimination.

"Forget Hisoranu, you'll never make it."

"Reserve, forget that as well, do you know it will work properly in turbulence and strong wind? Besides, there are power lines and you're over a forest; you don't want to end up strung up in a tree for hours....perhaps later." "Try and steer towards the field in the forest." As I got lower the leeward downward slope of forest began to sap the strength out of the wind. The air got perceptibly smoother, only a little at first and then more and more. I found I was slowly regaining control and was making progress in the general direction of the field I wanted. Lower still I started my landing approach. Just above the trees there was no wind, just smooth air as I quartered above one edge of the field, and then

touched down, an almost perfect landing. I felt remarkably relaxed; I gazed at the crumpled heap of fabric and smiled, an old friend? Hardly, more like a loved one who would stick by you through thick and thin, fight any adversity so that we could come through it together. I looked around the field at the wall of surrounding trees, "Now, which direction is that bloody road?"

The next day I was relating this tale to Murat, the owner of Sky Sport, and he told me, "In really hot weather there is often a strong wind that develops over the Kaya valley. If you stay in it, as long as you aren't being blown backwards, you will eventually drop out of it. You may only have a hundred feet or so above the peak but that is still plenty of height to make the beach easily." Local knowledge is a wonderful thing, pity I didn't ask for it before I set out!

### **Don't try this at home!**

Following on from my experience in rotor I decided it may be a good idea if I actually threw my reserve so that I would know what to do in a real emergency.

I thought I had got it all covered. I had got a life vest and arranged a pick up boat, and even told the boat pilot the colour of my canopy. I took advice from a few of the local pilots who had done this before and they told me to concentrate on pulling the canopy in once the reserve was inflated. They also gave advice on how to install collapses and how to react, what could possibly go wrong?

A nice quick launch and I was away. It was a great flight. I was amazed at how much of the wing I could collapse and the canopy would still fly, and how easy the collapses were to pump out

At about two thousand feet I decided that I should stop messing about and throw the reserve, I reached down grabbed the handle and threw it backwards. At first I thought it had failed to open and then came the reassuring tug, and the paraglider slowed down but continued to fly. Now, in many ways paragliders are just like their pilots and they love to fly and get a bit upset when someone tries to stop them. Mine did not want to collapse. Initially I tried to induce a front collapse; it would do that but as soon as I tried to gather in the lines they were torn from my grasp and the wing reinflated. I tried to stall it but again as I let go of one brake to pull in the risers the bloody thing reinflated. Finally I hit upon heaving on one riser and hauling down on that side "C" riser at the same time, which worked. At last I had the glider safely gathered in my arms and looked down to

discover I was only ten feet from the water. No time to think, straight into the PFL position and SPLASH!

My work involves contact with water all the time, I hate the bloody stuff. In Olu Deniz a large percentage of pilots who ditch in the sea, who haven't organised a pick up boat drown before help can get to them.

The delay in getting the canopy meant that my itinerary of procedures was thrown out of kilter. The Pilots' Handbook advises ditching your gloves before you hit the water, I now found out why. I had planned to stow them in my flying suit, I had also planned on releasing the harness buckles before I hit the water; I just hadn't had the time. In the sea my gloves felt like I was wearing plastic bags full of thick blancmange. I couldn't feel anything, grip anything, or do anything, the gloves flapped about hindering everything I tried to do.

Face down in the water I could hear the outboard motor of the pick up boat, but it seemed to be going away!

Despite the life vest I was wearing the polystyrene in my harness's back protector held me face down; my legs were now tangled in the lines of the paraglider and I couldn't kick properly. I could hear the pickup boat, but the engine noise was getting quieter, I tried to get the gloves off, but to no avail. I couldn't hold my breath much longer and was starting to panic. By using a side stroke motion I managed to get my head out of the water enough to grab a quick breath, before being very deliberately rolled face down again by my back protector, which seemed to have developed a personality of murderous intent. I was tiring fast, but I could now hear the rescue boat racing towards me.

It pulled alongside, and with my little remaining



strength I managed to grab one of the lines on the side of the boat and pull my head clear of the water. Like some masochist who enjoys inflicting pain the back proctor kept up a steady downward pressure. I screamed at the boat handler, "Take my gloves off! Take my gloves off!" He gave me a blank look before comprehending what I wanted. As soon as both gloves were off, releasing the harness was no problem at all, three quick clicks and I was free of the harness and the back protector which reluctantly let me live. I quickly cleared my legs and hauled myself into the boat, completely shattered. All my gear was quickly recovered and we sped off towards the beach. On the way in I asked the boatman what had taken so long for him to arrive to pick me up. He obviously felt very pleased with himself as he smiled and replied, "Ah, you see, we went to pick up your reserve bag first as we didn't want to lose it!"

I sat in the bow and reflected on what I had learned. Should I have flown with no back protector? I have to answer no to that, if I had made a mess of the take off I could have seriously injured myself. Without doubt I should have removed my gloves once comfortably in the air (one tandem pilot told me later that he does this as a matter of course anyway.), or as a last resort just ditched them. I should have suspended my harness somewhere and practised and practised and practised releasing the harness buckles. I should have known how to collapse the canopy quickly and efficiently. I should have enrolled on one of Jocky Sanderson's SIV courses and I should not have been so foolhardy in the first place.

**FW**







## You Can Take It From Me - - A GPS is useless when you're in Cloud Iceman

I'm a reasonably experienced XC pilot with the best part of a thousand hours under my belt, I'm current and feel confident - perhaps overly so. One day, not so long ago I took a trip to Llangollen. Forecast was for a good cross country day with moderate north westerly, decent climbs and cloudbase at 4,500 - 5,000'.

When a pal started to work a decent thermal close to take-off I launch to join him. I'm a bit behind my two pals, as I approach base at 4500', I thought "one last 360 then I'll boot it to catch my mates up".

Within that last 360, I'm going up at 6ms into the White Room.

But I'm not worried; I'm very comfortable pulling spiral dive so I thought "I'll use the GPS to keep on this course and pop out the side". I have a nice Silva compass but didn't bother mounting it on my flight deck, I rarely do (did) in the UK.

You've heard it before but take it from me **a GPS is useless when you're in cloud**. I'd heard it before but didn't pay much credence to it, I do now.

Despite two independent GPS units I could not maintain a steady course; I was just being taken higher and turned around at the mercy of the cloud.

It was completely weird; I felt like I was steering one way but the GPS was telling me the opposite. I knew roughly where I was; just 1-2k from launch so not in any

danger of hitting the ground but there was the risk of collision if anyone else was foolhardy enough to be I the cloud with me.

The minutes tick on and I'm starting to freeze - literally; there's a hoare frost on my lines which are now about 5mm diameter. My clothes, instruments and visor are coated with ice - no wonder I couldn't see too well.

I check my altitude and review my options. Now I'd have to burn about 2,000' to get out of the white room - ahhh, spiral doesn't seem like such an attractive option now - I didn't fancy being in a position where I had to release the spiral and manage a big pendulum and surge in the white room.

Eventually, through a combination of steering towards slightly lighter areas of white and the GPS I did manage to get out the side. What a blessed relief.

A few plucks on each of the lines to clear off the ice makes me a tad more comfortable.

Despite the height, the flight ended soon after, I think my mindset must have been disrupted.

**Lesson #1** don't enter cloud.

**Lesson #2.** In case #1 fails, always fly with a compass.

There are of course no new lessons, ever.

<http://xcmag.com/news/the-croatian-survivor/>



*Library photo*

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

Simon Tomlinson and Ges Hey, Ingleborough

May 14th



Photo: Dennis Marston





Tony Fillingham at Tailbridge

May Bank Holiday





The sea air coming in towards Scafell  
May 17th



Coniston Old Man  
May 23rd





Climbing out from Stags  
May 19th



*Photo: Richard Bungay*



*Photo: Dennis Marston*



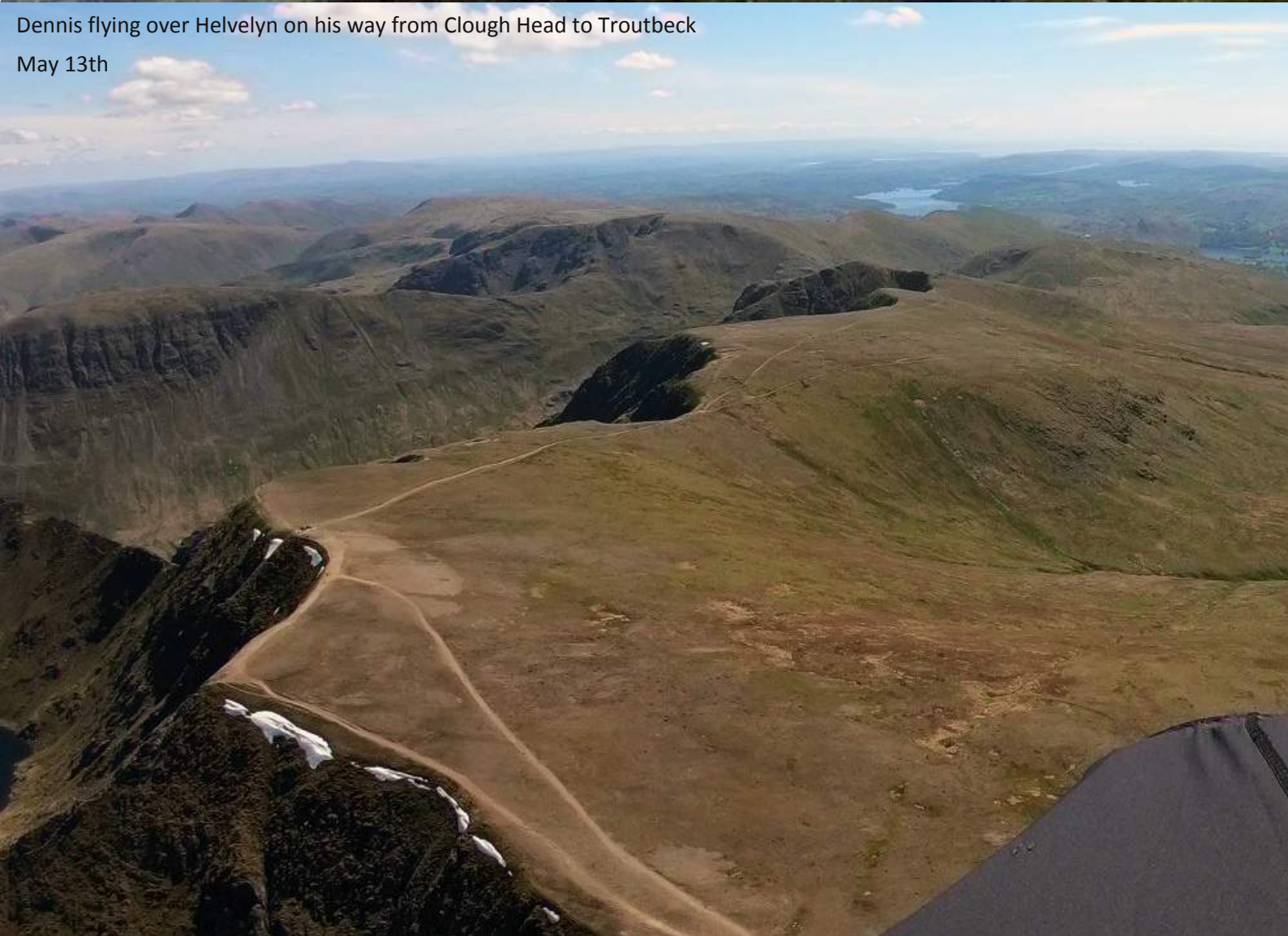
*Photo: Dennis Marston*



Pete and Sara Spillet were at Assisi, with Flytaly



Dennis flying over Helvelyn on his way from Clough Head to Troutbeck  
May 13th









The end of the Milk Run in Sight  
Ben Ireland flies from Clough to Troutbeck  
May 13th



Stags Fell 7th May  
Photo: Richard Meek





Josh Sanderson entering Newlands Valley on the way to completing the Skiddaw / Scafell / Helvelyn / Skiddaw triangle  
May 18th



*Photo credit: Ali Westle  
(who also completed the triangle)*



En route to Durham from Stags  
May 19th



**Photo: Pete Balmforth  
(from video)**



You can order your club shirts here



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)



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

[VIEW PRODUCT](#) Price from £12.00



Front: Left breast heat transfer

# Gents / Unisex T shirt

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



Back: Steve Ham design heat transfer



### Shop website screen shot

Unisex T-shirt (choice of 50 colours)



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



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

Unisex cool polo shirt (choice of 25 colours)



Shop website screen shot

Option 2

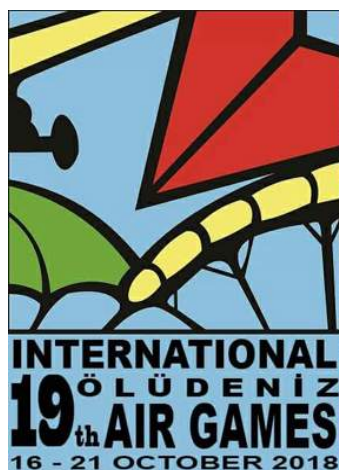
Unisex cool polo shirt (choice of 25 colours)



# 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>
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 21st - 27th	British All Comers Open, Monte Avena, Italy	<a href="https://airtribune.com/bac2018/info">https://airtribune.com/bac2018/info</a>
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	<a href="http://babadag.com/babadag/">http://babadag.com/babadag/</a>





# EYE CANDY FOR CLOUD LOVERS



Brazilian Storm - from *Severe World Weather*

## **Parabollox #7. Horeseshoe crabs!**

So there you are wishing you were flying, and you're sat on the hill and someone is spouting some nonsense, right at the time you were about to spout some of your own nonsense. Are these facts true. OK just how exaggerated are they. You smile and say "really" - but really you're thinking - I need to check that with Pete Logan.

So how about this month's stupendous fact? How on earth does the conversation turn to:

"Horseshoe crabs have blood made out of copper. They have so much copper in their blood, it's blue"

Try it sometime, see if you can find a natural way to drop this into the conversation. But copper is copper coloured! It's not blue!

But wait, there's more - in fact you're probably only alive because of the horseshoe crab - because its blood has been used in so much research. Of course, blue copper based blood is just what you need in medical research!

Astonishingly - it's all true! Your editor, in carrying out his extensive due dilligence before publishing, not wishing a law suit for defamation of the worthy crustacean, even found a website with a section of "Frequently asked questions about horseshoe crabs".

There's a whole world out there that you've never imagined!

