

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



Skyywords

www.dhpc.org.uk

Issue:133 July 2018



Inside this month

This month's cover shot is of Alex Colby landing at the foot of Snowdon 25th June - the 1st of his 6 Peaks in 24 hrs Challenge



Regular Features

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Club News Up Hill and Down Dale

Skywords Archive - July 09- 131.7K from Bradwell. HH Tsai

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Northern Flying Photos June

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...groundspeed, windspeed, airspeed

Special Features

The X Lakes 2018 - Andy Smith

AirWhere in the Dales update - Pete Logan

Buttermere Bash Photos

Dales Tales - The Quarries at Stags Fell

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 July 2018 The Weather, the BHPA Exec

I remembered why I'm not a great fan of UK competitions: the weather. Two weeks ago I spent 7 days at Crickhowell in Wales at the Inter Service Paragliding Championships. It was windy for the entire week. I flew for just over an hour one evening but we didn't complete any tasks. Very frustrating! But it wasn't all bad news because they decided to base the awards on XC league results from the last part of 2017 and the first part of 2018. I suspect that there was some mistake because when they awarded the prize for Army Champion they called out my name!

Such were the lack of prospects for flying on the Tuesday, I jumped in my car and headed to a meeting of the BHPA Executive in Leicester. A few points to give you a flavour:

Membership levels are increasing; currently about 7,500 and approaching the historic high of 8,000, just before the devastating Foot and Mouth epidemic in 2001.

The Pilot Development Structure (PDS) has been formally adopted and funded by the BHPA. Essentially, it's an electronic version of the Pilot Handbook: an essential guide for qualified pilots wishing to progress, and for coaches to assist them. [Link here](#). If you haven't received log-on details by now then please contact the BHPA office.

We decided to ditch our membership of the Sports & Recreation Alliance which appears to give us precious little for £250pa, although we may steal their GDPR template before we leave. On the subject of GDPR the BHPA is drafting its own policy and will issue guidance to clubs in due course. The general message is not to panic.

The BHPA technical officers hold 3 x wings for training/assessment purposes. It was decided that the time was right to upgrade all 3 at a cost of not more than £1,000 + vat.

There was an interesting discussion about a BHPA member who had been convicted of holding indecent material on his computer. He'd served his time but his name had been placed on a register. Club members were not keen on sharing a site with him and the club

had approached the BHPA for advice. The BHPA does not have a policy on members with a criminal record and, after much discussion, it was agreed that it is not in our interests to have one.

Some of you will remember Dr. Matt Wilkes who talked to us about the effects of hypoxia at a recent club night. In a new initiative he is trying to establish how many flying hours we do each year so that we have something on which to base incident/accident/currency/etc rates. This will involve a survey and some statistical analysis to make sense of the results. His request for up to £500 towards expenses was approved. (The current BHPA assumption, based entirely on guesswork, is that we all fly an average of 25 hours per year.)

The average age of a BHPA member is 53. Some of the youngsters will be delighted to hear that the BHPA is going to trial an electronic membership card which can be stored and displayed on your smartphone. As well as being a convenient way of demonstrating your qualifications and other information the app will also send you reminders and allow you to renew at the click of a button. The savings in postage and membership cards should outweigh the costs of the app in the long run. Helmet stickers will continue, although a new smaller rectangular version will be issued once existing stocks are exhausted. I jokingly suggested that they could save the price of a sticker if we all used a bit of Velcro to stick our phone to the outside of our helmet!

Fly safely,

Martin Baxter
Chairman

PARAGLIDING
Martin Baxter

Senior Instructor
Member no: 1005
South West Wales Soaring Club

Issued: 01/01/18
Expiry: 31/12/18



Pilot Rating: Advanced Pilot | Environments: Hill, Tow | Speed Gliding: None
Pilot's Declaration - Unc. Wings: Yes | Dual Pilot: Hill | Instructor categories: Hill



Sheep attack

Careful what you say to those cuddly, timid sheep on your way to take off, they sometimes take offence, as Simon Tomlinson found out to his cost recently. Or maybe you should keep your car as disgracefully dirty as your editor's, so that any ugly aggressive sheep that walk past it can't see their reflection in it. Either way, another risk for the flying community - is it on our risk register, Safety Officer?



Insurance

Who to insure with, and what it actually covers are perennial questions on the website, Paragliding Forum etc. Recently Gavin McClurg (no less) promoted [Global Rescue](#) as a recommended insurer. This company is US based, but will insure us as well. May be worth considering?

Flying Fund Survey

The online survey closes at the end of June. You will have had an email from the membership sec some time ago inviting you to complete the survey. So not much time left to do so if you haven't done so already.

New Editor Required

Your editor has decided to throw in the towel at the end of the year, so we are on the look out for a likely successor.

Editing the mag is great fun, and very satisfying! You have carte blanche to develop the mag as you see fit. I'll be happy to help out for a few months to give a smooth handover, so you won't be dropped right in the deep end. If you want a chat about it, catch me on the hill, or drop me an email: Skywords@dhpc.org.uk

LCC

The LCC is nearly here. July 16 and 17th in Grasmere. At the time of writing, there are still a couple of places left in the comps. It's a great week end even if the weather turns out to be less than perfect. Details on the [CSC website](#) Get yourselves there!



New German coin

A couple of years ago we published a photo of the new Swiss bank note featuring a paraglider. Now Germany are following suit and have announced that a new €10 coin will be issued featuring our sport!



Cobra Launch

I recently came across the DHV video on cobra launches. If, like me, your German is slightly weak (ie non-existent), this vid has English sub titles.





Airprox report

So long, farewell...

The photo below is taken from a video filmed on January 26, and features in Airprox report No 2018012. The full report can be read on the [airprox board website: www.airproxboard.org.uk](http://www.airproxboard.org.uk). The report conclusion was that the cause was: Effectively a non-sighting by the Hawk pilot.

..."New" Jake and Kzrsztztozofz are moving to Cornwall, so you will probably not see them on our sites so much. They go with our best wishes, sure to be bumped into on some hill in the future. Will that now make New Jake into Old Jake, or Ex Jake or something?

Although an inexperienced pilot thought he had submitted a CANP, he had not received a confirmation, and had not enquired why not.

You should ensure you know how to, and USE the CAN Procedure if you're flying during the week. Please! It's pretty simple really, and there's a useful resource linked below that you can use to generate the warning. Once you have pasted the generated warning into you email, you can add "and downwind" to the "Area of operation" field.

Civil Aircraft Notification Procedure (CANP)	
Club:	Dales
Activity:	Hang/Paragliding Avoidance Area
Location (site code if applicable, 17.017 D 868 86	Wether Fell
Area of operation:	1nm diameter <=1000 feet agl
Date and local time flying will sta	23/06/21 10:00 - to 17:00
Expected number of gliders:	5+
Contact telephone number:	

After filling all the blanks, copy and paste to:
swk-lfotfbc@mod.gov.uk



Sites - Parlick

Due to recent actions by some pilots, the Pennine club have issued the following notice. Below is a short version of the notice, please read the full version on the website

1. Sailplane operations.

Bowland Forest Gliding Club tow launch from their airfield a short distance from the SW spur of Parlick: it is clearly marked on the air chart as launching to 3000' AMSL. It is imperative that you do not fly over their airfield or interfere with their launch or landing. This is a serious safety issue - your priority as a pilot is not to cause a danger to anyone. The linked diagram shows the location of the field: the orange rectangle marks the runway which is the critical danger area with a thin steel cable under high tension launching the gliders; the red rectangle is the circuit area, an indication of where you can expect sailplanes to be low and in a critical flight phase, either launching or on landing approach. They do not have our capability to quickly abort a launch or pick a different spot to land, so keep well away from this region unless you are well above 2000' AMSL. The blue

circle indicates 1 km radius from the centre of their runway, and is to be avoided except when on landing approach.

2. Landing Fields

The same diagram shows the location of the main landing field, a secondary field which can be used if the grass is not being grown as a crop, and the emergency landing field for hang gliders only. Recently visiting pilots have been landing in other fields, often following each other in once one lands there. Please remember: YOU are the pilot in charge and you should plan your flight and then fly your plan. Read the guide, ask the locals but above all please don't just follow others into a field. We have a good relationship with the local farmers, but they get understandably annoyed if pilots land in random locations.

Please follow this link to an updated site diagram - you can zoom in and click on any of the marked areas for more info.

[https://www.google.com/maps/d/u/0/viewe ... 73714&z=13](https://www.google.com/maps/d/u/0/viewe...73714&z=13)



HIGH SIERRAS
www.paraglidespain.com

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

BHPA REGISTERED SCHOOL

AOPA GIN BGD NIVIUK

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

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

We also offer Tandem paraglider thermal and cross country days. Staying in the quiet mountain village of La Muela de Algodonales in southern Spain . We specialise in small groups of around 4 to 5 for a higher quality of service, XC guiding and retrieve, coaching including task setting, waypoints for circuit flights entering your flights into the UK league and all you need to set you up for the UK XC season. We are also maintaining a discount for Dales club members (note this discount is exclusive to the DHPC and the PSC only) there will be a group discount of 20% on group booking of 5 or more members, this discount is for our guiding weeks. We also have other activities on no flying such as mountain bike trail riding, trail walking and bird watching days.



July 2018 : Fine Start, Hot, then Thundery.

Issued : 25 June 2018

Forecast

High pressure in control of the weather for the start of the month, however we are expecting this to reside to the West of the UK which will allow cooler, fresher winds for many parts of the UK from the Northwest.

Turning warm and dry for the middle of the month with high pressure a dominating factor.

Towards the end of the month we expect low pressure systems to approach from the South bringing an increased risk of thunderstorms across much of England and Wales.



July 2018 Forecast



RASP - Spin offs

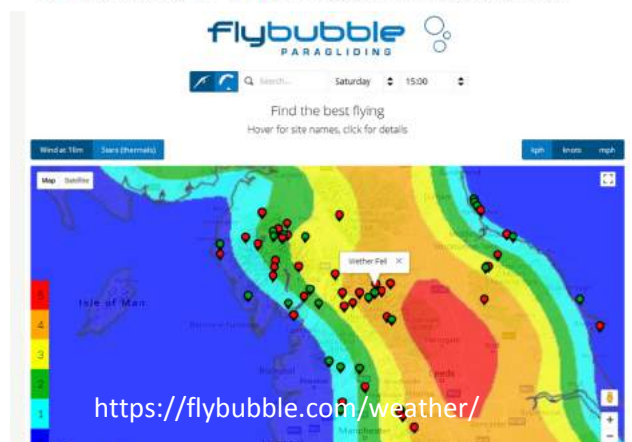
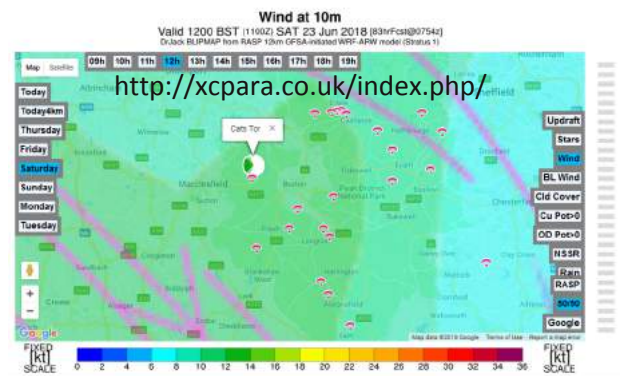
Many in the club, and in the wider paragliding community tend to use RASP as their prime forecast site, though it does have its detractors. It is so popular though, that there are a number of spin off developments built on top of it. The DHPC were probably among the first on this, with Pete Logan developing the star summary twitter feed that once posted automatically to the web site shout box. Although this no longer happens, you can still subscribe to it at: <https://twitter.com/dalesflyer>

and the are similar feeds for other areas/sites.

There are a couple of more recent developments, shown opposite. The first site plots all flying sites on RASP, as far North as the Derbyshire sites. You can click on each site to see if the wind is on for the day.

More recently, [Flybubble](https://flybubble.com) have developed this idea further, and superimpose a coloured coded pin over sites to show if they are flyable - and this works for our sites as well.

As with all these things - it's only a forecast, you have to learn the conditions which are right for you!



The X-Lakes Challenge 2018

The inaugural X Lakes Challenge may have been blown out, but that simply made the hiking part even more epic! With Andy Smith in the field, bagging a creditable 18 Wainwrights over the 2 days (see his report later), the winning total was an amazing 36 peaks, by Rod Welford. It'll be back next year. Better start training now!



AN INFORMAL HIKE N FLY ACROSS THE WAINWRIGHT FELLS OF THE LAKE DISTRICT | 26 - 27 May 2018

Ranking	Athlete	No of Wainwright Peaks	Score
1	Rod Welford	36	66
2	Francesco Cordiso	24	40
3	Ben Johnson	23	38
4	Phil Kew	23	36
4	James Petts	23	36
5	Jocky Sanderson	23	32
6	Kieren Campbell	20	30
7	Andy Mac	20	29
8	Josh Sanderson	19	26
9	Andy Smith	18	23
10	Roddy Milne	9	9

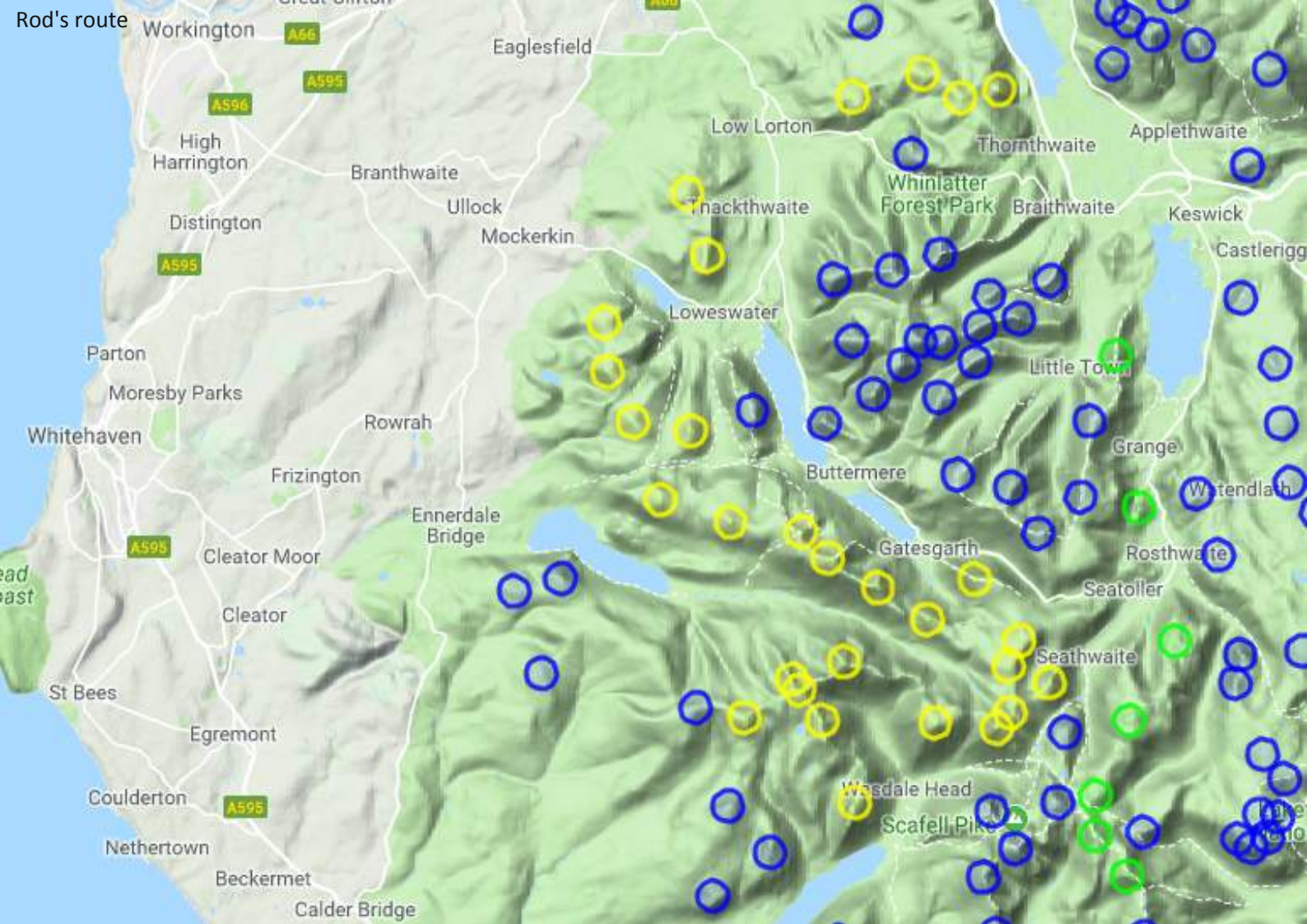
Jocky Sanderson writes:

Congratulations to Rod Welford for winning an Ozone Ultralite 4 at the The Flight Park's first X lakes challenge, sponsored by Escape & Ozone. Rod has kindly donated the value of his win to three of his treasured charities, Motor Neurone's Disease, Huntington's and Flyability.

It was lovely and sunny, but very windy, so this was to be a strategic hike & hike event. 15 hours hiking, bagging as many Wainwrights on day one, and 12 hours on day two, with pilots finishing at the flight Park for 6,

otherwise nil-point. It was gruelling but fantastic fun, with 11 talented competitors, pushing the limits in so many ways. Rod had clearly done his research and selected a cunning route that bagged 36 peaks and many double pointers, further away, before heading back through central fells to arrive just 45 mins before 6pm. Francesco Cordiso made it in with just 4 minutes to spare, and poor Ben Johnson, was still at Rosthwaite at 6, after yomping a hugely ambitious route. All the routes can be seen at

<http://xlakes.xcrt.aero/results.php>





X Lakes 2018 Andy Smith

Whilst trawling through the rubbish on my Facebook page I found a rather interesting link to a new hike and fly race. This was organised by one of the big names in paragliding - non other than Jocky Sanderson. The format was quite simple: bag as many Wainwrights possible in 28 hours by foot or flight. The application was submitted and all I could do now was wait and hope I was deemed good enough to get in. I had a week out in Bassano with Kelly and given that the event was the weekend after I got back and I hadn't heard anything I had just about given up hope on making the cut. Then on the Friday evening the email came through saying I was in and specified the rules for the weekend.

The rules were fairly simple and straightforward and I think that's the key in these competitions to make things easy and provide maximum enjoyment.:

We had from 6am until 9pm on Saturday and 6am until 6pm on Sunday to bag as many Wainwrights as possible.

Each summit had a 400m radius.

We could camp out or get retrieved from our stop point on Saturday as long as we started from there (or thereabouts) on Sunday.

If we elected that it was a non flyable day we could leave flying kit behind but had to leave it all day.

We could be supported or solo and had to start at the flight park and finish there on Sunday for points to count.

The closer peaks scored 1 point whilst further away scored 2 (these aren't necessarily higher peaks!)

The week leading up to the event had a grim forecast with strong winds which didn't seem to be going away. Given the rules it was obvious to me my competition would be leaving their flying kit, taking day packs and running round. As vol biv is something I want to get into and with a lot of new shiny kit to test I decided I was going to go fully equipped with full kit even though I knew most of it would stay in the bag, this would be an

adventure rather than a race for me. A few nights of studying the maps saw me come up with a good route with a few get outs if things got tough, I reckoned I was on for about 30 or so points and was quite happy.

...this would be an adventure rather than a race for me...

So Saturday morning came around and I was up at 2 for the drive to the Flight Park for the 5am briefing, the atmosphere was pretty relaxed with a small group of idiots turning up for this test event. The majority were Lakeland boy's who I assume had been pressganged into this by Jocky. Still they seemed in good spirits and it was great to have a bit of humour before things got serious. After a quick brief and a run through what was expected of us we were eventually off running free and wild into the hills, a very scary picture I know!!

My route took me over to Buttermere and I had already walked some of this with kit before at the LCO last year, I followed the path next to Barrow Gill and with a few little diversions I was able to tag Barrow, Outside,

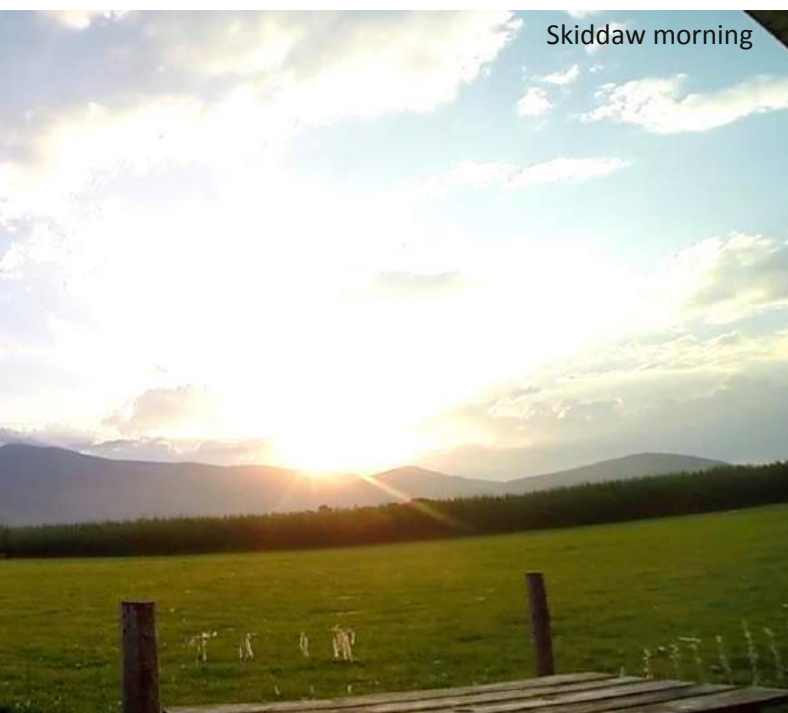




Causey Pike and Scar Crag. I was using my Flymaster NAV so I was able to optimise my route and didn't need to go to the peaks all the time. I think this helped and by this point I had caught a lot of the others up who had raced away at the start. Next up was Sail, Crag Hill, Grassmoor (thanks to Jocky as this wasn't on my planned route but I couldn't be giving away points for an extra little walk!) Wandhope and Whiteless Pike before heading down into Buttermere. I could have tagged Rannerdale Knotts but deemed it too far away to be worth the extra 1 point, oh and did I mention it was a bit blowy? A few times I was glad of the extra weight or I think I would have been flying off some of the peaks, at times I was getting pinned against big rocks by the gusts!

A brief stop in Buttermere for an ice cream and coke then off again up to Red Pike, something changed here and I really struggled up the big climb with my kit. A brief stop at Bleaberry Tarn before the final ascent and scramble to tag Red Pike, I stopped for lunch up here as I was in a bit of a bad place mentally and physically luckily coffee and cake had me right again and off tagging High Stile and High Crag. I met up with Francesco and Rod on the descent and while Francesco said he was finding it tough Rod was flying and soon out of sight. Interestingly Rod went on to win and Francesco was second, anyway I managed to tag Haystacks pretty close to the bottom and thought I could skirt around and not have to go over. I think this was to be the beginning of the end for Saturday as halfway round I found the fence went straight up meaning I would have to do the same up a near vertical at times heather covered slope! Another rest stop at Innominate Tarn and a chance to boil some tarn water as I was running low and it was getting hot, setting off again I opted to tag Fleetwith and see how I felt after that as to my route choices. I actually struggled with this task so decided the best option was to head for Honister and safety in case my condition got worse.

After a rest and refuel (I was really struggling with solids at this point) I decided to have a crack at Dale Head but about a quarter of the way up I started being sick, a good idea to stop and rest for the night and hope I could recover for the next day. I found a sheltered spot to pitch the new tent and have my pot noodle, I think I might have dozed for 30 minutes before I noticed the wind was trying to evict me and my tent from the



Skiddaw morning



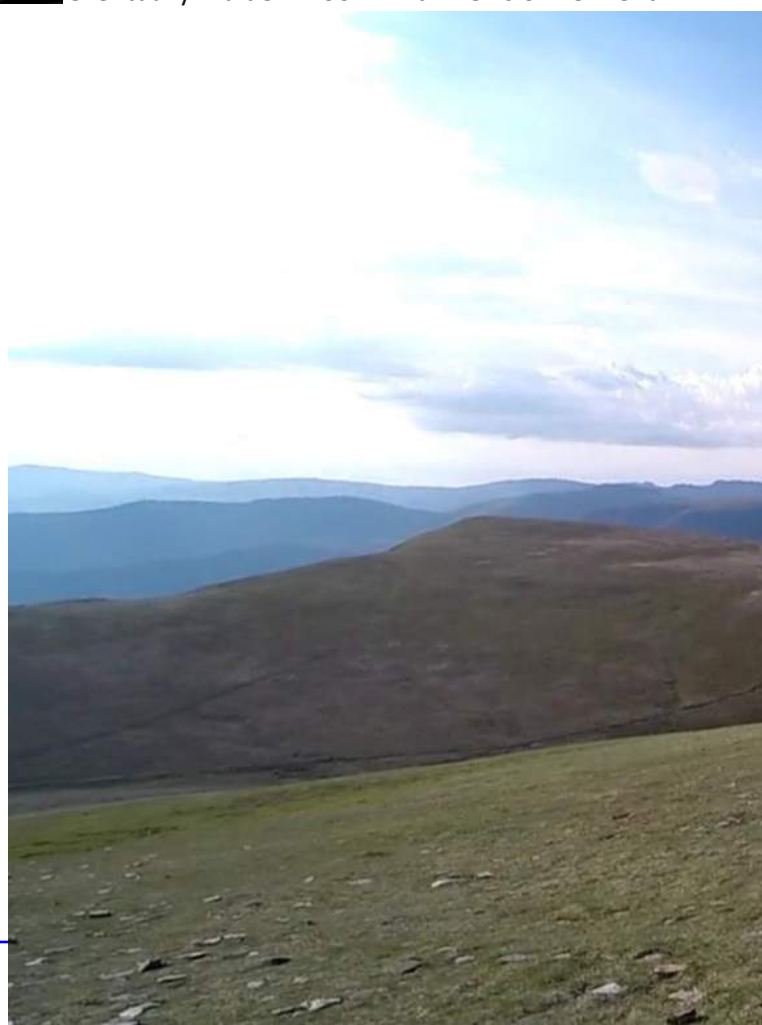
A bit of morning contemplation



Flymaster trackers they were using as they rely on mobile phone signals. Luckily I still had my own Spot but it's food for thought if you're thinking of purchasing a tracking device! Anyway down to Dalehead Tarn then up to tag High Spy and eventually Maiden Moor. With views of Derwent

mountain! I packed away and headed for the youth hostel only to be told they were full, nothing else to do but sleep out in the open in between the large wall and sign for the slate mine. At this point I really didn't care about much and just needed to sleep, the night was pretty uneventful apart from when I got up for a pee and my lightweight sleeping mat made a bid for freedom! Luckily I was able to catch it and get some sleep ready for day 2.

Much to my amazement no one turned up early to open the cafe at Honister so I had to make do with coffee, cereal bar and a bit of cake for breakfast, I got the maps out and had a look at what was possible today and after an initial adventurous plan of tagging Dale Head, Hindscarth, Robinson, Buttermere Moss before heading back to the Flight Park via High Spy, Maiden Moor and Cat Bells I decided a reality check was in order and a shorter route might be more sensible. A very slow trudge saw me tag Dale Head and get mobile signal for the first time in around 16 hours, as you can expect I had rather a lot of missed calls and texts! Apparently all the trackers had gone off around 4pm on Saturday and only mine hadn't come back on again, this is one of the downsides with the





Water I knew I was nearly home. A tricky descent followed before an agonising crawl to get inside the 400m radius of Cat Bells. Off down into the Newlands Valley and it was getting seriously hot, I did consider a fly down and I think if I'd been in a better condition I might have done it but the way I was feeling made it much too

risky. A long and seemingly never ending walk back to the finish followed with a brief respite to get the best ice cream in the world and a drink to allow the plod to the end to continue.

After a long wait Foram and James turned up to start preparing for the evenings BBQ and prize giving. James and Phil had tagged 23 peaks on the Saturday before retiring. Throughout the afternoon the rest of the competitors arrived back at the Flight Park in various states of distress, everyone having some fantastic stories of thier adventure over the past 2 days. Roddy had called it a day early on Saturday and Kieren had elected not to continue on Sunday as him and Roddy were driving back to Scotland, Francesco got in just in the nick of time and Ben was retrieved not too far away from the finish just unable to make it back in time.

The evening was spent reliving the previous day over a few beers and some great food before the prizegiving in which Rod Welford earned himself a new glider. Not content with pushing himself

to the limit he actually bought his prize and gave the money to selected charities – top man!!

All in all a great event where I met a lot of new friends, it's going to be even bigger and better next year so get training now!

AS

Talking tactics



Club Contacts

Contacts details for the new committee are given here.



Martin Baxter - Chairman
chairman@dhpc.org.uk



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



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



Carl Maughan - Library
library@dhpc.org.uk



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



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



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



Safety Officer
safety@dhpc.org.uk



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



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



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



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



Shaun Pickard - Sites Officer South
sites_south@dhpc.org.uk



Alex Colbeck - Website
website@dhpc.org.uk



Tam - Newsletter
skywords@dhpc.org.uk

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

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



David May

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

...Ground speed, wind speed, airspeed

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

The Basics: Ground speed, Wind speed and Airspeed

Ground speed, wind speed and airspeed are fundamental concepts to flying, not just free flying but flying in general and we will have been introduced to them back in our EP course. One of the core skills we need to develop as aviators is an awareness of all three and understand the relationship between them and how they change over time as this can tell us a lot about the conditions on the day and help in our decision making and keeping safe. This process of understanding begins long before we take to the air for although ground speed and airspeed only come into play when we are flying, we start to consider the wind days in advance and this is essential to the most fundamental decisions of all: should we fly and if so, where to launch and when!!! But for the sake of this article, let's confine ourselves to when we are actually in the air as ground speed and airspeed are now relevant.

A quick search on the internet will pull up various definitions of the three, for example:

Ground speed: the speed of an aircraft relative to the ground.

Wind speed: the speed of the air relative to the ground.

Airspeed: the speed of an aircraft relative to the air through which it is moving.

In general we are familiar with the concepts of ground speed and wind speed whereas airspeed probably a little less so. However, there's more to it than meets the eye so it might be useful to elaborate further.

Ground speed

It seems a pretty simple concept – the speed we are flying over the ground. You might think of it as the speed of an imaginary ball that rolls along the ground directly beneath us as we fly. But in the real world the ground is not flat and if our imaginary ball were following the contours it would have to change speed, moving faster on the uphill and downhill sections, just to maintain position beneath us. Ground speed however does not change according to the undulations of the terrain we fly over. So, a more accurate definition would be:

Ground speed: the speed we are moving over an imaginary horizontal surface

In fact, our imaginary horizontal surface doesn't even need to be at ground level – after all, ground level is changing all the time so whatever level we pick is arbitrary. Our imaginary horizontal surface can be positioned anywhere below us, or above us for that matter. The important thing is that it is horizontal ... and of course flat.

Wind speed

This is very similar to the definition of ground speed and our discussion on the meaning of the term 'ground' applies here also. The air is free to move in all three dimensions – for example we can encounter powerful updrafts where the air is certainly moving at speed vertically but may not be moving at all horizontally. In this scenario there is certainly wind and the wind certainly has speed but as there is no horizontal movement of the air we will consider the wind speed to be zero.

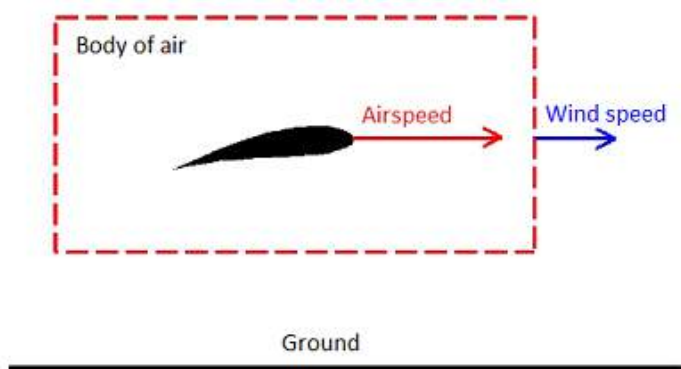
When we talk about wind speed we generally mean the AVERAGE speed of a BODY of air as it moves over the ground. Stand on any hill and face the wind and you will find it changing constantly. The wind is seldom absolutely laminar and smooth. There are lots of factors that influence wind on this scale – thermal activity, the terrain, compression, wave etc. But despite this variation, we can still give it a number – for example,

the wind will be 20kph at noon rising to 25kph at 3pm. The reason we can do this is because a body of air with similar temperature and humidity tends to stay together and move at a similar speed and direction. So although at a micro scale there may be a lot of variation, this body of air will have a definite average speed which we can measure and predict. With that in mind, a more accurate definition of wind speed might be:

Wind speed: the average speed a body of air is moving over an imaginary horizontal surface

Airspeed

All aerofoil based aircraft (ie anything with a wing) fly by using the lift produced by the aerofoil as it moves through the air. Paragliders and hang-gliders are no exception. In addition, paragliders use a ram-air technology where air is forced through the openings on the leading edge to inflate the wing and create the aerofoil shape. So a paraglider needs a forward motion through the air to both create the aerofoil in the first place and then for this aerofoil to generate lift. This forward motion through the air is called Airspeed and it is a measure of how fast we are moving through the body of air we are in. This movement through the air is independent of however the body of air itself may be moving over the ground ... which is the wind speed.



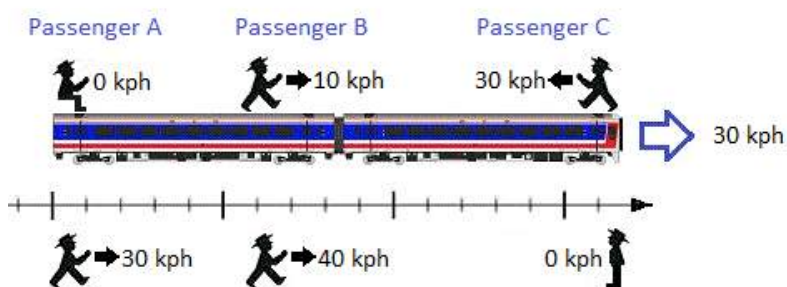
Direction

The last piece in the puzzle is the direction of travel. It is entirely possible that the direction we are travelling through the air is different to the direction we are travelling over the ground and with the wind blowing in a different direction again. This certainly complicates the relationship a little and we'll get to that a little further on. But to start with let's take the simplest case when all three directions line up - this will be when we are either flying directly upwind or directly downwind. In this scenario the relationship between the 3 speeds is the following:

$$\text{ground speed} = \text{wind speed} + \text{airspeed}$$

We still have to take account of the direction of travel but, because they all line up we can use a simple positive or negative number to indicate the direction. It is arbitrary which direction we decide is the positive and which is the negative. Since from the pilots' point of view we are always moving forward through the air we will take that as the positive direction and given that we always need forward motion through the air to fly, airspeed will always be positive*.

A good analogy for this scenario is a train with passengers. The train is the body of air and we the pilots are the passengers.



Example 1.

In our example, the train is moving at 30 kph which equates to a wind speed of 30kph. There are 3 passengers on the train: A is seated, B is walking towards the front of the train at 10kph and C is running towards the back of the train at 30kph. A has zero airspeed because there is no movement relative to the train. B on the other hand is moving at 10kph relative to the train so B has airspeed = 10kph. Similarly C has airspeed = 30kph. We now know both airspeed and wind speed so we should be able to calculate ground speed ie. the speed each passenger is actually moving over the ground. The formula is:

$$\text{ground speed} = \text{wind speed} + \text{airspeed}$$

- A: ground speed = 30 + 0 = 30 kph
- B: ground speed = 30 + 10 = 40 kph
- C: ground speed = -30 + 30 = 0 kph

Note: In the case of passenger C, wind speed is a negative number (-30). This is because the direction of travel of the train is now opposite to the direction of travel of the passenger. Our convention is to give the direction of travel of the passenger (ie. the pilot) a positive number with the opposite direction negative. Of course in reality the train has neither changed speed nor direction but for the sake of the maths, it now has a negative speed (-30kph)

Unfortunately, there is a little more to it than this. The example above depicts the simplest case when we are flying either directly upwind or downwind so we can distill the direction down into either a positive or negative number. The calculation gets more complex when we are flying cross wind because each element of the equation will now have a different direction and a simple positive/negative number will no longer work.

Instead, we need to talk about vectors. A vector is a mathematical term for something that has both magnitude and direction and can be very conveniently represented by an arrow where the length of the arrow is the magnitude and it points in the direction of travel.

For example, assuming North/South runs along the length of this page we could represent a 20kph North wind with the following vector:



Using vectors the formula becomes:

$$G = W + A$$

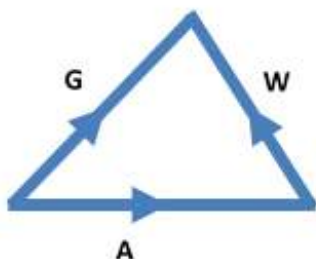
G: ground vector (ground speed + direction)

W: wind vector (wind speed + direction)

A: air vector (airspeed + direction)

Wait a minute, this looks just like our first equation. However, we are now dealing with the addition of vectors rather than the more simple case of adding numbers. If you can remember your high school vector algebra and have Rain Man abilities you can probably work it out in your head but luckily for most of us that's not necessary. We can put them together graphically by forming the 'magic triangle' where the Ground and Air vectors start from the same point and the Wind vector makes the third side

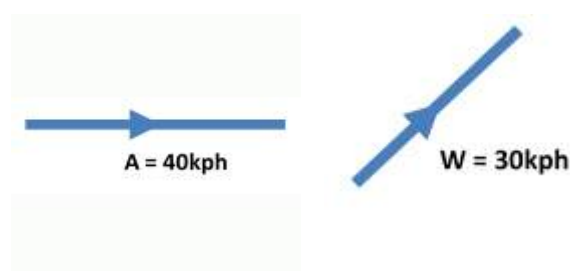
It looks something like this:



This triangle fully describes the relationship between the three elements. So if we know two sides of the triangle, we can calculate the third – it's just a matter of putting them together in the right order.

As an example, let's say we are flying hands up at trim speed (so around 40kph) with the wing pointing due East and there is a 30kph SW wind. How can we find out what our ground speed and direction are?

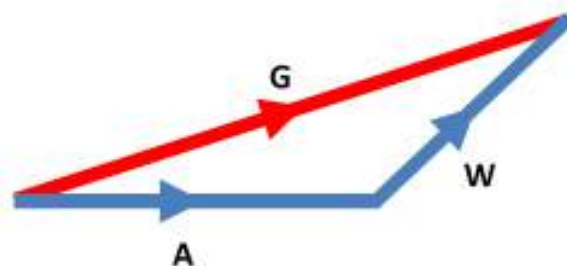
So, we know our Air vector and our Wind vector



Air vector

Wind vector

When we put them together to form the magic triangle – place W so that it starts where A ends –our Ground vector will be the third side of the triangle like so:

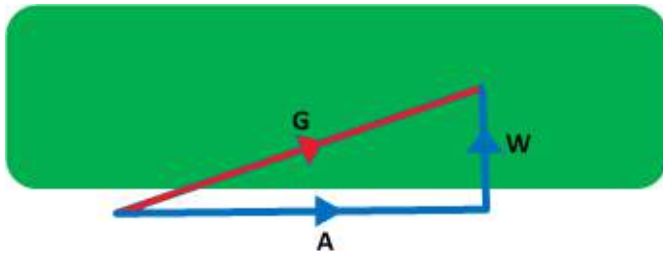


In this example we can see at a glance that G is quite a bit longer than A which means our ground speed will be higher than our airspeed. We can also see from G that even though we are flying due East through the air, our track over the ground is more ENE. This is due to the wind drift caused by W. Effectively we are flying due East through the air (ie our wing is pointing E as we fly) but the whole body of air is moving NE and carries us along with it. So our resulting ground direction is more ENE.

We can work out our ground speed by measuring the length of G and comparing it to what we know – the length of A for example which we know is 40kph. As it turns out, our ground speed is around 64kph.

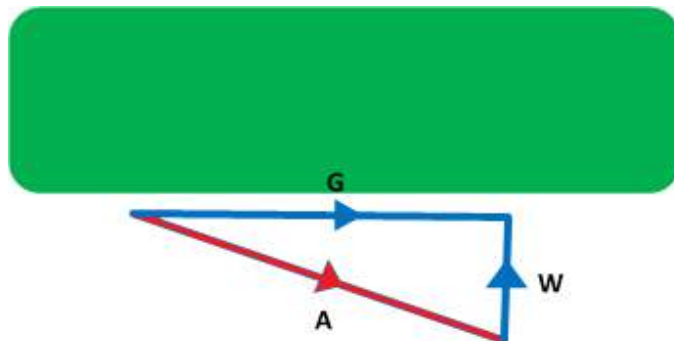
Now that we know how to use the magic triangle let's look at a few common scenarios.

Scenario 1 - Ridge Soaring



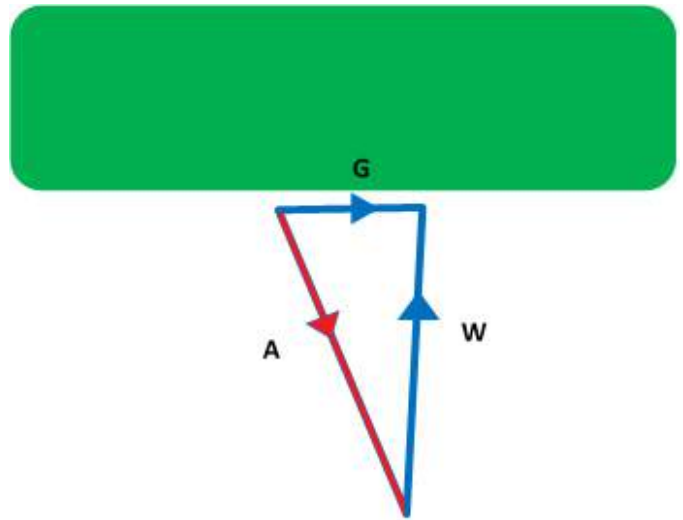
In scenario 1 we are ridge soaring with the wind directly on the hill. In order to soar the hill we need to maintain position in front of the hill as we fly back and forth. But if we simply point our wing parallel to the hill as we fly we will find ourselves drifting over the back. The magic triangle above explains why: if we fly with our wing pointing parallel to the hill then our air vector (A) will indeed be parallel to the hill. However, when we factor in the wind (W) our resultant ground vector shows we drift over the back.

Instead, when we are soaring it is our ground vector that needs to be parallel to the hill. We can use the magic triangle to figure out what our air vector needs to be in order to maintain our ground track parallel to the hill. Effectively we know our desired ground vector and we know the wind vector – put them together in the right order and the third side of the triangle will tell us what our air vector needs to be.



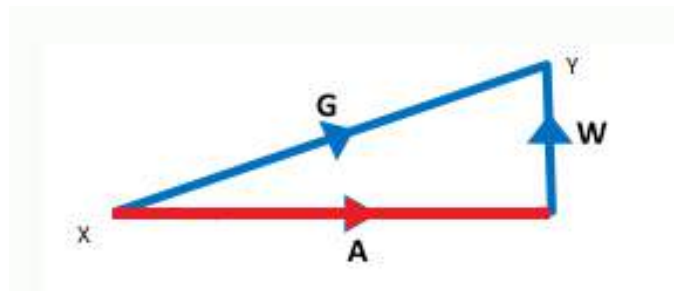
Effectively, in order to maintain a ground track parallel to the hill, we need to always be flying upwind a little. The stronger the wind, the more upwind we need to fly and the slower our ground speed will be (see diagram below)

Notice that in both scenarios our ground speed is less than our airspeed which makes sense as we are flying partly into wind. This explains why if you have a gps instrument that shows ground speed, it will always read less than your trim speed if you fly hands up when soaring a hill. Of course, this only applies if the wind is directly on the hill. Once the wind begins to blow partly across the hill then you will find that your ground speed



will be faster in the downwind direction and slower in the upwind direction. Why not throw a few triangles together yourself to see how it all fits together. All you need is a pen and paper.

Scenario 2: flying crosswind to get to a particular point on the ground.



This is a very similar situation to Scenario 1. We are at point X and would like to get to point Y. We know the wind vector and have a desired ground track. What we need to figure out is our air vector – ie. how fast and in what direction we need to fly through the air to arrive at point Y.

Our magic triangle shows us the answer. Draw our desired ground vector (G), then add the wind vector (W). The third side will be the air vector we need to fly in order to get from point X to point Y. What it shows is that in order to get to Y we need to fly upwind of Y and use the wind drift to bring us to our destination.

The stronger the wind, the more upwind we will need to fly in order to arrive at point Y. If the wind is too strong, we might not be able to make it at all because it would require an airspeed that is simply beyond the capability of our wing.

Safe flying

David May. *DHPC Safety Officer*



AirWhere in the Dales

Pete Logan

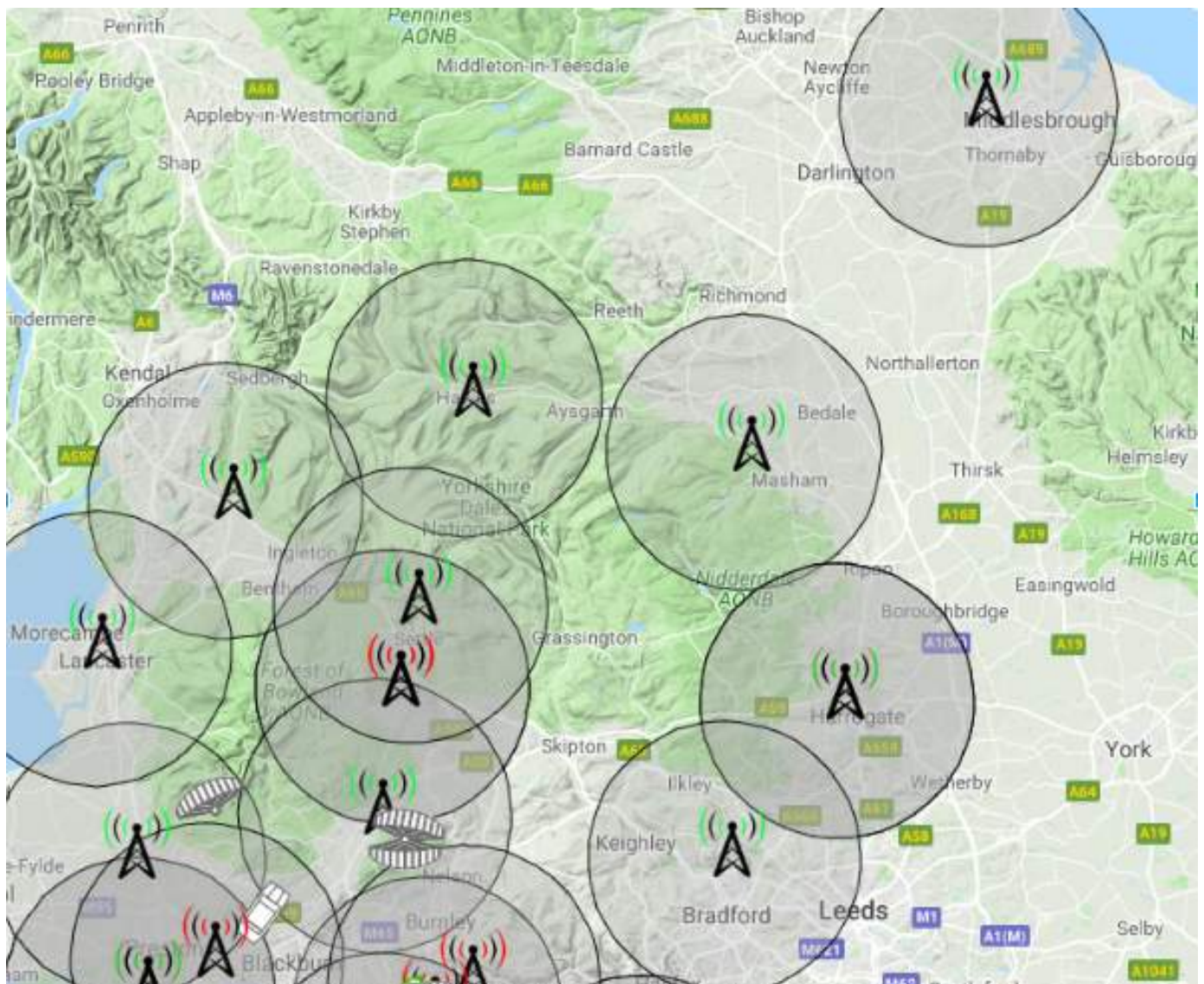
Tam's twisted my arm to give a bit of a state of play of AirWhere (airwhere.co.uk) and what's been going on lately. After all, the club punted some funds on this project, so only fair I let you know what's been happening.

The top thing to report is that we have some coverage for the Dales. After some messing around (something I excel at) there are three of my ground stations providing live tracking for the Dales and several others in the region too. The current map is below.

I've put ground stations near Masham, Harrogate and Kirby Lonsdale so far thanks to Trev, Alex and Geoff for hosting. My place in Baildon has a ground station and then Kev M has built one for his house in Lancaster and

Chris has put one on his campsite at Stainforth. The circles show a rough estimation of a 20km pickup range but we've been really surprised by some of the results we've been getting with good antenna placement. I had a flight from Carlton Bank to Scarborough over the North Yorks Moors which was tracked by Nick Cronshaw's ground station above Marsden 130 kilometers away! Kev's ground station in Lancaster regularly sees AirWhere instruments flying at Dodd Fell over 40 km away too.

Future plans for gateway placement that I have are for Model Ridge for NYSC and XC from the Dales in a SW and for Hawes to pickup any low flying in Wensleydale, Wether and Dodd.



I have great hopes for the antenna at Alex Colbeck's place in Harrogate as from the roof it has clear views of all of the Dales and North Yorks Moors....

The new antenna at Geoff Crossley's place in Kirkby Lonsdale will cover flights north from the Pennines as well as SE from the Lakes and West from the Dales as wells as paragliders on Johnny Barns or above Ingleborough and Whernside. We plan to upgrade this over the summer to high up where it can track flights south as well.

As far as AirWhere instruments go, you will remember a year or so back that things had to be hand made and seemed a bit scary to anyone not familiar with the business end of a soldering iron. The onward march of tech over the last year has rendered all this unnecessary. Here's a gratuitous picture of the new tech....



This new AirWhere unit comes in at less than the cost of a night out and still provides live tracking, a view of other fliers using AirWhere, collision awareness, IGC logging for XC league etc. It will work with Kobo, Android, or iPhone devices on your flight deck whilst it is tucked safely away in your cockpit or harness.

If you're interested in getting one of these, encased with a 15 hour rechargeable battery contact me at pete@logans.me.uk.

There's plenty more information at the airwhere.co.uk website and also support from the community at <https://www.facebook.com/groups/AirWhere>,

PL

View Northwards up the Lune from Geoff Crossley's





Pete's Coaching Column

Peter Balmforth

Since taking on the role of chief coach it's not been easy to find time to devote to the role, one of the reasons I haven't contributed much to Skywords. My plan for coaching has been, and still is, to pair coaches with coachees (an awkward term but chosen deliberately).

Some of the things we need to improve as a club are proactive skills transfer and sign-offs for pilot tasks. This year has been a good demonstration of why. In my opinion it has been pretty turbulent year. Not the easiest year to be a low airtime pilot. One recent thread on the forum did provoke some very healthy debate on this subject.

I remember when I started paragliding and had enthusiasm in spades but not the skills to match. I was, like most new CP pilots, dead keen. I wonder what would have happened if this had been my first year post CP.

What I am urging is caution among the low airtime (especially CP) pilots. If you have a lot of experience but low currency it is also worth thinking about. If you do not fly actively and have not completed any SIV (for example) then flying on thermic days is a risk. Better to fly before 11am or after 4pm rather than follow the XC crowd on such days. You can always ask around on the hill to see what other people are experiencing in the air. (It may help to mention your level of experience to give context).

Some advice I heard years ago was to keep a written log of your flights till you get where you want to be. If you are not yet pilot rated this certainly applies to you. After 15 years and 300+ hours flying I still keep a log myself. It is possible that pilot tasks might only be partially completed on a given day. But, if there was a coach about you can log who it was, along with the partial task. This will help get you signed off later.

You can maybe help out a coach by going through your written flight logs and GPS logs and relating specific tasks to specific flights that you think evidence them. Maybe they were there that day and just need a reminder. Flights converted to kml format can be easily viewed in Google Earth. Only got igc format? GPS

Visualizer (website) or GPS Babel (application) converts between formats for you (use absolute altitude though rather than "clamped to round"). It always helps to make it easier for your coach. They are giving up their valuable time to help you. A log of any description helps but coaches can, quite reasonably, ask you to carry out every task under their watchful gaze.

Currently I am learning of CP pilots as they come in to the club from the schools. There are others who already have a few years experience but still need sign-offs for pilot tasks. If you are in this position and already know a coach then I suggest you get in touch with them and start asking about getting signed off. You should already have a task booklet. Don't know a coach? Get in touch with me and I'll see if one can help you.

The coaching pages on the website have checklists which will help coachees be prepared for when you do spend time with a coach. (There is one for the coach too.) Please take a look and follow the advice.

Every pilot has an opportunity to improve. (I wouldn't mind getting Jake Herbert to coach me on XC for example.)

So, why use the term "coachee"? Clearly as a reminder that you are not under instruction. Even when being coached, you are still the pilot in command. If you take off in conditions you don't have the skills for then you put yourself at risk. If a coach says something that doesn't make sense to you, question them until it does.

I would like to know if there is also demand for some continuation coaching, for pilot rated flyers who already fly actively, wanting to get into XC or just improve it.

If you want to get in touch about any of the points or suggestions above, please just drop me a line on my club email address: coaching@dhpc.org.uk

And when it's calmer let's try to have an open coaching day.

PB

Stories and happenings from the Yorkshire Dales National Park Stags Fell



A bit of history of one of site, courtesy of Yorkshiredales.org.uk

Stags Fell Quarries are the most extensive areas of stone working in the Dales, and are clearly visible looking north across the dale from Hawes as an unbroken line of spoil heaps skirting the edge of Stags Fell.

The Yorkshire Dales have long been associated with mining and quarrying. Despite this, even during the heyday of flagstone production, quarrying was not a ubiquitous occupation, with the job mainly being restricted to individual family lines. The job was volatile, and poor weather conditions could jeopardise a quarryman's economic prospects.

The site of Stag Fell Quarries incorporates a number of quarries including New, Low, High and Old Quarry. The quarries are technically drift mines – horizontal mine entrances dug into the hillside. These extensive quarries

were worked during the 19th century producing split sandstone, often used as roofing material, for flagstones or as millstones. The stones were transported to nearby villages and towns in the district, such as Hawes and Gayle. However, the construction of the railway in the later 19th century provided an opportunity to reach much wider markets.

The quarries are not the only feature at Stag's Fell. Numerous lime kilns remain, as well as areas of lead mining higher on the moor, and trackways for the transportation of millstones (which were quarried higher on the moor).

Remains of enclosures and folds have been found next to the quarries, indicating that ponies and horses were used in helping to transport the flagstones.

Use of the site is not restricted to quarrying and related activities. The site has seen human activity for millennia,

Photo copyright: David Pickerskill



evidenced by remains of prehistoric worked flint. An arrowhead dating from the Bronze Age has also been found in the area.

In 1964 the area was photographed as “Derelict Land” as part of the North Riding Councils “Eyesores” programme. At that time there were suggested plans to

afforest the area.

The area is open access land, and popular with people seeking outdoor activities. The quarries are part of popular walking routes (a right of way runs through part of the complex), and the Dales Hang Gliding & Paragliding Club uses the area as a launching point.

This photo shows some of the many spoil heaps that skirt the edge of the site that show how extensive the stone working was



The Buttermere Bash 2018

The Buttermere Bash provided another weekend of memorable events - ok so some of the memories may be a little blurred, but they are memories nonetheless. Despite some iffy weather, the comps were run, the Ospreys parachute display team displayed, and the acro boys entertained the crowds admirably. All this rounded off by live bands, a little drink taken, and extreme dad dancing in this beautiful valley - the Bash is always a unique event. A few photos are

reproduced here to give you a flavour of it.

The DHPC were well represented of course. Tony and Zena, Rosie and Ben, Kerim and Lena, Gez, Charles, Andy S and more (soz if I left you out!). Rich Meek and Tam arrived on the Thursday, having tried to fly Blease on the way up. Unfortunately it had sea breezed, and was unflyable. With friends arriving from all over the place, (such as from the Isle of Man by RIB) serious and enthusiastic first night entertaining followed in

B Comp on Jenkin

June 1st



Dead centre



What happened next?



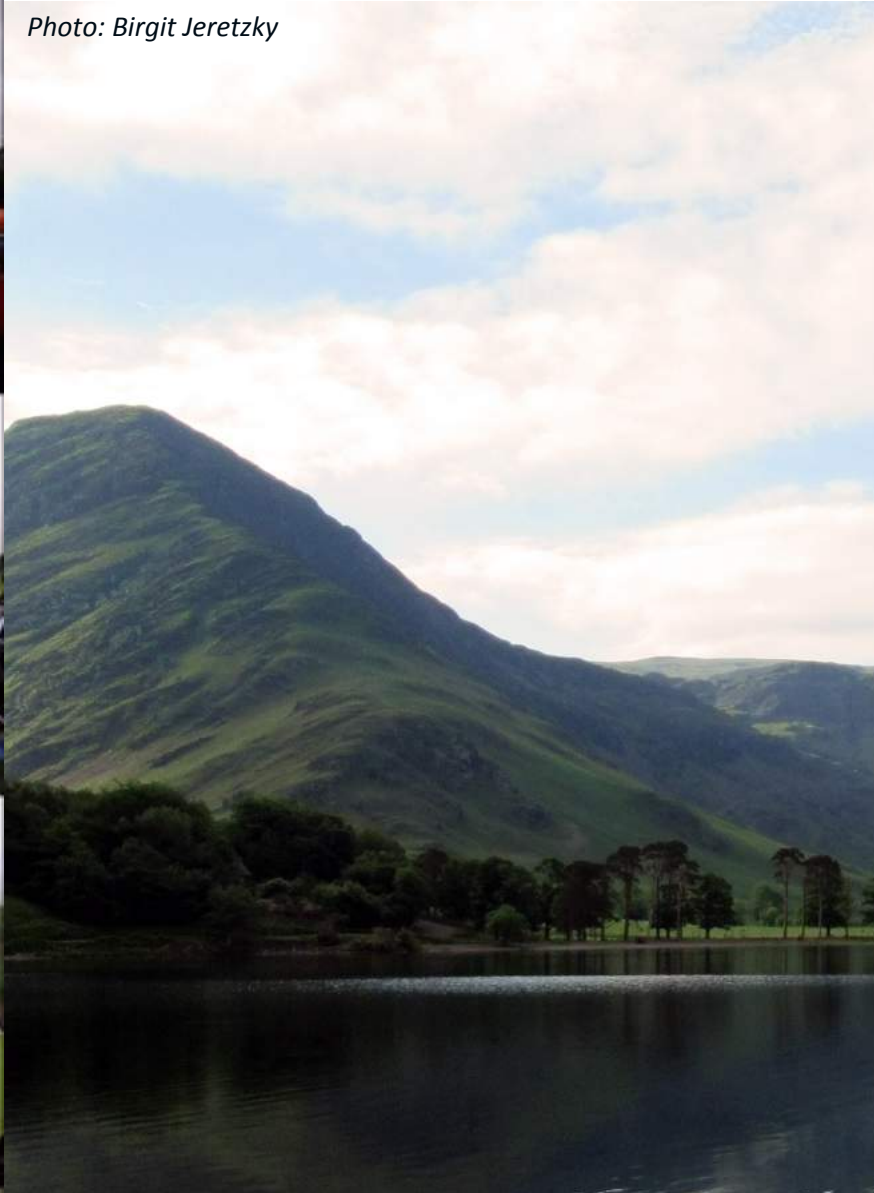
Photo: Ali Westle

Photo: Birgit Jeretzky



Smoke on the water - Photo: Tony Pickering

Photo: Birgit Jeretzky



Alex Colbeck throws some shapes



Photo: Tony Pickering



Dohnut



Photo: Birgit Jeretzky



Photo: Jason Harper



Jet boot John



Photo: Tony Pickering

the Gin Palace (Rich's campervan). Luckily Friday started with a stiff walk for both A & B comps (Dale Head, and Jenkin). The coaching group headed to Buttermere Moss. There were big clouds around, but the A comp started to get away as the B comp were slowly climbing to t/o - eventually 3 of the A comp overflew Jenkin - a good effort in trying conditions - Jocky had set a goal at Wigton. The B comp were greeted by very light winds on t/o with the occasional thermal coming through - Ali set a small cat's cradle task out front and onto Latrigg with a goal at the Flight Park. With everyone hesitant to take off and bomb out, the imminent arrival of the sea breeze forced everyone's hand, and suddenly the whole group was in the air searching for lift,

without much success. A couple of guys tagged TP1. Saturday started clagged in, and all comps headed up Buttermere Moss, only for it to be called off 20 minutes later, leaving the Friday result as the overall placings. A pity, as clearly we would both have improved on our 3rd places if it had been flyable! Phil Kew took the honours in the A comp, with the entire crowd present reduced to tears as he was inaugural recipient of the Tony Thompson Award. A local pilot, Tony died from Motor Neurone Disease earlier in the year. The cup was awarded by his wife Julie and daughter Sarah. A great w/e with great company and laughs again. You owe it to yourself to go to this event. See you all there next year. *Tam*



Photo: Rosie Ireland

Photo: Birgit Jeretzky



Club Coaches

Dales Hang Gliding and Paragliding Club - Coaches List

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

Club Coaches are pilots who have expressed a wish to help less experienced or new pilots find their feet in the Club environment. It could involve site information/briefings, developing and advising on practical flying skills, assisting on coaching days or helping pilots prepare for exams or invigilating exams. Club Coaches are also able to witness and sign off your pilot tasks. All coaches have been endorsed by the Club and undertaken some BHPA led training - they also need to do some coaching during the year to further develop their coaching skills and to retain their rating.

Please make use of their skills and experience to further your own skills and knowledge.

Peter Balmforth
DHPC Chief Coach
December 2017

Anyone wishing to become a Club Coach should contact me directly for any advice or be proposed for training.

There's plenty of coaching information on the club website



Dales Hang Gliding & Paragliding Club
www.dhpc.org.uk
143.850MHz


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Skywords Archive - July 2009

131.7K from Bradwell - HH Tsai

Skywords

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



Pickering (Treasurer) are the experienced 'old hands' who keep the engine reliably ticking over. Neil Plant has done a fine job of streamlining our membership, and Pete Balmforth (safety) has already organised a very successful reserve re-pack and first aid night. And who could mention 'old' and 'hands' in the same sentence without thinking of Trevor Birkbeck, an ex-chairman himself. He is the sole hang-glider pilot on the committee and therefore also responsible for the social side of things. It is him you have to thank for the annual party and the variety of club night presentations: Jocky Sanderson, Rod Buck and most recently a fabulous presentation by Melise Harland about climbing and then paragliding down from Aconcagua, the highest mountain in the Andes.

James Watson is our webmaster and librarian. The website has undergone much development over the last year and whilst there is still more to be done (online sites guide) I am sure that you will agree that it is something that we can all be proud of.

Kate Rawlinson is doing a cracking job of running our comps team, as well as keeping an eye on our silverware. As if that isn't enough she is organising the Dales Northern Bash later this month. She has been ably assisted by Dave Coulthard who is one of the unsung heroes managing our sites.

Final mention must go to Sean Hodgson (Ogi) who, as chief coach, has organised a very successful coaching package to help our newer members build upon their basic skills in a safe and structured environment.

Rest assured you have a great team serving your interests.

From the Editor, Dennis Wray

No need to have any waffle from me this month as we have a Chairman's Chat instead!

We received quite a few articles for this issue of Skywords, so thanks to all the contributors! All the same, please keep your contributions coming in!

Happy flying!
Please send your contributions directly to me - my email is d.wray@leeds.ac.uk

Martin Baxter writes:

Chairman's chat, June 2009
John is somewhere between the PWC in Turkey and his annual summer paragliding tour of Spain and France so I'm standing in as your Chairman for the next couple of months. Actually you may get me for a little bit longer because John has announced his intention to stand down from the committee at the next AGM in Nov. and unless there is a stampede of people wanting to take over as Chairman, it'll probably end up being me.

But they are a good bunch on the committee and that should help a lot. As you can see Dennis Wray is doing a sterling job editing the Newsletter. Pete Logan (Secretary) and Tony

We've skipped a couple of months in our look back at the Skywords archive, but June 2009 is worth a read alongside last months mag - it has Fred Whinstanley's follow up article about an SIV trip with Jockey . The July 2009 edition also has an account of Martin Baxter's trip down Gaping Gill with the then Skywords editor, Dennis Wray - also worth a read.

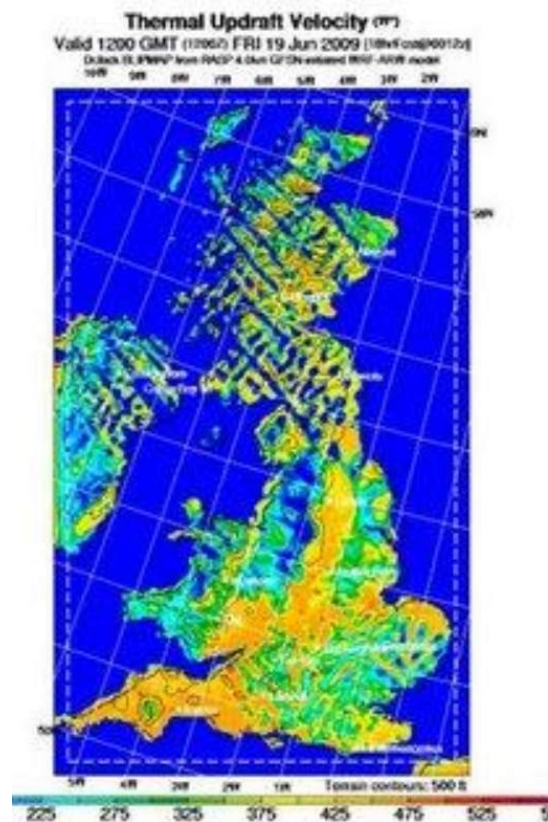
Here, we reproduce Hamish's account of the day he, and Alex Colbeck, first did 100k

H.H.Tsai writes:

**Super Sunday: 131.7k from Bradwell to Boston
HH Tsai's first 100K flight on his Axis Vega IIS (EN B)**

Saturday was an OK day at Eyam, with winds on the strong side and rough, bitty thermals that seemed not wanting to get organised. Eventually I got away with secondary climbs, really rough and horrid and eventually fizzling out north of the M1. With RHADS airspace ahead to battle, I gave up the struggle and landed at Hickleton Golf course, 40.2K.

But RASP was predicting that Sunday 14th June 2009 would be a good day. Predicted soundings look great with a good lapse rate and inversion over 6,000ft. Dry air mass and low dew points meant cloud bases were going to be over 5,000ft. The only fly in the ointment is that it was also predicting spread-out by mid afternoon especially over Lincolnshire.



Alex Colbeck suggested going to Wether Fell. However, Wendy readings that morning showed Wether to be blowing 15 mph. Too strong. So we headed for Bradwell instead. By the time I got there, there were already a dozen or more gliders in the air, many climbing well. I was further delayed by forgetting my boots and had wasted another half-hour. By the time I got set up, at just after 11am, the first gaggle had left the ridge a good half hour.

Winds were slightly off to the N so most regulars were looking for lift in the left bowl. It was crowded so I tried the right bowl instead and found a lazy climb out. It was a weak affair and I got only 1500ft ATO before it fizzled out. I was committed, so headed towards Eyam where I was confident something might work.

Over the aerals at Eyam it pinged and I was climbing now in a good core up to base already at a lofty 4,500 ft. A top up over Froggat and I was on my way out of the Peaks. There followed a superb cloud street. I could fly fast, pushing my bar hard when I reached the whispies and glided to next cloud. It was easy just topping up and gliding fast. It was a strategy I learnt from Tom Payne: to push on instead of lingering when the day was good. I was even leaving climbs well short of base. When I emerged north of Chesterfield, I could see that I had caught up with the first gaggle. They were struggling over to the north. The sky over the whole area was very blue indeed. A lone pilot, (Mick in his yellow Sigma7) was doing much better over to the

south. It was a no-brainer. I headed south. It would turn out to be my most significant decision. Sat images would reveal a great big blue hole north of Bolsover/Mansfield where many would deck it.

Still, it was a long glide with just scraps of lift as I crossed the M1. Here I passed another glider (Yellow Gradient), but soon lost him. But it was not till I got to Shirebrook before I picked up a decent climb back up to base. It was back to cloud chasing. I continued this southerly line as it was working well, over coal workings east of Mansfield and then towards Newark. On one occasion a flock of soaring birds pointed the way and on another a sailplane helped me out. There was time to soak in the views and relax a little; climbs were well spaced but reliable. There were grand views of Newark as I passed over the north end and over Winthorpe, the disused airfield. There was an aircraft museum there and I could clearly make out the huge Vulcan amongst its exhibits. Seems like it might be a fun place to visit sometime. It was now past 2 o'clock and clouds were more distantly spaced. I glided past a small danger area to 1,500 ft with a grand to spare and now we are into MATZ country. An easterly line would take me neatly between the ATZs of Waddington and Cranwell but it meant flying somewhat crosswind and into a sinky line.

There were only scraps of lift and cloud after cloud was not working. I was heading for the deck. My GPS showed 88 km from TO so it would be my best XC by over 30K so I was not too disappointed. I spied a sleepy

picture by Simon Gant





climbed up the convergence to 6,000ft, the highest point of the entire journey. The port with a ship in it and from above the city seemed very pleasant. I was happy to call it a day. At least I could take a train back from here. But with so much height, am I not selling myself short? Is it possible to surf this convergence over the Wash? I turned my radio on and with no chatter I kind of knew no one behind me was still in the air. Apart from Mick over 3 hours ago I saw no other pilot. In the end indecision saw me

lapse into sea air and I knew looking village of Navenby so headed there with the intension of landing. By now, I was only 450ft from terra firma when I spotted a farmer ploughing a field. I went towards it and there was lift but only very marginal, but I felt that there must be thermal releasing nearby. There were power lines just behind the village. Could that be a trigger point? The answer was a sharp 4 m/s smack and away I went. All the thermals so far were nice and smooth. This was a little beastie, the roughest thermal all day but I worked it to base. With that low save, I knew that the ton, that elusive 100K flight was mine. On the glide out I counted down my GPS as it ticked from 99.9 K to that magic number.

But the day was not over yet. There were loads more climbs and actually very easy flying from there to the coast. A smooth easy climb over the South Kyme Golf course and I could see the coast and Boston in the hazy

distance. By now I was singing to myself: "How I do like to be beside the seaside"! As I approached Boston I could see sea-breeze convergence taking place. The moist sea air formed wispy clouds at 3,000 ft compared to the inland clouds at 5,000ft. Two air masses with different moisture content meet. Over Boston I

the game was over. I chose a village just outside Boston to land out. 123 K straight line and 131.7K with turnpoints; five and a half hours! My best XC, more than double my previous best. I called Alex to hear an excited voice "101 K to Woodhall Spa!" he exclaimed. "Welcome to the 100K club!" I retorted. I texted Helen (86K) who told me Andy Wallis (132K) also landed near Boston and a retrieve was already being organised. Oh how I love the Derbyshire Soaring Club. Such a great bunch of dedicated, committed and generous pilots. Phil drove Andy's car all the way from Bradders to pick us up. Huge thanks to them. Three pilots made 100 + K from that westerly site, Andy Wallis, Alex Colbeck and I. Many others would fly PB's. It was one of those days that would stay in the memory of all who flew. A truly remarkable day!

HHT



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



Tam, Wrynose Pass

Photo: Gez Hey





Photo: Simon Tomlinson



Photo: Simon Tomlinson

A tricky start to the day
Dodd Fell, June 22nd

Evening flight on Model Ridge
June 7th

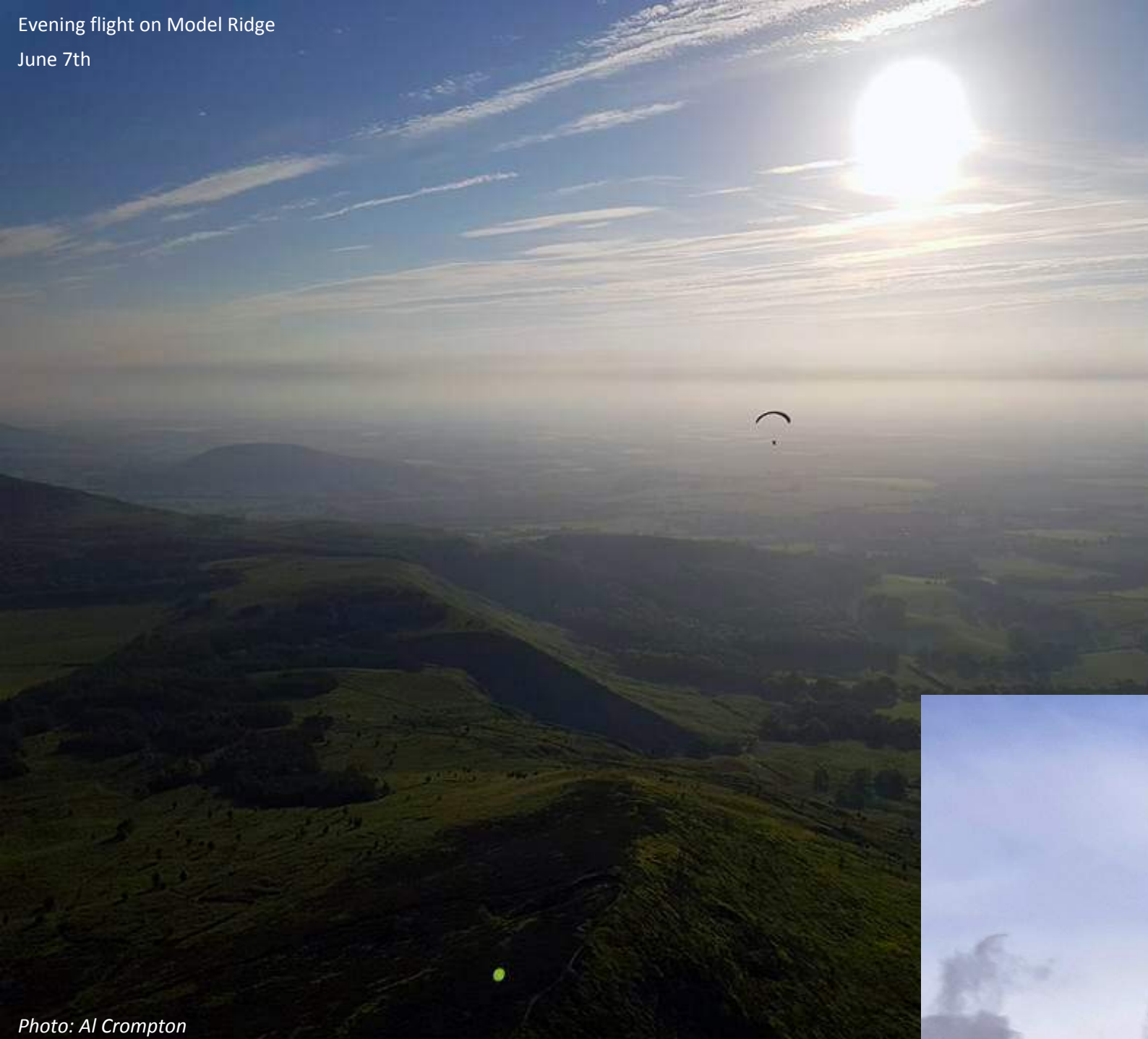


Photo: Al Crompton

Chris Kay following a convergence line over Coverdale
June 11th



Flying down Nidderdale, from Dodd Fell

June 22



Photo: Dennis Marston

"New" Jake Simpson with P Y G in the background

8th June



Semer Water

31 May

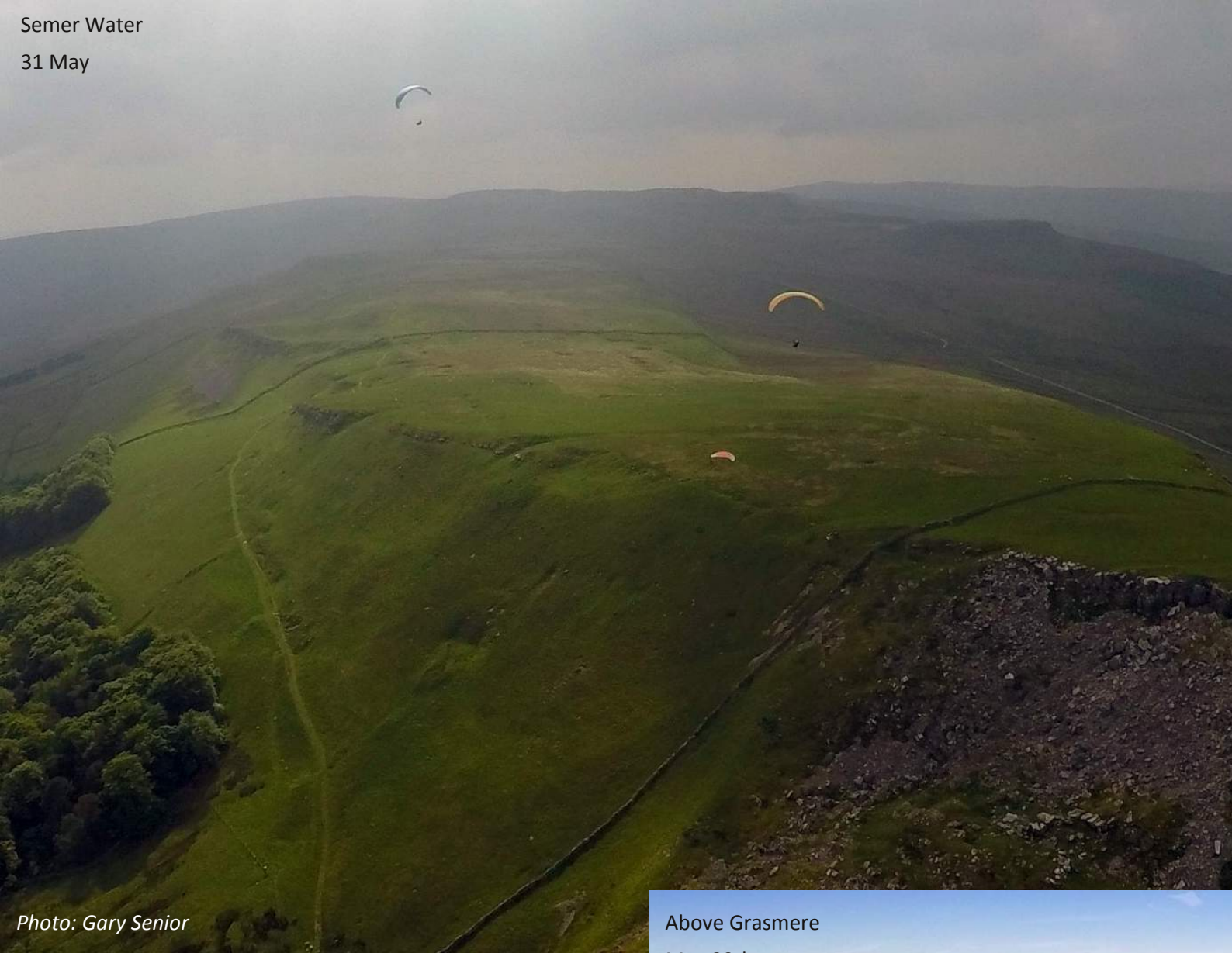


Photo: Gary Senior

Above Grasmere

May 29th



Semer Water from t'other end

June 26th



Chris Kay on SW face of Ingleborough

June 10th



Photo: Simon Tomlinson



DIARY DATES 2018

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

Nov 1 - Oct 31	XC League	http://www.xcleague.com/xc/
Mar 1 - Sept 30	Northern Challenge Trophy	https://www.xcflight.com
May 1 - Sep 9	<i>Ingleton Overground Underground Festival</i>	www.ogug.co.uk
June 24	X Pyrenees	http://www.x-pyr.com/en/
June 24 - 30	Naviter Open, St Jean Montclar	http://www.naviteropen.org
Jun 23 - 30	PWC Italy, Gemona	
Jul 1 - 7	Ozone Chabre Open	http://www.flylaragne.com/
July 14-15	Lakes Charity Classic	www.cumbriasoaringclub.co.uk/
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	https://airtribune.com/bac2018/info
Jul 22 -28	Ozone Krushevo Open, Macedonia	www.krushevoadventure.com
Jul 27 -29	Parafest & Vintage Hang Glider Rally, Llanbedr Airfield	www.bvhgr.org/ parafest.co.uk
Aug 3 -7	BOS (HG) Rd 3, Mid Wales	http://www.bhgcomps.uk
Aug 8 - 12	BP Cup 3rd round, Peaks	
Aug 12-17	British Open Champs, Krusevo	pgcomps.org.uk
Aug 18 - 25	PWC Bulgaria, Sopot	
Aug 18 - Sep 2	Asian Games, Jakarta	ocasia.org
Aug 24 - 30	Serial Cup, Tolin, Slovenia	www.serialcup.com
Sep 2 -8	BGD Weightless	http://www.bgd-weightless.org/
Sep 8 - 15	PWC Turkey, Aksaray	http://www.pwca.org
Oct 16- 21	OluDeniz Airgames	http://babadag.com/babadag/
2019		
Feb 9	DHPC Reserve Repack	
Mar 9	DHPC Farmers' Dinner	
May 31 - Jun 1	Buttermere Bash	

A good guide to what's going on in the Dales can be found at: <https://blog.yorkshiredales.org.uk/>

EYE CANDY FOR CLOUD LOVERS



Mammatus