

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



# Skyywords

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

Issue:134 August 2018

...and if you look over  
there you can just see  
Theo Warden winning the  
European Championships





## Inside this month

This month's cover shot is of launch of the B Comp at the LCC, in Great Langdale, taken by your editor. More photos and write up inside



## Regular Features

**Chairman's Chat** Please use the website!

**Club News** Up Hill and Down Dale

**Skywords Archive** - Aug 09 - Dales Northern Bash.

**Cloud Eye Candy** - Asperitas

**Comps** - Pete Darwood

**Northern Flying Photos July**

**Weather Prospects for August**

**Parabollox #8** - Never mind the horse shoe crabs...

## Irregular Features

**The boys in Bulgaria** - Jake Simpson

**The LCC 2018**

**Forgotten moments** - Hockney returns to the Dales

**The Dales 3 Peaks H&F NCT task** - Ed Cleasby

**Online voting** - Flying Fund vote - Tim Rogers

**Dragon Hike and Fly 2018** - Andy Smith

**Flaming June** - Simon Tomlinson

**The Baildon Sod 2018** - Pete Logan

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 August 2018

We are a coaching club - please use the website!

I hope that you have been making the best of the good weather. I'm pleased to say that even your chairman has been seen committing aviation on several Dales' sites. You may have noticed that I have been trying to use the forum to document my thoughts on the days ahead, and the shoutbox to announce where I'm going and, signal allowing, what the conditions are like when I get there.

I find it frustrating that very few others bother. I shouldn't really be surprised because we've had this discussion before. Whilst novices find it very useful to see where others are going, the more experienced pilots tend to form their own cliques using social media groups on the likes of Facebook, Telegram and WhatsApp. When challenged about why they don't advertise their intentions on the club website it's not that they are being selfish; it's normally just that they don't want to commit or feel responsible for dragging others out to the hill when it isn't flyable. 'Local' pilots sometimes claim that they don't know exactly where they are going, and by the time they have decided, the phone signal has vanished.

I've always tried to champion the club website and make it into a 'one stop shop' for flying in the Dales. If it's the first port of call to see if anyone else is going out and to publish where you are going, then it helps to ensure that pilots are aware of any site restrictions and NOTAMs. I acknowledge that it doesn't cover sites outside the Dales (although there are links) but with such a central northern location our club is ideally placed to plot cross border excursions. Personally, I can't see why anyone would want to leave Yorkshire, but there's nowt so queer as folk!

In the eyes of the BHPA we are a coaching club. As an experienced member of the club, even if you're not a coach, you should do everything that you can to help our novices. Remember that you were one once! Please use our website: the etiquette is to use the forum to discuss future flying and the shoutbox when leaving the house and in the hills. Don't worry about getting it wrong. We won't hold you accountable... until we get to the pub!

And if you're a novice don't be afraid to contribute. There is nothing less decisive than a post on the shoutbox saying, 'Is anyone thinking of going out tomorrow?' Man up, assess the weather yourself and commit your thoughts to the forum. If someone thinks you are wrong they will probably say so and you might just generate some enthusiasm/company. It's all part of the learning process.

Fly safely,

Martin Baxter  
Chairman





### **Sir Ranulph Fiennes**

Fancy an evening with the world's greatest explorer, and a chance to get a book signed. Sir Ranulph Fiennes is part way through a sold out tour of big venues, but there are also a number of smaller events - in Colne and Tong, Bradford, for instance, on 20th/21st September. Details at <https://mjksportsevents.co.uk/mjk-events/sir-ranulph-fiennes-bradford/>

### **Learn about the Weather**

In our sport, you never stop learning. If you want to force the pace a bit and join in those detailed technical discussions and theorising on the hill, you could do worse than enrol on an open university course about the weather!

<https://www.futurelearn.com/courses/learn-about-weather>

### **National Parks Photo Competition**

There are 15 National Parks in the UK. They are currently running a photo competition with prizes for photos taken in each park, and an overall winner. Club members must be well placed to have a go at this comp! More details at :

<http://www.nationalparks.gov.uk/visiting/national-parks-week/national-parks-week-competition>

You have until 2nd September to get your entry in.

### **Close Encounters**

Photos of close encounters with our feathered friends are usually accompanied by the phrase "it was a lot closer than it looks in the photo". Alex's encounter in Organya (below) needs no such explanation. Equally pleasing for a Yorkshireman, he has also clearly had value for money out of his gloves.

### **New Members**

We welcome a number of new members to the club this month - come on in boys, we hope you have a successful and safe time in the club. Welcome: Jamie Currie, Chris Jamieson, David Bond and Jason Stothard.

### **Please take care**

We are all familiar with early spring warnings of rowdy thermals and rusty skills. Perhaps we need a summer warning - that while we are all enjoying the generally brilliant weather, we should also realise that the exceptional weather is producing exceptional conditions that few of us have flown in before in the UK - so much so that even some skygods are landing early to avoid the turbulent air, or even not going out. To quote Wayne Seeley, "the ground's cooking and the thermals are booming, put those two together close to the hill and it may not be that fun". Please be aware, and if you are flying, give yourself plenty of margin.





## Situations Vacant - Skywords Editor

"Job description" below:

### General

The Newsletter Editor is responsible to the Chairman for the production of 'Skywords' on a monthly basis.

### Specific

Encouraging members to submit articles and photographs for publication.

Copy date is 25th of each month.

Editing all submissions.

Trawling through other publication for relevant articles and seeking permission for them to be copied.

Advertising club nights and other social functions.

Publishing the coaches list, received from the Chief Coach.

Passing the completed newsletter to the Membership Secretary for distribution, by 28th of each month.

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I will happily stick a round for a few months helping out - you won't be dropped in at the deep end and be left to get on with it!

## Congratulations

To Rosie Ireland on coming 2nd in the LCC B comp with a flight to goal from Great Langdale to Ambleside. Maybe not a great distance, but with only 5 of the field making goal you get an indication of the tricky conditions on the day. More details elsewhere in the mag.

## No Skywords for September

Your editor is sloping off on holiday during August so you will not have to put up with so much of his nonsense until the October issue.

## Coupe Icare

We are all used to see photos of the masquerade flights at the coupe Icare, but there is a lot more to this event than just that. We recently received their "flyer" about the event, so I have reproduced it in this mag so that you can be tempted by the full programme.

And there's a similar one for the CSC Accuracy Comp

## Simply the best?

A recent poll of 3 paragliding groups on Faceache has produced a list of the 23 (why 23!?) most popular paragliding sites in Europe. Clearly Dales members do not respond to such trivial diversions/data harvesting, as Wether Fell is not in the list. Anyway, you can check if they have your favourites included, here:

<https://awe365.com/paraglide-european-style-23-best-paragliding-sites-in-europe/>

## Political Section

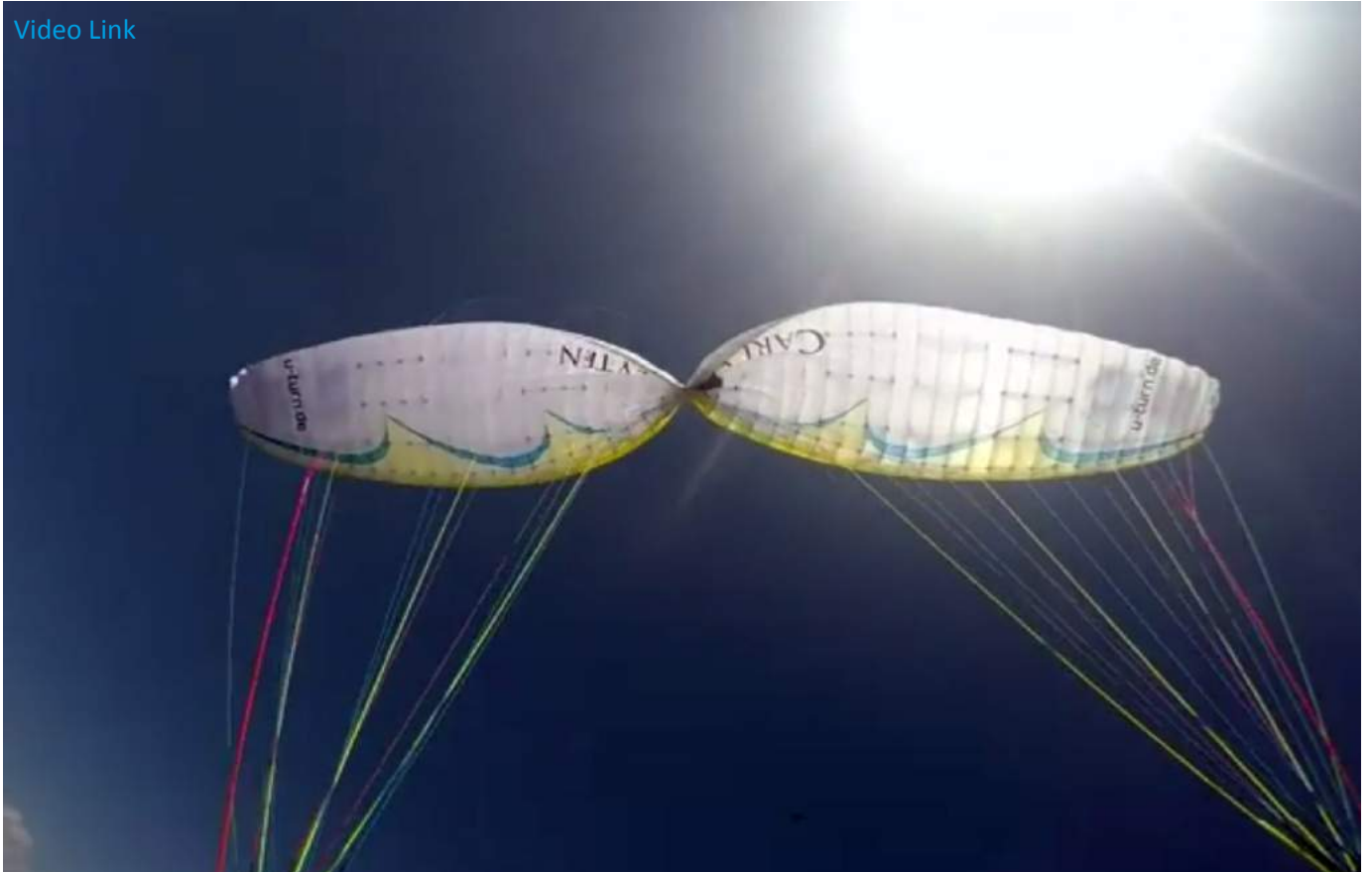
POTUS takes a break from insulting people in public, at which he is world class, to play golf, at which he is surprisingly good - presumably the very greatest 2.8 handicapper the world has ever seen. The flying community pay their respects, and somehow avoid being blown out of the sky by the Presidents gun happy guards.





"...have you tried pulling the stabilo line?"

Video Link



## HIGH SIERRAS

[www.paraglidespain.com](http://www.paraglidespain.com)

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

**Specialise in:**

- Cross Country fly guiding (I fly XC with you)
- Post Club Pilot training weeks
- Cross Country training weeks
- Professional guide
- Tandem paragliding flights
- Tandem paragliding instruction weeks
- Maximum group size 6 pilots per instructor
- Over 23 years guiding in Spain
- Reliable Algodonales weather
- Group discounts on guided weeks
- Prices start from 500 euros, includes accommodation

Chris Williams 07973222713 Spain & UK  
chris@paraglidespain.com



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

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

We also offer Tandem paraglider thermal and cross country days. Staying in the quiet mountain village of La Muela de Algodonales in southern Spain . We specialise in small groups of around 4 to 5 for a higher quality of service, XC guiding and retrieve, coaching including task

setting, waypoints for circuit flights entering your flights into the UK league and all you need to set you up for the UK XC season. We are also maintaining a discount for Dales club members (note this discount is exclusive to the DHPC and the PSC only) there will be a group discount of 20% on group booking of 5 or more members, this discount is for our guiding weeks. We also have other activities on no flying such as mountain bike trail riding, trail walking and bird watching days.



## August 2018 : Hot Start But Unsettled From Mid Month

Issued : 25 July 2018

### Forecast

A hot start to August is expected, especially across Eastern and Southeastern areas.

The dry weather continuing across much of the British Isles and Ireland until the middle of the month where low pressure from the Atlantic will bring a change to cooler, fresher and wetter conditions.

At the moment, this period is only moderate confidence due to the ongoing Northern Blocking pattern.



August 2018  
Forecast



### Alternative Forecast

#### Star Rating - FL

Valid May to October 2018 inclusive

DrJack BLIPMAP from RASP 12km GFSA-initiated WRF-ARW model





**July 25th  
2018**

## **The Baildon Sod - 40th Anniversary - Pete Logan**

Note to self - try and call the Sod earlier - not when half the club is away at comps, holiday, shift work and retirement parties. Will try and aim for May next year. However I must declare a self interest here; my glider had been away at the fixits and I didn't want to call the Sod on when I didn't have a glider to fly it with. It was also 40th anniversary of the comp which used to be called the Dales Distance Competition. First held on July 12th in 1978 and won by Noel Whittall on a HiWay Scorpion.



So, back to 2018, I think we had about ten or fifteen there and we were joined by a couple of drone fliers who'd got wind of us being there so we should get some good footage of the bracken bashing that ensued. The BBC and other sources had promised easterlies but that wasn't being delivered on the night with a faint drift over the back, sometimes south westerly. This didn't make it easy and everyone's first attempt ended in the bracken. I ditched my wing decoration (more on the later) and made it over the fairway to join Kerim





All photos by Tim Rogers  
(except the 1978 one!)



and Marek who'd just managed to fly down. Marek had elected to fly his tandem down which seemed to help on take off. Minhaj and Helen next had a crack but they too tasted bracken. A second round by Marek, Kerim and I was successful and Kerim put his winning flight in coming to land just on the second fairway.

Nobody equalled that all night and the wind stubbornly kept wafting over the back. I did manage one last successful flight with my Coupe Icare attachment (photo) I'd made to celebrate the 40th anniversary. Since my wing had been away at Jocky Sanderson's for a re trim I'd asked if they had any waste material they could stuff in the box back. I received a huge tandem reserve which I made into the streamer plus some other fluttery wings I can fly with. There's plenty spare if anyone wants to make themselves one next year.....

PL





## DHPC Flying Fund – opinion poll results

### Tim Rogers, Membership Sec

Our club constitution says that *“The Club will maintain a Flying Fund primarily designed to assist in the purchase of a site to secure our right to fly there, but also to deal with unforeseen eventualities.”* The level of contribution to the fund is determined each year at the AGM. In previous Skywords issues we outlined what the Flying Fund is and how it came about, and we explained why we need to continue to evaluate contributions to the fund and why we wanted your views about it. We recently asked members to participate in an opinion poll and would like to share the results with you here.

The poll opened on May 23rd and invites were sent by email to all paid up members on that date. We asked “Are you in favour of the DHPC Flying Fund?”. The poll was available until the end of June for people to submit their responses. From the 152 invitations we received 52 submissions, a response rate of 34%.

The results showed that the great majority (nearly 90%) were in favour of having a Flying Fund, with over half of those responding saying we should carry on doing what we’re doing.

The survey also gave the opportunity for people to express a more detailed opinion by adding comments. Many people who responded felt that the cost of contributing was insignificant compared to their other flying expenses – for example the cost of driving to and

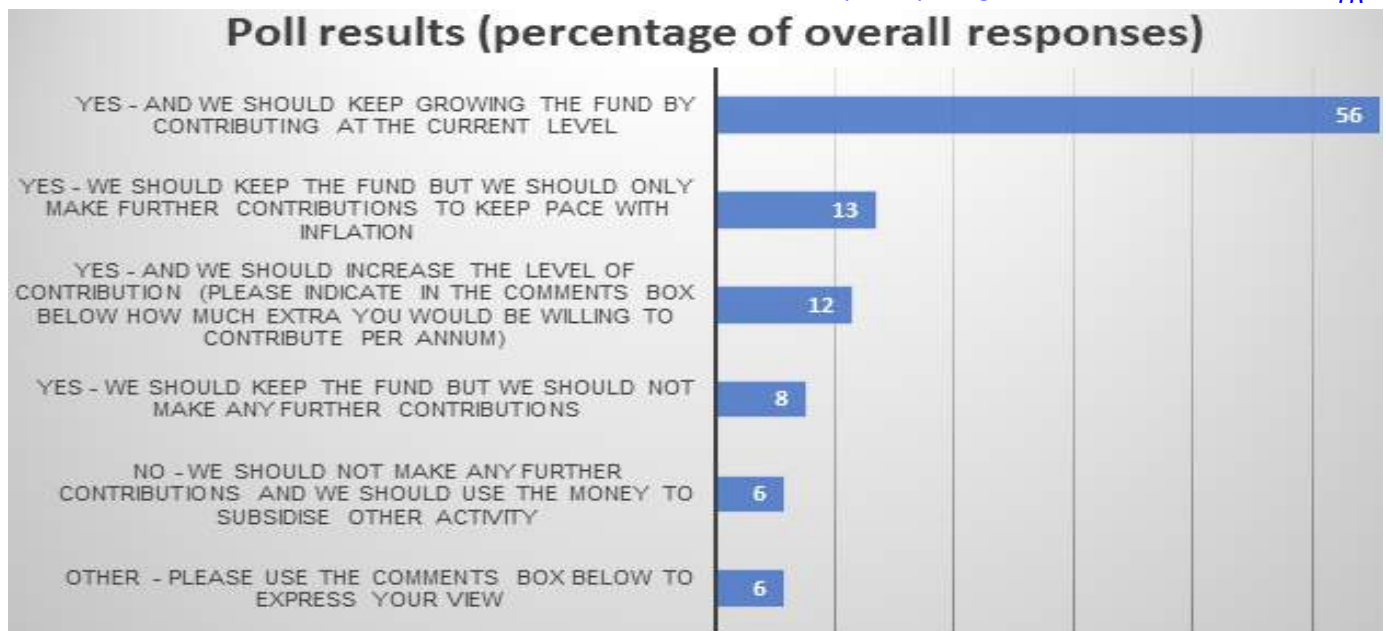
from a flying site – and so represented good value for money (perhaps this is one of the reasons why the poll’s response rate was only 34%?). Several people noted that we are very unlikely to be able to purchase a site using the fund alone though some recognised that the fund is not just for buying land but could be used to help in other circumstances. Some felt the level of contribution should be increased typically suggesting an additional £5 per member. A couple thought that the contribution should be whatever is left over from the membership subscriptions after all expenses have been taken into account. Amongst those who thought we should no longer have a Flying Fund, one person suggested contributing the money to the BHPA sites fund.

Thanks very much to those who took the time to respond and express your views. The committee values your feedback and will be taking it into account when considering our proposals for contribution amounts and overall subscription rates for the new year.

As a footnote we felt that the “Ballotbin” online tool we used - which is secure, confidential and free to use - worked well. We’d like to use it again in future for opinion polls and we’re also looking into the feasibility of using it for voting on AGM proposals. If you have any other views about the tool or the polling process itself please get in touch with me at

[membership@dhpc.org.uk](mailto:membership@dhpc.org.uk)

TR







## It's not all about the numbers...

Pete Darwood

Going back a couple of months then the flying weather was all in t'north, but recently it has kicked in with vengeance down south. But before going there, a heap of decent flying has occurred in the Dales and by Dales pilots with the driest summer since '76 providing excellent, if not boisterous, conditions. In fact, many who have ventured overseas this year have been wondering if they made the correct decision? However, it has been great to see several pilots stepping up to the "intermediate club" with lots of personal bests and surely end of season mugs to follow!

On the competition front, after a year out in 2017, Jake wiped the floor at the Macedonia round of the BP cup and was sixth Brit at the recent British all comers open in Feltre, Italy, whilst Richard Meek's team battled to an excellent second in the Ozone Chabre back in June.

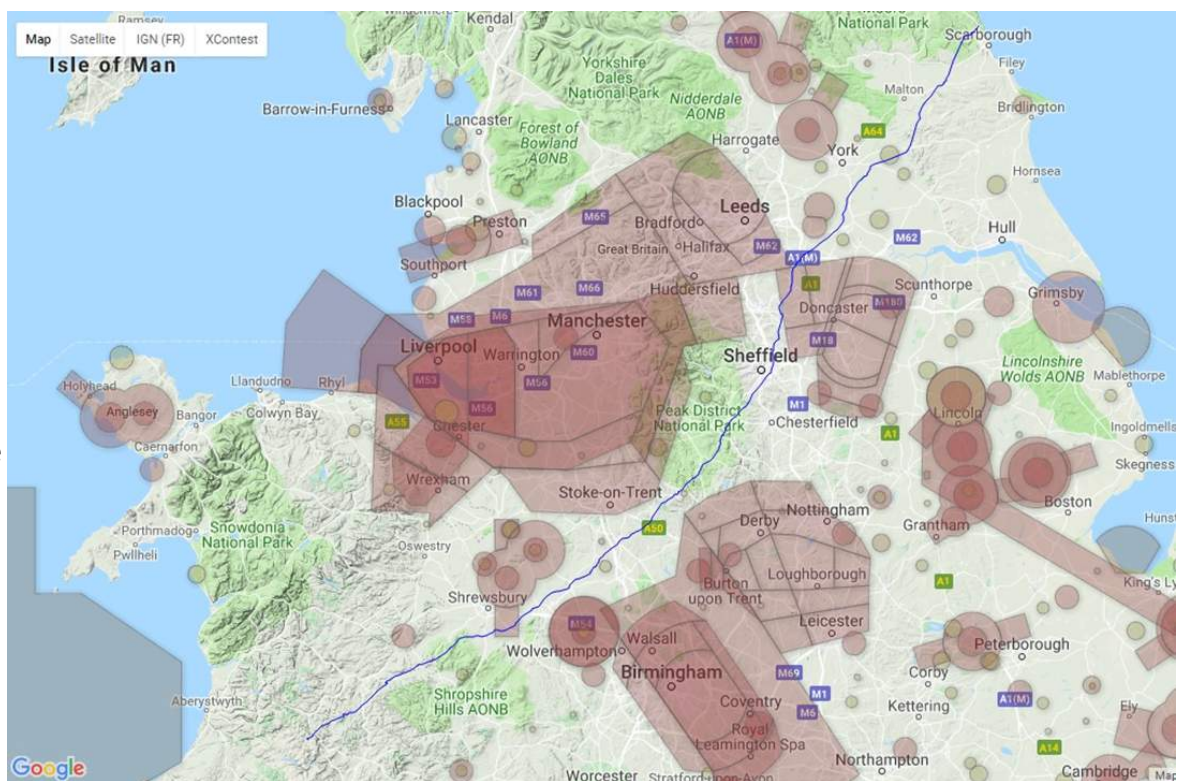
So back to the big UK news, well it's been another season of records down south! The declared FAI triangle record has been broken three times with Hugh Miller currently holding on to a 125km (less declaration cylinders) with a seven hour tow flight on the 25th July. Hugh and Mark Watts also claimed the out and return record (118km) on the 22nd June, along with the

declared out and return and speed over an out and return course of a 100km. Back in May, during the North South Cup Hugh and co-pilot Andrew Craig also knocked out the tandem records as well with a declare of 102km, an open distance of 185km and a turn point distance of

192km. With that lot, it is not surprising that Hugh is currently sitting pretty at the top of the UK league with a record haul of 1724 points! However, not to be outdone, on the 7th July Harry Bloxham stormed round a 100km declared FAI triangle, launching near Abergavenny to claim the speed record with an astonishing average of 25.3kmph.

But the really big news, seven times UK distance record holder, Richard Carter from Derbyshire, added the eighth to his trophy cabinet and in doing so became the first pilot to crack the magic 300km barrier in the UK. Richard first claimed the record back in 1989 with a 47km flight from Hope Brink. This time he took off in the Elan valley in mid Wales at 11am and landed just north of Scarborough over eight and a half hours later! Richard's route is shown below with airspace just to appreciate the efforts he had to go to in threading between (and below) restricted areas to hit his declared open distance goal of 301km. Although the airspace is only shown up to 4500', once clear of RHADS and the M62 he hit 7000' on the way to his goal. His eventual open distance was 306.8km and 317km if including three turnpoints. Well done Richard!

PD





# 45<sup>e</sup> Coupe Icare



St Hilaire du Touvet - Lumbin  
20-23 Septembre 2018



# coupe icare

St Hilaire, May 2018

Dear friends,

We are pleased to send you program of the **45th Coupe Icare** whose four-day programme will undoubtedly seduce you!

Please find herewith :

- the Coupe Icare's **poster**
- **Les Icares du Cinema: the Film Festival regulations**. Even a film that is not finished at this stage may be entered. Contact us, in any case, as soon as possible.

**Concerning Icarnaval**, the famous Masquerade Flights of hang glider and paraglider pilots : remember the inscription on the internet site : [www.coupe-icare.org](http://www.coupe-icare.org).

Good wishes,

Coupe Icare Team

## **45th COUPE ICARE : 20 to 23 September 2018**

The world's greatest paragliding, paramotor and aerial sports event  
4 days of festivities, 10 000 pilots, 80 000 visitors, 1000 volunteers

### **Les ICARES du CINEMA: 36th edition of the International Free Flight and Aerial Sports Film Festival**

- Over 80 film entries on air sports. An international jury
- Official evening projections : Thursday and Friday
- Saturday evening : Award Prizes
- Non-stop daytime projections
- A parallel « Off » Festival : Mornings "Off"
- A partnership with a foreign film festival, this year the Banff Film Festival.
- Outdoor projections in Lumbin, on Friday evening

### **ICARE EXPO: the paragliding, paramotor and air sports trade fair**

- N°1 in the world, this is the most important event of the year for professionals of free flight
- 200 air sports exhibitors
- An additional 5000m<sup>2</sup> indoors
- Thursday from 2:00pm to 7:30pm, Friday from 10:00am to 7:30pm, Saturday from 10:00am to 8:00pm, Sunday from 10:00am to 5:00pm.
- 10,000m<sup>2</sup> outdoors, plus a second-hand equipment fair

### **ICARE MOMES**

In St Hilaire as well as in Lumbin: fun and educational events for youngsters on the theme of air, wind and flight: paper plane contest, workshops (Brazilian balloons, kite making, sailplanes, wind farms...), falconry demonstrations,...

### **ICARE FOLIES**

- A festival of street shows and animation
- Music every night under the cafeteria marquee
- Workshops for Brazilian balloon fabrication and launch
- Paper balloon exhibition

### **THE TRADE FAIRS IN LUMBIN**

Expo of outdoor sports and leisure: A more generalist trade fair.  
Salon for Remote Controlled Aircraft enthusiasts

### **IN THE SKY....**

*Thursday and Fridays will be dedicated to leisure pilots*

### **ICARE SHOW: aerial demos with top specialists**

Saturday and Sunday, the world's best specialists in all air sports will be meeting in the skies above the Coupe Icare : Hanggliding, paragliding, paramotor, remote controlled aircraft, kite, boomerang, microlights, sail-plane, parachuting, wingsuit, vintage aircraft, Air Force acrobatic team.... **And for the first time in the skies over the Coupe Icare : the Air Force's PATROUILLE de FRANCE and ALPHAJET !**

### **ICARNAVAL: the famous Masquerade Flights**, a contest of hang glider and paraglider pilots

Saturday and Sunday from 11:00 a.m  
A great moment full of fantasy, daring and humor!

### **ICAROBATIX**

Worldclass paramotor competition

### **ICARE BALLOONS**

International gathering of dozens of hot air balloons, shaped balloons, motion-bubbles, dirigibles ...

### **ICARE MODEL**

Exhibition and demonstration flights

**And also :** Paraglider manufacturers show flights, glide ratio contest, Flight 1807, opportunities to fly in a Helicopter or a microlight ....

**Big screens** in St Hilaire (On the South launch and in the cafeteria) and on the Lumbin Landing Area so you can watch real time the air shows and the icarnaval flights.

**And many exciting new things in store !**



# The LCC 2018



Photo: Dave Ashcroft

The LCC was held on 13th to 15th July at Grasmere sports ground. This event attracts people from far and wide - the south coast, Wales, Scotland, the Irish republic were all represented, and of course plenty of Dales pilots as usual. Ed was comp director. Despite the generally brilliant summer weather, the forecast had deteriorated during the week, and it looked like the weekend would be dodgy. It even rained on the Friday. As Richard Meek had taken the luxurious and salubrious gin palace to the continent, I was forced to borrow a rather down market tent. Quite a fall from grace, but probably more appropriate!

Friday evening on the forecast had looked like it might be flyable, and as the skies started to hint that they would brighten a bit, Kev and I were first out of the blocks and heading up the hill to Allcock Tarn. I'm not sure if we were the only honest, manly types to walk all

the way up, but it wasn't long before the first of the cheats went past us, having blagged a lift most of the way up in a trailer pulled by a quad bike. As this was conditional on a donation to charity, we shouldn't be too harsh on the culprits!



Photo: Joseph Edmonds



It was a hot sweaty walk up in the still air. At take off, it was still pretty calm, but the occasional waft coming through gave us hope. More and more pilots arrived, and with the wind not really picking up, some elected to carry on up Heron Pike, eventually taking off from part way up, or from the top - some from the Grasmere side, and later some from the other side, towards Rydal Beck.

With the wind not playing ball, and by now pretty catabatic, people started alpine launching from the lower Allcock tarn take off, in varying directions and with varying degrees of success, and plenty of crashes into the bracken in front of launch. Your editor claims first prize for bruising after an encounter with a rock hiding just beneath bracken height. A salutary lesson!

Decisions, decisions



Photo: Joseph Edmonds

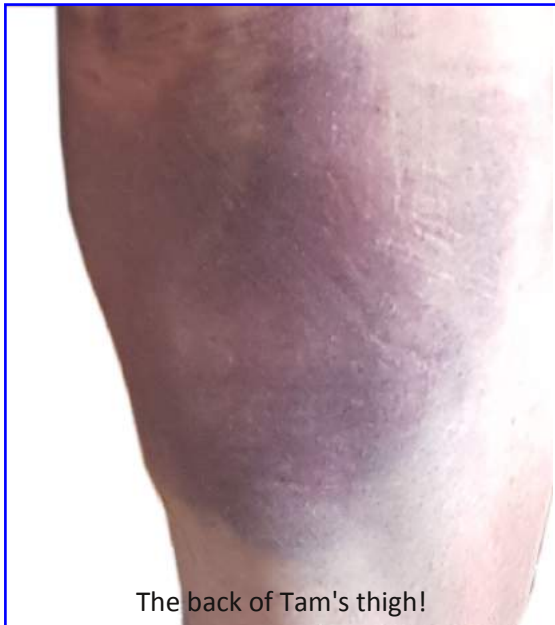
This is going to hurt, Tam. A lot.

Look away now if you don't like to see pain



Photo: Joseph Edmonds





The back of Tam's thigh!

But anyway, we were off and the fun had begun. The forecast for the morning at least looked like Saturday would be flyable.

And it was. Despite losing the battle with technology and having to remember all of the details, Malcolm Grant patiently took 20 minutes to conclude that it was indeed flyable, with cloud free summits, strongish south westerlies, and at least the possibility of some RASP stars.

The comp directors each chose a different site, with Ed selecting the stiff walk up Jenkin for the A comp, Dangerous Dave took the B comp for the even stiffer walk up Great Langdale, and the coaching group split between Bewaldeth and some staying local at Alcock Tarn.

The A comp probably got the better of the weather, though it was still not that easy. With strong winds apparent Ed set a task with a couple of passes across the front of the hill followed by a dash to Caldbeck, 14km downwind. Several made goal, and in some cases they carried on significantly past goal, and there was the usual scattering of pilots along the rest of the route. See Pete Logan's account of the A comp further on .



Blea Tarn from Great Langdale take off

Photo: Tam



Doarama video of some of the field by Andy Archer



The B comp "cheerfully" set out on the slog into the big mountains and up to the Great Langdale take off. A new site for many, and stunning scenery all around. For some (well 1 anyway) the walk wasn't quite hard enough and extra weight was sought to give a bit more of a challenge.



Photo: Ben Ireland

The wind on take off was clearly pretty strong and dangerous Dave set 2 potential tasks. The first one requiring 4 new turnpoints to be created on your GPS. This was probably the most challenging bit of the weekend for some, and was a bit confusing for people when they compared the task length they came up with to what their mates had - there were lots of different results. It's a good skill to develop though and another benefit of entering this type of event.

Phil Kew, ace local pilot and winner of the Buttermere Bash A comp was with us as a wind dummy. He took off in a lull and soon gained plenty of height. We had 2 potential routes - plan A, an arcing easterly route over the big hills back to the Grasmere base, or plan B - a gentler route down lowering ground to the Roman fort at the top of Lake Windermere at Ambleside, visible around 10km from take off. With Phil reporting strong westerly winds and some turbulence, a move to plan B was starting to be considered and Phil was asked by Dave to be mindful that we could all hear his reports of conditions on the radio and not to scare the competitors too much! This was followed by Phil having several collapses in quick succession with his wing and pod pointing in radically different directions. He was soon on the radio again "Plan B I think Dave". He probably didn't hear the laughing from the nervous pilots on the ground about 1000' below him.



Photo: Tam



Queuing for take off, B Comp  
Great Langdale









So Plan B it was - the Roman Fort. There was still the issue of actually launching though. Where Phil had taken off was a rock strewn slope - a bit daunting for most. Some tried slightly lower, and had "interesting" results. Eventually a spot right on the ridge edge and mostly into wind proved the best, and everyone gathered there and waited their turn. It still needed a lull to get off, and a couple of people to hold your wing down in between lulls. With may 4 or 5 getting off in each lull, it was pretty much a game of chance as to whether you got immediately into strongish thermals, or immediately into strongish sink. Most of the pilots who got the latter were pretty soon on the deck in the bomb out field or even before. With only a few hundred feet above take off it was possible to make a dash down the course and hopefully get some ridge lift in the bowl above Chapel Stile. Another good thermal there would just about see you to goal.

About 5 or 6 of the 24 in the comp made goal, with the girls showing the way with 100% of them (ie 2) making goal, including our own Rosie Ireland who came 2nd and got in by the skin of her teeth, brushing the bracken on top of Loughrigg as she went on final glide. Others were scattered down the valley, and regrouped in various pubs in the now glorious sunshine before making the journey back to the camping ground.

By Sunday morning the weather gods had turned against us. Stronger south westerlies meant that most of the north was blown out, and the comps were over, replaced by an innovative ground handling race.

A great week end again, skillfully hosted by the CSC, and friendly pilots and comps. Congratualtions to all winners - but if you're out flying in the Lakes scenery, everyone who turns up feels like a winner anyway.

## Comp Results

### "A" Comp

1. Paul Jiggins
2. Gary Stenhouse
3. Thomas Garner

### "B" Comp

1. Phil Bandy
2. Rosie Ireland
3. Kevin Dines

### Groundhandling race

1. Gary Stenhouse

Full write ups and charity details can be found on the [CSC website](#).

[Local Press coverage](#)

[Mr Blue Sky Video Link](#)

*Tam*







Photo: Rosie Ireland



Photo: Ian Henderson



## Pete Logan's "A" Comp Report

I was wanting to get in the air as soon as possible. There's lots of good reasons for that like being in a good position in the cylinder when the task starts or getting more height so that more bar can be used. Mainly my motivation was liking airtime in the Lakes and this was going to be a short task so better start it quick. I was the first up a minute after the window opened and managed a TO without major drama. Lift was good and lumpy. Wind strength was there but not silly. I was joined by other early risers like Gary Stenhouse and a few of the Pennine pilots.

With window open there was a short sprint on about half bar round the corner to bag a large turnpoint around Ullock Pike. It was clear the single Zeno in front was going to make all of the running. I got the turnpoint in about fourth place and then made my way back to take off and passed with more bar. We were running with the wind this time as it was a little off to the SW. The 2nd TP was heading towards Blease on Blencathra but not across the gap. I was on my secondary instrument because of a mix up with the downloads not showing the right waypoints on my usual Flymaster. From my perspective it looked as though gliders had gone more into the cylinder than was showing on my map. I went in an extra few hundred metres in case I'd got the radius wrong. It turns out I fooled a few gliders behind me with this too ;-). Anyway the leg back saw me very low back down at take off height, on bar and into wind, sometimes slowing to 12kph. Here I lost a few places to higher, wiser pilots.

That difficulty was soon over and I high tailed it back to the now smaller TP at Ullock Pike. The lift here was all over the place on the west flanks of Skiddaw as the sea

breeze convergence hoovered everyone up. I got that TP with about ten gliders in front and a couple with me. I set course for the goal field and left the guaranteed lift and dark clouds behind. I had an enjoyable time playing with the brakes here, finding that a few centimeters was all the difference between ten points on glide. The wind was a strong westerly over the back and we were all doing 70kph towards goal without bar. There was also no high level lift over the back and gliders in front were already scratching on tiny hills which didn't seem to be working. Time to get conservative.

I managed to eke out my height to the valley centre a few km from goal but also loose the gaggle because I'd been searching for any lift on the way there. Not good. The gaggle got a corking climb from a few hundred metres up about 1 km ahead of me but I doubted I had the glide to reach that. Instead I went for a field with trees on the windward edge and a couple of hundred metres off the deck I was joined by a few swallows - always a good sign. This low save was a mis-shapen lumpy little rocket that I was going to hold onto come hell or high water. It was also windy down here too. As I circled and climbed I wasn't actually going into wind and the threat became that my save would whisk me passed the goal too far to the south. I'd gotten enough height though to make it and started the crab across wind towards goal a few minutes behind the gaggle.

Ed had set a good goal location with floaty if a bit windy conditions on the hill rising up to the goal field. I was sixth in taking about forty five or so minutes to fly the task. The valley behind Skiddaw had got the better of a lot of pilots with a lot of landing seeming to concentrate around the only village with a pub funnily enough. We joined this group of twenty or so and enjoyed some re-hydration out front.

PL



A Comp Task Sheet

Photo: Pete Logan



# 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  
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Rosie Darwood - Social Sec  
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Pete Darwood - Paragliding Comps  
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Safety Officer  
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Helen Setnika Zambas - Trophies  
trophies@dhpc.org.uk



Marek Setnika Zambas - Treasurer  
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Dennis Marston - Sites Officer North  
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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,



# Cumbria Soaring Club Accuracy Competition

## Grasmere

Sunday 26<sup>th</sup> August 2018



And the Donald's never wrong. It's that time of the year again, again! We're delighted to announce the return of the world's only feel-good paragliding accuracy competition. The accuracy competition which encourages flying!

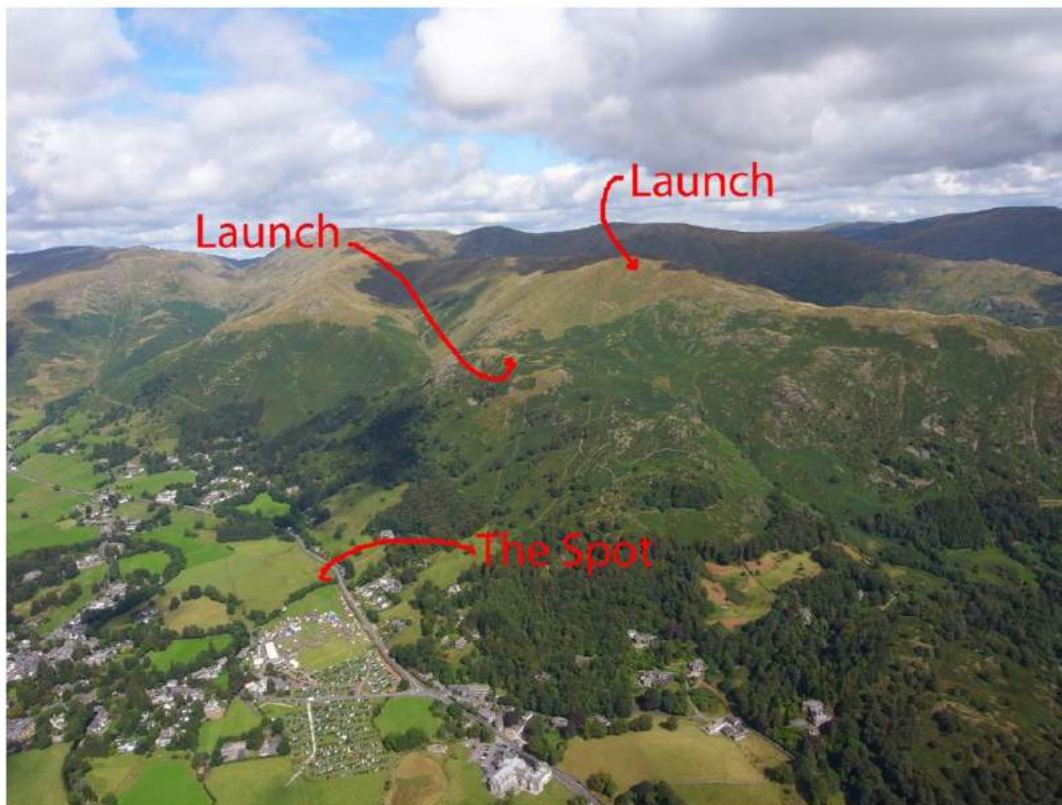
The event will follow the highly successful format of previous years; flying, a spot landing competition followed by a short arena demonstration. As in previous years:

**The Competition** - Any pilot can enter subject to current membership of the BHPA. As always there will be two categories; A Comp - any pilot and B comp – any pilot qualifying as CP after 1 January 2016. The competition is suitable for low airtime pilots. The launch will be marshalled and a coach will be available.

**The launches** – We will use two launches depending on conditions, Alcock Tarn NY349 079 and the higher launch from Heron Pike. This provides both flexibility and allows for a more pleasurable launch experience.



**The landing area** is a large open field adjacent to the show ground NY340 070 (approximately 300m of descent from the Alcock launch).



**Competitors** can have as many attempts as they wish and conditions allow but only their best (closest) result count in the comp. A prize of £50 is awarded to the winning pilot in each category. A prize is also awarded for the pilot achieving the greatest altitude. Unlike conventional accuracy competitions where pilots descend as quickly as possible and whine if they are affected by a puff of wind Grasmere encourages fortitude and applauds the pilot who refuses to land; paragliding in all its glory, not a sedate form of bungee jumping. This allows pilots to enjoy a full day's flying and a prize.

**Serious point:** This is an important event in the CSC calendar. To comply with CSA rules for air displays It is important to emphasise that it is a competition, not a demonstration. It does however provide a colourful backdrop to the Grasmere Sports and Show where we can be seen by a large crowd with farming / rural interests as an exciting and spectacular activity with a low environmental impact.

Full details of the event will be published soon however registration is now open. Anyone wishing to register or wanting further information should contact the main organiser, Chris Field ([field950@gmail.com](mailto:field950@gmail.com) or 07514 746197)



Forgotten moments from paragliding history

Hockney returns to his native Yorkshire







eyup Hockers, I'll see the  
in the Clagged Inn after





## Boys in Bulgaria Jake Simpson

***Now happily ensconsed in Cornwall,  
"New Jake" sends a report of his trip  
with Krzysztof to Sopot, Bulgaria, which  
took him to the gates of hell, and back.***

Krzysztof and I decided to complicate our move from Yorkshire to Cornwall by going via Poland and Bulgaria. We were fortunate to get a decent flying fund from our wedding guests and wanted to get some solid paragliding in before starting our new jobs, and the Darwoods and David May had recommended Sopot for that very purpose. Sopot is a small town situated at foot of the Central Balkan National Park which is part of Balkan Mountain range running the East-West length of Bulgaria. It is at 600 m and the highest peak in the

vicinity is Botev Peak at nearly 2,400 m, giving the paraglider pilot plenty of terrain to explore. There is a chair lift in town which takes you to launch at about 1,300 m costing about £5 per ride to the top. You need a minimum of 3 riders or they won't turn it on. The landing field is next to the bottom station so bombing out is no big deal, not that that was ever a problem!

We joined [Skynomad paragliding](#) on their XC/thermalling training course. The course is intended to help novice and experienced pilots get their thermalling up to scratch and teach them about free flying away from the hill. Sopot makes for the ideal training area because you get plenty of height to play with from launch, and the Southern aspect of the main ridge means there are plenty of thermals coming through from late morning to early evening. Furthermore, if the ridge clouds over,) the flatlands out front provide an opportunity to practice XC flying more closely matched to flying in UK.

*All photos courtesy of "the German pilots"!*







Our week began with a full brief from the chief flying instructor, Ivo, on the weather, flying conditions and flying terrain at Sopot. It was thorough in every aspect, he took us through all the forecasting tools he uses to assess the flying conditions each day and to how to interpret them. They varied from local webcams to skew-T plots, and the links can be found on the skynomad website. We also discussed the possible flying plans for the day, an important skill in xc flying. The week before we arrived had been very wet indeed, so Ivo was predicting a low cloud-base with very mellow thermals. The northwest winds are suppressed by the anabatic flow up the southern slopes, so flying in the lee is normal.

The plan was to split the group into two teams, the two experienced German pilots (>500 hrs each) would be in the A team and would follow Ivo, me and Krzysztof (65 and 30 hrs) and an Australian fresh out of training would be in the B team and would be with Ivo. The launch at Sopot is massive, steep and clear of obstacles. I launched straight into a thermal and hit cloud base after a dozen or so turns. The A team had already gone, so I waited a little for the B team to launch but quickly decided to upgrade myself and go with the others. The lower east-west ridge extends up to 2200 m and has many north-south gorges running down into the valley. Heading East with the prevailing wind, it was pretty easy to stay high by hopping from ridge to ridge, exploiting

the abundance of thermals coming up the south facing slopes along the small ridges. Even with Izo's old wing from 2005, he was out climbing and out gliding us, and I eventually dropped behind as my inefficient thermalling meant I took longer to gain height.

## ...I quickly decided to upgrade myself

After about 15 km along the ridge there's an epic chasm, several km wide, nicknamed 'hell' as it drops down vertically into the centre of the earth. There are no landing options when crossing hell, so you better be sure to get as much height as possible before attempting the traverse. I spent a good while scraping as much height as possible before flying over the edge. Looking down at that moment was the first time since beginning paragliding last year that I got scared of heights. The gorge is truly humbling. Halfway across I saw one of the German pilots going to land in a field the other side of hell, and this indicated to me that I might not find a climb on the other side. In fact I did not, and bombed a few km further down the valley. As an aside, the meadow I landed in was full of insects and birds; I saw a hoopoe and bee-eater on the hour long hike back to a road. Miti, the driver was waiting for me on the road.













Perhaps the most useful part of the week came in the evenings. After flying we all uploaded our tracklogs and together we sat and analysed what we did well and badly that day. Ivo looked at our thermalling in great detail using a programme to visualise our flights in 3D, with our vertical speed used as the colour scale. He

## **...we learned a lot about how we needed to improve our own flying**

showed us where we were losing climbing efficiency- you could actually see where we dropped out of the cores. He used other sketching tools to help us understand how our tracks related to the thermals, and also overlaid other people's track logs to show how we were thermalling with each other. Everybody in the group agreed that this approach was really useful and

we all learned a lot about how we needed to improve our own flying. He gave us each personal feedback and things to work on the next day.

The conditions the next day were pretty marginal; very low Cloudbase, broken thermals and impending storms forecast to roll into the valley. They briefed us on the 'House storms', where they form, when and what to look out for. They fly "ping - pong" up and down the valley (apparently), whereby they fly to the opposite end of the slow-building storms. We launched early and today was the first time I'd ever flown in a gaggle. Me and the Germans flew along the ridge up to hell, showing each other climbs along the way. We got into a real rhythm and we did the same distance as I had done alone the day before in half the time. At the gates of hell we saw dark shadows ahead, with the chance of rain, so we pushed out into the sunny flatlands to try and stay in the air. Boy-o-boy, what a scrape. We searched high and low for a climb over a village, and found the squeakiest





little thermal about 100 m above. In survival mode, we stayed with it and drifted towards a hill, there it triggered and off we went to cloudbase. Over the radio Ivo said he'd checked the rain radar for strong storms and it was all clear. However in the air we started feeling little drops every now and then. Despite being high, and heading towards more sunny flatlands, the dark clouds and obvious rain upwind from us caused enough concern to go for landing. Skynomad are extremely organised with their retrieves and I piled into the waiting van straight away.

## ..at the gates of hell we saw dark shadows ahead

Meanwhile B Team did their first XCs! Krzysztof and the Australian were shepherded by Ivo away from the launching area and onto the next ridge. The previous day he explained that if you're above someone and they

big improvements. It was really nice to share a thermal or two with him- after all the goal is to go flying together rather than me 'just pissing off and leaving him behind'. Fair point, well made.

In all, we flew 6/6 days and learned new things everyday, both technical and tactical. My XC distances got bigger and my climbs tighter, the one day Cloudbase was above 2000m I managed nearly 40 km but had to land to urinate. Krzysztof's confidence grew and he did the same 17km flight again independently, happily climbing to cloudbase with other pilots. He also demonstrated a knack for low saves. It didn't matter that the conditions were a bit weak and difficult, I think we'd have learned less in booming conditions. It's good when you have to fight for your flight sometimes. The experienced Germans also praised the course, they also learned lots (including flatland flying). Not only is the course cheap, but it's really well run too. The groups are always small and everybody gets their own personal



are climbing, go to them and you can find the thermal by flying downwind. This is one way they helped Krzysztof to stay in the air, they would spiral down below him and point out the thermals so that he could join. On the radio I heard that B team were having some kind of dogfight, flying in opposite directions and generally confusing each other. The tracklogs that night showed that the guys were flying at each other, throwing each other out of thermals. The visualisation showed they were avoiding each other, and by doing so we're flying unpredictably, which in turn made it more difficult to fly together. I guess it takes time to build the trust and skills to thermal with others. Ivo focused on these skills for the rest of the week and Krzysztof made

development plan. Ivo and his team are brilliant, very personable and professional. Sopot and the infrastructure are perfectly suited to paragliding and retrieves were very efficient. We were even treated to tripe and milk soup one day (a national dish which is even more gross than it sounds, especially when you add garlicky vinegar...). We will be going again next year if anybody wants to join and improve their xc flying!

Thanks everyone in DHPC who devoted time to coach and advise us through our first year of paragliding. I think we have made pretty nice progress. We will miss Yorkshire and flying in the club, but hopefully we will bump into you on the hill in the future!

JS



# 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:krGay@talktalk.net">krGay@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
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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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# Skywords Archive - August 2009

## Dales Northern Bash - Kate Rawlinson

### Skywords

Monthly Newsletter of the Dales Hang Gliding and Paragliding Club

www.dhpc.org.uk

August 2009



From the Editor, Dennis Wray

It's congratulations to the Dales A Team – see below in the Newsletter! Good luck to the team in the final – Kate says she's very proud of 'her boys' and so are we all!

A bit short of articles about your exploits this month – don't forget to write a little bit about your summer flying highlights for the Newsletter!

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

Martin Baxter writes:

Chairman's chat, July 2009

As I write this note, the rain is hammering down outside. Still, can't grumble – we have had some excellent flying weather so far this year, and besides it's good for the garden (apparently!).

Those of us that missed the Dales Northern Bash apparently missed a great do, with some excellent flying. The big news is that the Dales A Team has qualified for the BOC final at the Long Mynd on 1/2 Aug. Well done to Kate, Dave, John and all those who participated.

The last coaching day was a bit of a stormer by all accounts as well. Against the odds Ogi managed to organise some decent flying

weather. Watch out for the next one on 25 or 26 Jul.

If the rain has stopped by the time you receive this then get yourself out flying. If it hasn't then at least you have some decent reading material to keep you occupied when you should be working!

Club Nights

Club nights are held at the Ilkley Moor Vaults Pub, Ilkley. This is located just off the A65 at Stocker Road (LS29 9HD). Club nights are now on the first Wednesday of the month (instead of Thursdays), meeting at 8pm, notices at 8:15, and events starting at 8:30.

Club night – 5 Aug

Please take a look at the Dales Club website for current updates, but in the absence of any further information please note this club night will be cancelled.

Walter's spot!



***Back in the day, there was a Dales Bash for a couple of years, but due to mainly weather issues, it fizzled out. If the weather was bad, no one wanted to turn up. When it worked though, it was thoroughly enjoyed. This month we reproduce Kate Rawlinson's report from the 2009 event - you will recognise many of the names.***

***With Ed now having demonstrated at the last couple of LCC events that it is possible to have flying related fun on non flyable days, perhaps we should consider a similar event in future years to get the whole club together in one place for a week end, rather than just the flying day.***

**Kate writes:**

### Dales Northern Bash 27<sup>th</sup> & 28<sup>th</sup> June 2009

Well the weather looked really, really iffy for the Dales round of the Airwave Club Challenge but Dave and I carried on regardless and we were rewarded with a near perfect weekend.



**Saturday** – Kev, Mark and Dave (Evans) set off early to hike up Whernside to be our on-the-hill-weather gurus and test pilots. The rest of us met at Ribbleshead, jumped into the Landy and got ferried as close as possible to the bottom of Whernside before we had to walk up (thanks John). Once on the top and breathing normally again, a task was set: take



off to turn point one (the tarns off the big end), turn point two (back over launch), turn point three (back to the tarns), then open distance. Quite a few of us got off the hill just before the air ambulance arrived to pick up a walker. Because the helicopter was in the area for some time, we were restricted to flying the big end of Whernside only, so in an attempt to get something in before the wind picked up we changed the task via radio to turn point one only then open distance. Unfortunately during this time the wind did pick up - ok if you were in the air but if you had landed conditions on the launch became too strong at 20+ mph. Of those still in the air, four went XC, for the Dales Kev (who with Dave from Pennine and Ed from Cumbria flew to Barbon) and Dennis (Dales) who flew to the other side of Kingsdale.



With the increasing wind strength, everyone still flying made the sensible decision to land down near the viaduct or walk down (or in my case limp down, more on that later!). Back at the Green Dragon, Yvonne had a BBQ ready for us and a live band on in the pub, what a great night (apart from the midges!!!).



**Sunday** – Once again Kev, Mark and Dave set off early to hike up Whernside!!! The rest of us met again at Ribblehead for a quick weather check before trudging up. There were some seriously huge clouds around but our man in the air (Kev) thought it was well worth the walk up and how right he was. What a fab day it turned out to be, a little strong on the top again but a lower launch got everyone in the air. The task was XC open distance with a 5k minimum to score. We got some fab Dales XC's; Kev landed at Low Wood just past Windermere!!! Hamish and Rob Boyle got to Cautley Spout (Rob's first UK XC). Rob Burtenshaw flew to Leck (suspect he's still grinning) and Dennis flew again to the other side of Kingsdale. The other teams got some great distances; Dave Evans flew almost to Tebay for Pennine and Ed to Barbon for Cumbria. The Derbyshire boys did really well, with Andy Chapman flying 27km, Roy Tingay 32km, Mick Guppy 16km and team captain Chris Jackson 15km. Quite a few only just missed the minimum distance, but really enjoyed the flying and that's what it's all about, having fun and flying safely.

Dave put a charity box in the pub on behalf of 'Help for Heroes' this raised £30.65 and just adds to the success of the weekend. If you would still like to donate online please log on to [www.helpforheroes.org.uk](http://www.helpforheroes.org.uk)



A fantastic, incident-free weekend, a big, big thanks to the Dales pilots who turned up regardless of the weather, to everyone who offered advice and support, to Yvonne at the pub and a big thanks to John who was an absolute star ferrying people about and doing retrieves.

As for me, I watched all the action from a deck chair on Sunday with my swollen ankle up on a box; trying to take off in 20+ winds wasn't such a good idea after all ☹️

Looking forward to the next one!!!





# The Dales 3 Peak H&F Challenge

## Ed Cleasby

*Below is Ed's account of his attack*

*on the route he himself set up as part of the Northern Challenge Trophy.*

*I nicked it from his website. If you haven't seen it before it's always worth a read, and is at:*

<https://www.xcflight.com>

The day before Westie and I had pulled a blinder out of the fire - so we celebrated in three pubs and felt brave. Next day held a dilemma - football match versus a good rasp. So in a fit of beer driven 'who dares' we compromised on getting the best out of both.

It seemed possible to attempt the Dales Three Peaks hike n fly task (part of the Northern Challenge series) and be down in time for 3pm. Others were up for doing it too. From the racing ferret that is Andy Smith to more sedate plodders. Being in the latter it's a tortoise and hare approach, so I set off at 10am from the start cylinder at Ribbleshead whilst the earlier racers were almost on take off on the west face of Wharfedale .... waiting. I'd planned backwards, given the day I didn't expect a lot of thermal action on that take off face until about midday. Why walk when you can fly.

I arrived feeling OK after a long, almost 1hr 30 min slog, being passed by lots of shorts and bikini tops who marvelled that any idiot would wish to carry that outsize bag up a mountain on a day like this. Still .... I took comfort from my cunning plan.

On take off it was light, rather too light for my liking, but the sky looked superb. A few others arrived bent on the same task ... so help and competition. I flew/hopped to the first turnpoint and then reassessed things as the first few were climbing out ... aargh! They have the drop on me. Andy Smith took off about 2k south and found it scratchy; I took off and confirmed it as we waltzed past each other below ridge height. Five minutes later, as

Andy sloped landed I hooked my escape thermal and enjoyed the ride to 5500' that drifted me nicely through the Wharfedale summit cylinder. Game on again.

(Andy shortly after climbed out at the same spot and followed on although I never saw him)

Towards Ingleborough, the next turnpoint I spied two gliders, low ish and getting lower. That was not the scenario I had planned and again the tortoise in me advised caution for the Chapel le Dale crossing. I edged down the ridgeline and limestone pavement beyond whilst a classic deep cloud set almost over Ingleborough. I made the cylinder easily enough and got a bonus climb to boot. Back north for a spell to a great looking companion cloud to 5600' and the crossing of the Horton valley to Pen y Ghent was assured. Now it got tricky.

I sat above Pen y Ghent a short while hoping to regain a lost 2000'. It didn't happen. Heading back to the Ribbleshead goal was going to be tough. A blue hole sat between me and a long hot walk - maybe go around to the north? It would have made sense. Every bit of lift I hit didn't have the strength to reward turning. On a downwinder it wouldn't have mattered - but into wind sometimes you lose more than you gain. I plodded doggedly on.

On and on ... with the distance counting down and the ground ever closer.. Resigned to a walk, the question being ... how long a walk? I touched down in a fresh sea breeze; a killer low down in these parts - it fair whistles up the valleys. As I landed the distance to goal read 4.5k. Nothing to a ferret, but enough for a tortoise on a hot day.

I walked/semi jogged the rest - time is points in this game. And arrived just after kick-off and sat in a cooling resurgence stream I couldn't resist. OK ... I'll watch the second half and get the beers on the way.

And it all worked out.

Even England played a blinder.

**EC**





# FLAMING JUNE

## Simon Tomlinson

I've never known so many flyable days on the trot – could it be summer?

### Friday 22nd.

Quite an unexpected day for me – a PB of 104km from Dodd Fell to Pocklington just SE of York.

It started off with all the usual XC hounds turning up declaring their mega distances.

The day started very slowly with only light thermals coming through and being completely blue.

When it did get going the thermals were very punchy and strong with many pilots slope landing in the heavy sink.

I was just about to join them with my legs out of the pod when I hit a boomer and was launched skywards.

Things got easier the higher you got – a gaggle with Dennis and 1 other formed which helped.

It was slow progress to Pateley Bridge where Dennis landed and I carried on – my side of Gouthwaite Reservoir worked better than his on this occasion.

The area near Brimham Rocks provided good lift for me

to progress towards Harrogate and Knaresborough.

I was a little concerned when I noticed a wave cloud building up wind but this luckily eventually dissipated.

A few more clouds were forming now which helped mark the way – big ears and speed bar were required on one occasion to avoid the white room (that's another story for later).

Progress took me over the A1 towards York following the direction of the A59.

York was now in the way – I thought about landing for an easier retrieve but all the suitable fields had horses in them.

Only one alternative – follow the ring road round to the north which worked surprisingly well.

Once round the edge of York I headed in a more southerly direction following a very lifty line which might have been convergence.

It's strange how your mind works - @ 70km that would have been a great XC for me in the UK.

At 80km I thought ooh!! I might reach 100km – lets milk this lift.







At 90km lets breathe in and hold my breath – of course the lift starts to die now.

At 100km on final glide and with 1 turn into wind I landed in the best field imaginable – a field being grown for turf being very flat, smooth with short grass.

Next step – check my Oudie to confirm the 104km – now breathe again.

The usual landing field mug shot was taken before packing up and trying to sort out how I was going to get back to my car.

I phoned Dennis to let him know where I was – he had got back to my car and was going to pick me up just past Pateley Bridge (so he thought). When I explained I was the other side of York he said "b----y h—I I didn't think you had gone that far".

A couple of great lifts got me back to the A1 side of York where Dennis drove to pick me up.

The "Glider Pilot Just Landed Lift Please" sign certainly worked again.

I then drove back to Dodd to collect Dennis's car before getting home @ midnight.

What a day – certainly worth the 4hrs 47mins in the air.

#### **Saturday 23rd.**

A rest day.

#### **Sunday 24th.**

Hike and Fly Part 1 (not intentional).

Dodd Fell to Great Whernside where I bombed out @ 20km even though flying with a great gaggle.

#### **Hike and Fly Part 2**

Great Whernside to Brimham Rocks @ 26km – a hot and sweaty walk up Great Whernside to relaunch.

Waited for the swallows to launch and then followed putting me in a great smooth thermal to 4500ft.

Great retrieve from my wife Sal.

#### **Monday 25th.**

Ingleborough to Skipton @ 34km.

I have never been so low below the ridge before climbing up to get away.

Circling crows low down were the give away.

Fantastic views past Malham Tarn on the way to Skipton.

Great retrieve from Dennis's wife Margaret again.

What a great June – roll on July.

Summer has finally arrived.

Cheers, Simon

**ST**





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

Dennis Marston, above Oughtershaw looking towards Ingleborough and PYG, on XC from Whernside  
July 19



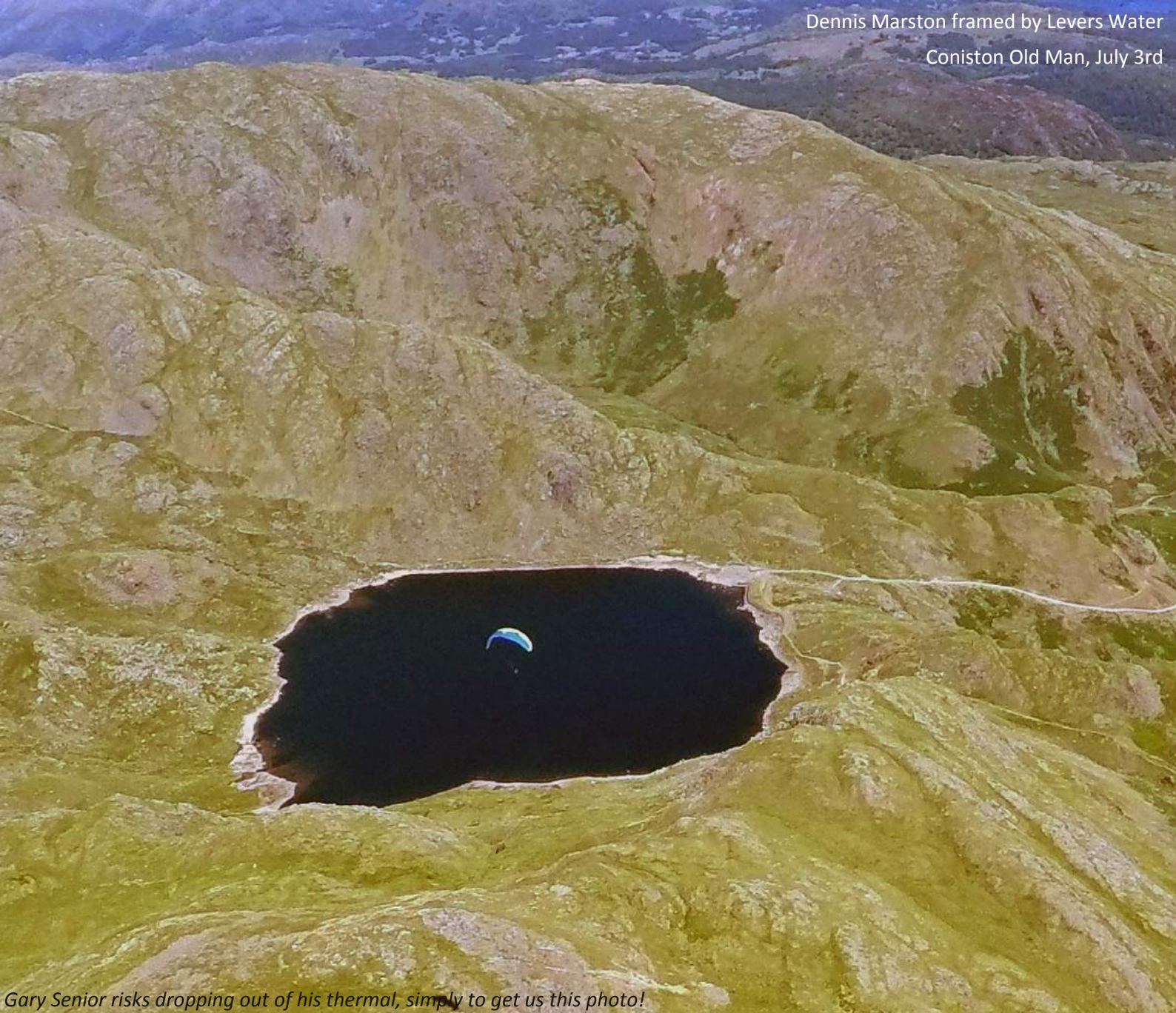
Pen-Y-Ghent ahead  
..on the 3 Peaks H&F Challenge  
July 7th



Photo:

Photo: Ed Cleasby





*Gary Senior risks dropping out of his thermal, simply to get us this photo!*



Filey Brigg  
July 26th



*Photo: that man again, Gary Senior*





Dennis on his way to Keswick from Coniston  
3rd July







Is it the Coupe Icare, or the Baildon Sod? Not sure

Jul 25th



Photo: Tim Rogers

Dennis Marston and Simon Tomlinson over Bowfell

July 3rd

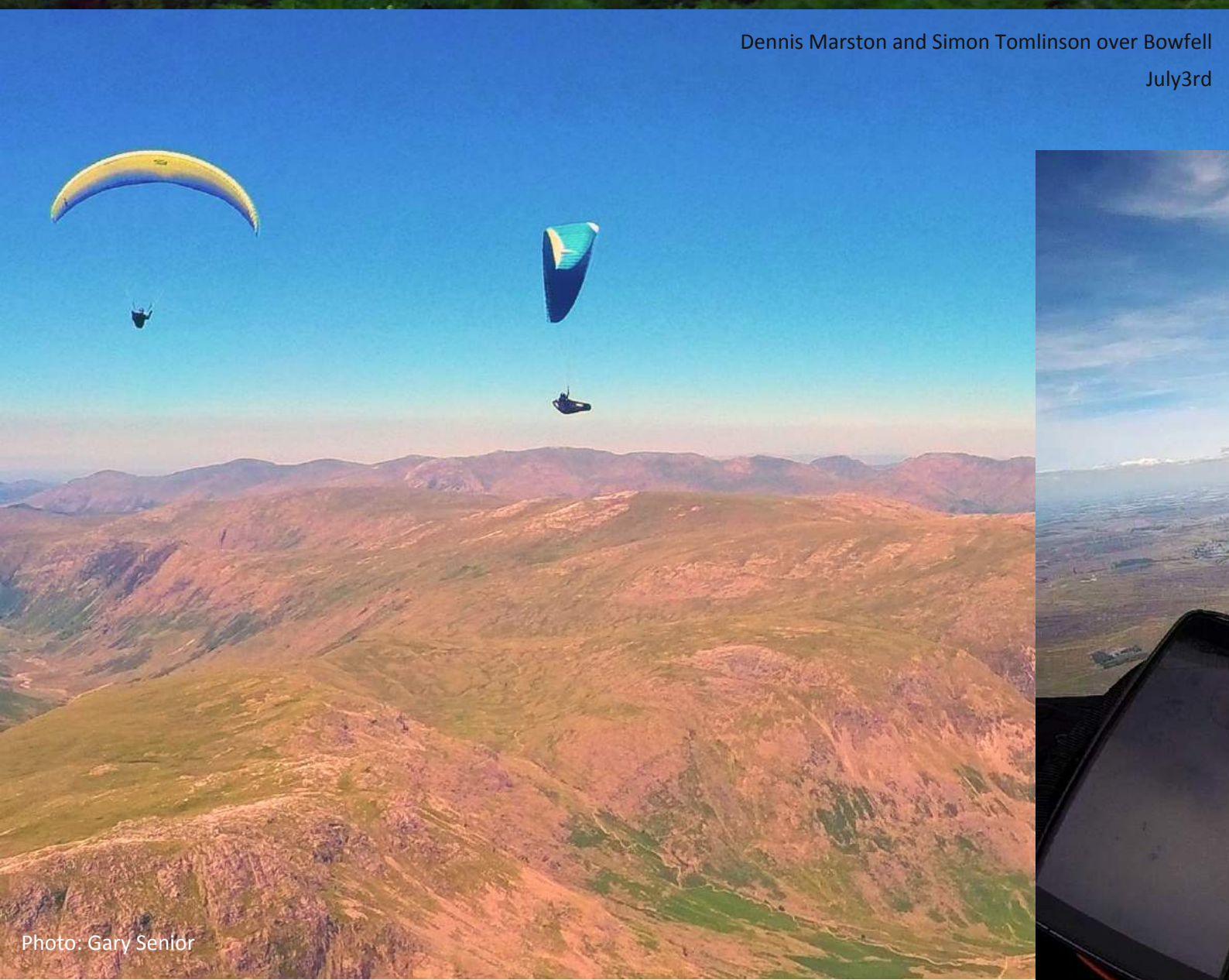


Photo: Gary Senior



Ladybower Reservoir  
Peak District  
July 24th



Photo: Gary Senior

At 6000ft over Semer Water  
Jul 25th



FLYMASTER	
15:25:49	02:58:00
8001	5704E
0.400	66.85
4863	66.49
	6679

Photo: Ed Cleasby





# If only I'd got away - a weekend in Wales racing at the Dragon Hike and Fly

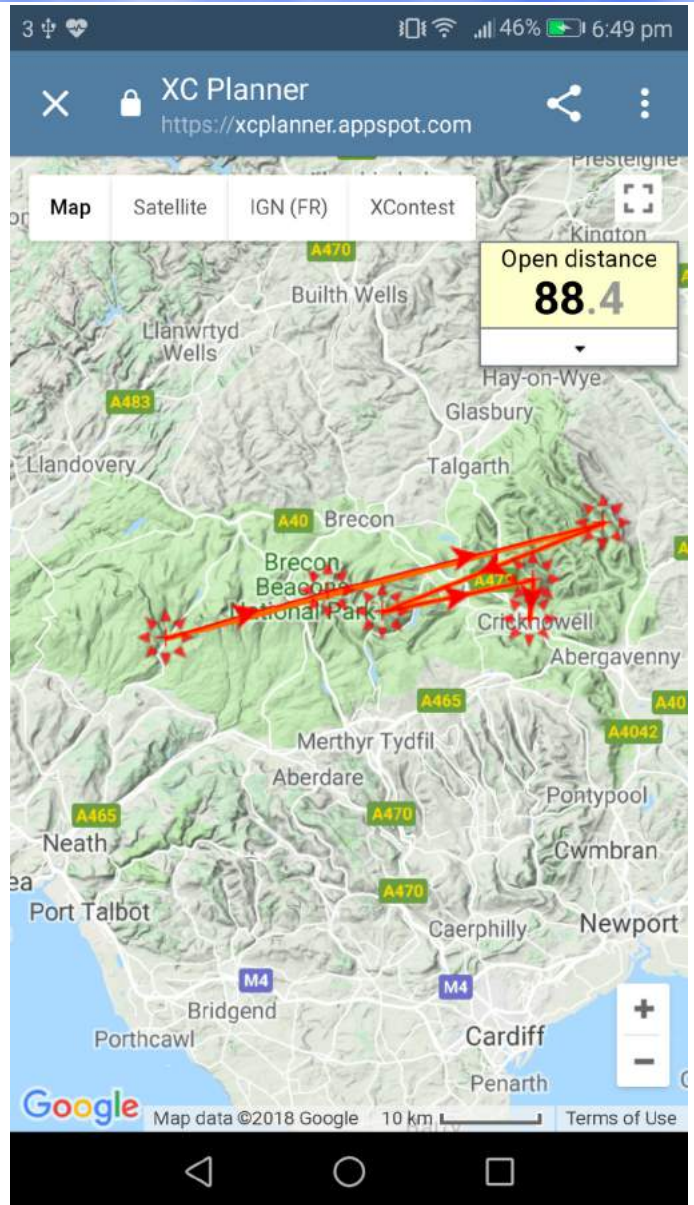
## Andy Smith

After a successful previous weekend managing to complete the Dales 3 Peaks NCT challenge I set off down to South Wales in good spirits and given the forecast was looking pretty decent it was shaping up to be another pretty good weekend. I had a decent journey down and got set up at the campsite then headed for the briefing with a few familiar faces from last year.

After a bite to eat the room in the local pub began to fill with pilots and a few of their supporters all eagerly awaiting Alistair's briefing to see what he had in store for us. You could tell the weather forecast was looking good by the amount of pilots that had shown up. Alistair had 16 or so entries around a week before the event but now there were around 25 to 30 eager pilots, I think however most of them were keen on the flying rather than the hiking!

The usual no nonsense brief told us a few places we weren't allowed to go, the timings of the event (9.30 start and 20.30 cut off Saturday, 7.00 start and 15.00 finish on Sunday), means of keeping in touch via telegram, tracking via live track (we had to use our own gear as he had been let down by someone who was going to supply tracking equipment) and finally the route. The start was to be at Tafarn y Garreg car park in the Brecon Beacons SW of Brecon, the route would take us over Pen y Fan and on to Llanthony Priory at the West side of the Black Mountains. We would then backtrack to Talybont before heading to Pen Cerrig-calch (Magic Mountain) for the end of speed section before goal at Crickhowell. Given the forecast of SW/W it would be a case of getting high and going over the back with a tailwind all the way to the priory before a headwind and possible hiking leg to Talybont. Then hopefully you could launch and go downwind again to Magic before gliding into the finish. That's the theory anyway!

After a decent sleep, shower and breakfast I was heading to the start managing to get a lift with last year's winner Robin Houghton and Greg Hammerton. I kept quiet while they talked of early downwind dashes, fasting and ketone diets! No wonder there packs were so light and mine was so heavy!



At 9.30 Ali announced the race was on and the fast lads set off running back up the moderate incline we had just driven down, the rest of us took it somewhat easier up the 3.5km stretch of road before we ventured off road up a near vertical bit of moorland. I don't know what all the rush was about as they were all still waiting on the top when the rest of the field turned up after around 2 hours of walking uphill. Everyone waited with kit laid out and every now and again a few would lob off into something only to be back on launch or walking back up after a few minutes. The first to get up and away were Greg and Dan Starsmore winding up and drifting out the back. The main issue was there was hardly any meteo



## ...the race was on, and the fast lads set off running up the incline

wind to soar the hill and we relied on small scrappy thermals. This is a bit of a problem with around 30 pilots all wanting to use the same bit of sky to get away and get racing, after seeing what was happening with some erratic flying by some I decided to stay on the ground until conditions had improved and things had thinned out a bit.

Another group got away a while after Greg and Dan and took up chase, the rest of us were left waiting (im)patiently on the hill taking turns to see if we could get established in anything. I was actually airborne and almost in something decent when the last main group went but I chickened out when another pilot's flying made me have doubts about continuing with this group. I got a bit of height a few times after this but not enough to comfortably go over the back and when I landed almost going backwards I decided it might be a good idea to put it back in the bag and start walking. Even

though I knew this was the right decision for me it was still hard to do given folk were still flying. I headed over the back of the hill and on towards Pen y Fan which was still a long way away and even more so by foot. I was hoping I could still fly from a lower take off and at least get a bit of distance in the air. As I neared the top of Fan Nedd I could see the Japanese pilot flying on there and a couple of guys coming over the back of Fan Gyhirych (the first launch). He looked like he was gale hanging and the others looked to be getting flushed down the back towards me. I met another competitor at the summit and said I was going to check as we needed to fly. As I walked around to where the guys were now soaring (sort of!) it was very strong and they were more or less gale hanging until a thermal came through and yanked them upwards before dumping them back to where they'd been. That was all I needed to see and I despondently walked down the hill towards the road. It was around 3 – 4 pm and baking hot. The forecast was for the wind to increase and be quite strong all Sunday. At this point I more or less gave up all hope, I decided it would be better to stay low and on the roads in the hope of finding water and sustenance. My sense of humour had all but disappeared and I didn't really have a plan as to what I was going to do next. South Wales is a beautiful place with stunning scenery but I didn't really appreciate this when looking at the map and seeing no







## South Wales is a beautiful place with stunning scenery but I didn't really appreciate this when looking at the map and seeing no form of civilisation for miles and miles

form of civilisation for miles and miles (and miles etc.....). In the end I just started walking with the idea of maybe getting to Brecon and finding some transport back to Crickhowell, somewhere along this journey my plan became more ambitious and I ended up heading for a pub in Tai r Bull. Sat having a few shandies and some food and looking at Pen y Fan I decided I would walk as far as I could and camp overnight before walking the rest of the way back in the morning.

I ended up walking until around 10 (over the cut off but it didn't really matter as I wasn't in the event anymore) and found a suitable pitch for the tent, I managed to spend the night in it this time and woke to a lovely if somewhat cool and dewy morning. After breakfast and packing away I set off at around 7 walking along the nice quiet country roads to Pencilli where I joined the

Monmouthshire and Brecon canal, this made walking so much easier as it was shaded from the sun and more or less flat. It turned out someone had an accident on Magic Mountain on the Saturday evening and was now in hospital so although very unfortunate for the pilot it had reinforced the fact that I had made the right decision not to fly, I eventually arrived in Crickhowell pretty knackered and with very sore feet around 12.30. After a little rest with some food and drink I headed home so unfortunately missed the prize giving and BBQ, I believe 5 pilots made the goal field in the time and the rest were spread around the Welsh countryside in various states of despair/distress!

- 1st Tony Blacker
- 2nd Greg Hamerton
- 3rd Dan Starsmore

AS





# 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 1 - Sep 9	<i>Ingleton Overground Underground Festival</i>	<a href="http://www.ogug.co.uk">www.ogug.co.uk</a>
Jul 27 -29	Parafest & Vintage Hang Glider Rally, Llanbedr Airfield	<a href="http://www.bvhgr.org/parafest.co.uk">www.bvhgr.org/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 12-17	British Open Champs, Krusevo	<a href="http://pgcomps.org.uk">pgcomps.org.uk</a>
Aug 18 - 25	PWC Bulgaria, Sopot	
Aug 18 - Sep 2	Asian Games, Jakarta	<a href="http://ocasia.org">ocasia.org</a>
Aug 24 - 30	Serial Cup, Tolin, Slovenia	<a href="http://www.serialcup.com">www.serialcup.com</a>
Aug 26	Cumbria Soaring Club - Accuracy Comp, Grasmere	
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>
Sep 20 -23	Coupe Icare, St Hilaire	<a href="http://www.coupe-icare.org">www.coupe-icare.org</a>
Oct 16- 21	OluDeniz Airgames	<a href="http://babadag.com/babadag/">http://babadag.com/babadag/</a>
<b>2019</b>		
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/>

## Parabolox #8 - Never mind Horseshoe Crabs

You know the scene, etc etc Humans of course, are at the tip of the evolutionary tree. Sometimes you could be forgiven for assuming that this is the bottom tip, but mainly we've done pretty well as a race. So, anything a horseshoe crab can do...

Inbreeding has been responsible for some unfortunate results in human evolution. One of these was to produce a family line of blue people - "the Blue People of Troublesome Creek". All descended from a Frenchman called Fugate, the genetic disorder was probably due to a deficiency in an enzyme called

cytochrome-b5 methemoglobin reductase, which is responsible for recessive congenital methemoglobinemia. Try saying that after an hour in Richard Meek's gin palace. The condition can also be triggered through exposure to the carcinogen benzene and nitrites used as meat additives, as well as certain antibiotics, including dapsone and chloroquine. You've probably got a better chance of repeating that in the gin palace.

Despite their odd appearance, most of the Fugates never suffered any related health issues, and lived into their 80s and 90s!



# EYE CANDY FOR CLOUD LOVERS



*Karol Nienar*  
MOUNTAIN PHOTOGRAPHER



**Asperitas. Koscielcem, Tatras Mountains. 18 June 2018**

I don't know - whenever I take my camera out I never seem to get photos like this. This guy obviously knows his way around a camera. The image is actually better than I've reproduced it here, I had to crop it to fit it on the page. If you've got an hour or two to spare you could do worse than browse through his work, but be warned, it's highly addictive! <https://www.instagram.com/karolnienartowicz/>

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

